

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

All change please, all change!

“The 2010 service from Westminster, retimed at 2015, 2017 and 2019 has been terminated and is now out of service and running empty to the sidings. All change!”

We face the reality of both changes of people and also changes of government policy, affecting both railways and economic and especially housing policy too, after the results of 4th July, together with the government announcements, official statements and publications which followed, before and after the [King's Speech](#) at the State Opening of the new Parliament on 17th July.

Railfuture – pro-rail influencer

Those changes do not however fundamentally change Railfuture as a distinctive national pro-rail influencing organisation championing the cause of a bigger better railway, seeking to contribute informed and independent insights at every level of decision-taking.

First and foremost among the people changes, we congratulate and welcome the new Minister for Rail, Minister of State Lord Hendy of Richmond Hill CBE (no longer Chairman of Network Rail) who is now responsible for *“rail transformation and reform, rail markets, rail infrastructure, High Speed 2, international rail, rail freight, rail accessibility, rail decarbonisation, the British Transport Police.”*

Other transport responsibilities of relevance for our regional branch are with Minister for Local Transport, Parliamentary Under-Secretary of State (PUSS) Simon Lightwood (Wakefield & Rothwell) – a Shadow Transport Minister since October 2022 – including *“buses and light rail, local transport accessibility and cross-cutting transport accessibility, modal shift, regions and devolution, DfT's relationship with London including TfL, and integrated transport strategy.”*

Our policy hashtag **#RailTransportForNewHomes** also requires interest in other changes, for example from a Department for Levelling-Up, Housing and Communities to a Ministry of Housing, Communities and Local Government, with Secretary of State and Deputy Prime Minister Angela Rayner supported by Minister for Housing and Planning Matthew Pennycook (Greenwich & Woolwich – right, lower left) responsible for *“Planning reform and the National Planning Policy Framework (including legislation eg the Planning and Infrastructure Bill), Housing delivery including large-scale new settlements programme (New Towns), Brownfield Infrastructure Land and Housing Infrastructure Funds, Housing supply strategy, Homes England and Planning Inspectorate sponsorship”* - etc!

In addition, Jim McMahon OBE (Oldham West, Chadderton and Royton) as Minister of State for Local Government and English Devolution (lower right) is responsible for *“Strategic oversight of English local and regional government structures, Local government finance, Local government policy, and Mayoral Combined Authorities and pan-regional bodies”* - etc!



The two new Ministers of State at the DfT



The two new Ministers of State at the MHCLG

At national level Railfuture responded the day after the results of 4th July with *“All change for rail”* and a month later our national Policy Director Ian Brown CBE wrote *“Agenda for growth”* - both in the website under 'News.'

In his briefing for branches following the first meeting of the national Board of Directors after our own national AGM as well as the general election, with some key government announcements still to come in the following week before Parliament rose, our national Chair Chris Page highlighted three areas for members to address in order for us to take full advantage of the emerging priorities from the new government:

- ~ Opportunities for rail links to enable substantial private investment in industrial development;
- ~ Opportunities for substantial property development around existing or potential stations;
- ~ Opportunities for New Towns of 10000+ properties around new rail stations or links.

Part of the context is the Deputy Prime Minister saying in July *“The update (to the method used to calculate restored mandatory housing targets) will make clear the requirement for councils to consider the proximity of new homes to existing transport infrastructure.”* The MHCLG consultation on reforms to the National Planning Policy Framework closes on 24th September.

Restoring Your Railway - RIP – long live a bigger railway!

It hurts when our campaign successes are seemingly consigned to the archives but that is in effect what happened on 29th July when the new Chancellor of the Exchequer said in Parliament (according to Hansard): *“The spending audit has revealed £1 billion of unfunded transport projects that have been committed to next year, so my right hon. friend the Transport Secretary will undertake a thorough review of these commitments. my right hon. friend will also cancel the restoring your railway programme, saving £85 million next year, with individual projects to be assessed through her review. If we cannot afford it, we cannot do it.”*

Having jointly published *“Expanding the Railways – how to develop and deliver a proposal”* in 2017 we then wrote a joint letter to the Transport Secretary in 2018 seeking a ‘Network Development Fund’ – similar to the already-successful New Stations Fund. Less than two years later that letter secured a success with a new Transport Secretary launching Restoring your Railway and inviting bids to an Ideas Fund and also launching a third round of the New Stations Fund.

There are no longer any live projects in the programme within our regional branch area – the third round of the New Stations Fund had been absorbed into the Restoring Your Railway programme, and supported the opening of Thanet Parkway station. Within the area of Transport for the South East, however, the one project likely to be deemed as *“not yet commenced”* (the phrase actually uttered by the Chancellor) – and therefore vulnerable to cancellation in the Transport Secretary’s review – is the restoration of passenger train services to part of Hampshire’s Waterside Line.

A bigger railway in parts of our regional branch area is still however very much in prospect, most notably in Chelmsford with the new Beaulieu Park station (below) due to open in December 2025, and at Wixams south of Bedford, anticipated to open in December 2026.



Image from [Network Rail](#)

In our neighbouring regional branch areas, Cambridge South station is also due to open next year, as will Winslow station with the start of new East West Rail services between Oxford and Bletchley / Milton Keynes.

Perhaps the one potential ‘bigger railway’ project which most closely aligns our priorities with those of the new government is Hoo Peninsula Railway (inside page).

“An assessment and ambition for a new government”

The Rail & Urban Transport Review is *“An assessment of rail and urban transport in the UK, an ambition for the future and key proposals to achieve that.”* The Urban Transport Group-supported report from Juergen Maier and his expert panel was published in August. *“This independent assessment explores how a future government could accelerate the delivery of improved connectivity within and between the UK’s towns and cities to harness these vital benefits and power us into the decades ahead.”* It comes in the wake of the new government’s move away from rail expansion to connect isolated communities towards drawing in private investment to drive economic growth, with a particular focus on co-locating investment in housing growth and transport, especially rail, infrastructure.

Railfuture is listed as a contributor to the report; it can be found in the website for the Urban Transport Group.

What’s in a name?

In December 2016 the Rother Valley Railway played host to a loco-naming of 66718 as “Sir Peter Henty” (*railse* no.136 June 2017, p.6). The same loco was then re-named in May 2023 “Peter, Lord Henty of Richmond Hill, of Imber in the County of Wiltshire” to mark his elevation to the House of Lords.

Nearly eight years on and they did it again in honour of the Kent & East Sussex Railway’s 50th anniversary and the start of work to extend the line to Robertsbridge.



Image from [GB Railfreight](#)

In May the same freight operating company named their loco 66309 “Charley Wallace” – she had been a Railfuture Director albeit only briefly, during 2017.



Charley Wallace RIP

GB Railfreight CEO John Smith

Increasingly-heavy and high-profile work commitments prevented her from continuing, and then while only in her early-50s a long-standing illness took its tragic toll.

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

With nine new / re-opened mainline and two new Tube stations, one new international station, three new rail links (international / Overground / Underground) and one re-opened interchange in our regional branch area, plus London's DLR with its 15 new stations, the third-quarter anniversaries of our local successes are:

July

~ in 1973, on the 23rd: Stevenage's second station opened (a mile south of the original, opened in 1850 and closed to coincide with its successor's opening).

~ in 1983, on the 15th: King's Cross Midland City re-opened (opened 1863, closed 1979, re-named King's Cross Thameslink 1988, closed 9th December 2007).

~ in 2011, on the 18th: Southend Airport station opened.

~ in 2015, on the 25th: a new Hackney Interchange had a 'soft opening' for London Overground passengers.



From Hackney Central looking west, Hackney Downs off top right

~ in 2022, on the 18th: Barking Riverside extension and station opened.

~ in 2023, on the 31st: Thanet Parkway station opened.

August

~ in 1987, on the 31st: Docklands Light Railway from Tower Gateway to Stratford and Island Gardens.



Island Gardens 1987 station Image: Peter Day, Pinterest

~ in 2015, on the 12th: Hackney Interchange had its official opening ceremony.

September

~ in 1986, on the 29th: London Fields station re-opened after a fire in November 1981 – on Friday the 13th!

~ in 1986, on the 29th: Welham Green station opened.

~ in 2003, on the 28th: the Channel Tunnel Rail Link phase one route into Waterloo International station (via Fawkham Junction and Southfleet Junction).

~ in 2008, on the 28th: Shepherd's Bush Overground station on the West London Line opened.

~ in 2009, on the 27th: Imperial Wharf station opened.

~ in 2021: on the 20th, London Underground's Northern line extension opened to Battersea Power Station and Nine Elms stations.

Stay up-to-date and lend your support via our website pages under '**Campaigns**' > '**A bigger railway**' – it includes links to 'Missing links' and 'New stations.' See also '[Current London and South East campaigns.](#)'

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.*

A bigger railway – with our influence

Network Rail Southern Region's monthly stakeholder newsletters from their Kent & Sussex and Wessex Routes are supplemented by Kent & Sussex Strategic Planning Team providing periodic strategic updates to their stakeholders. These usually reflect work to which Railfuture was invited and has been able to contribute.

In recent months Strategic Advice for Kent-Gatwick Rail Connectivity has been published. In summary, the economic case for extending existing GTR services which currently run from Tonbridge to Redhill on to Gatwick was modest. The 2019 timetable / operations were used as a baseline for the work and the analysis found that it would generate enough demand to not require additional subsidy. However, the December 2023 timetable has reduced the number of units that operate the current service. The service extension would require the saved unit to return to the route but the cost of this would be a further challenge to the business case and viability. There would also be upfront costs, for example driver training, which would have to be overcome prior to commencement.

For East Sussex Coastway and MarshLink, work has begun on a Strategic Study looking at the opportunities for train services on the Brighton / Wivelsfield route towards Eastbourne and Ashford International. Over the next few months, with input from ourselves and other stakeholders, the Strategic Planning Team will be working on options and choices for funders to improve connectivity and First and Last Mile initiatives between now and 2050 (see next page).

A North Downs Line Strategic Study is completed, looking at options and opportunities for services and rolling stock on the line, now with twice-hourly all-day Gatwick-Reading services all week. Railfuture input was again requested. Publication is expected shortly. GWR still aspire to a three trains per hour service.

Transport for the South East

Refreshing the Transport Strategy – back in April TfSE launched a survey to help inform their planned update of the original Transport Strategy. TfSE's Partnership Board agreed to the principle of a refresh in mid-2023. Since the initial Strategy was adopted in 2020 (having been drafted in pre-pandemic times), there have been changes to travel patterns due to the global pandemic, government policy changes (with now more to come!), the increasing importance of decarbonisation, and the ongoing effects of EU Exit. Railfuture responded to the survey in June; the results were published in August.



In summary, there was a clear prioritisation order for the key themes, with 'society' being the top priority (48%), 'environment' second (32%), and 'economy' third (20%). Public transport is the key priority for most people, in terms of investment, availability and accessibility. Affordability was a defining issue mentioned by a large proportion of respondents.

Among the other headline results with the strongest resonance for our work as policy influencers:

~ Amongst the economic priorities, the need for joined-up thinking between transport planning and housing and employment needs emerged as the area which had grown most in importance, with 86.2% of the 1501 survey respondents stating that this is more or much more important than 5 years ago.

~ Highest amongst the social themes, 84.9% of respondents said an accessible and affordable transport network is now more or much more important than 5 years ago.

~ Public transport was the priority which emerged as most important across the board in the free comments. The top six themes all related to public transport, with the affordability of public transport being the most mentioned priority overall.

~ Public transport was rated as both the area respondents were most concerned about in their local area and the area which people felt authorities should act to improve.

~ There was over-representation from citizens aged 55 or over (63% of respondents) compared to the demographic profile of the region (33% of south east residents aged over 55). This distorting imbalance is widespread across public engagement exercises. The gender split was in line with the Census 2021 results.

Of the seven options to structure the Transport Strategy, TfSE officers commend the 'Big Missions Framework' – structured around a set of key topics – including modal, thematic, and delivery-focussed which have a single, coherent narrative and set of objectives addressed by a range of interventions for different place and movement types.

The full Strategy refresh timeline is in four stages:

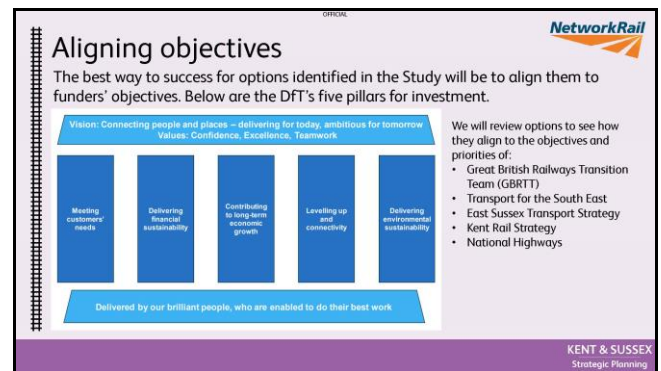
- # July 2023 – December 2024: Strategy development
- # December 2024 – March 2025: public consultation
- # March – July 2025: finalise Strategy
- # July – October 2025: local transport authority sign-off followed by presentation to central government.

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

In July Network Rail inaugurated a new Strategic Study, this time for East Sussex Coastway and MarshLink.



Railfuture is an invited contributor. If our over-arching aim is to achieve significant mode shift to rail (TfSE's Transport Strategy aspires to a doubling of rail's mode share by 2050) for all its socio-economic and environmental benefits, one method is to increase the opportunities to travel by rail ie service frequencies.



The five objectives – 'the exam questions' – are:

- + Meeting customers' needs
- + Delivering financial sustainability
- + Contributing to long-term economic growth
- + Levelling-up and connectivity
- + Delivering environmental sustainability

Now consider these:

- # The highly-successful Railfuture-inspired May 2018 timetable increased services between Eastbourne and Hastings from 3 to 4 tph (since reversed while retaining the popular Eastbourne-Ashford International service).
- # The Railfuture-backed proposals for Southeastern High Speed services to be extended over MarshLink into East Sussex established the principle of an extra service between Ashford International and Eastbourne.
- # A through service between Ashford International and Brighton remains a strong local aspiration.

Merging those three might produce a new hourly timetable, on which to base planning for infrastructure enhancements, looking something like this:

- ~ London Victoria-Ore
 - ~ Brighton-Hastings
 - ~ Eastbourne-Ashford International stopping
 - ~ Brighton-Ashford International limited stop – an extension of the Brighton-Ore, with bi-mode trains.
- Would such a timetable meet those five objectives?

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

TfSE rail – north Kent:

Medway – Gravesend / Tonbridge & Malling

HMK-GRV-DFD-ABW-GNW-LBG

HMK-HGM-SOO-RTR-CTM-GLM-RAI

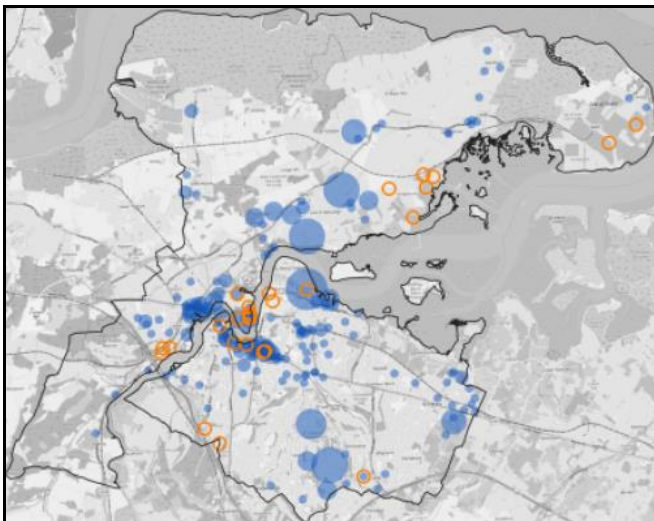
HMK-HGM-SOO-SDA-MDB-PDW-TON

The story of Medway Council's preparations for its new Local Plan added a further chapter between July and September, with a public consultation which will inform the formal draft Local Plan 2041 – the 'pre-submission (to the Planning Inspectorate) Local Plan.'



The draft Local Plan is expected to be published for a further public consultation in early-2025. It will detail policies and show sites preferred for new development. Comments received will be passed on to the Planning Inspectorate for the independent examination of the plan. A planning inspector will assess the plan and recommend changes needed before the plan can be adopted. Consultation will follow on any proposed changes to the draft plan. Medway Council wants to have the final Local Plan in place by the end of 2026.

Three Spatial Growth Options have been assessed in the Sustainability Appraisal – Urban Focus, Dispersed Growth, and a Blended Strategy (illustrated below) which is the Council's preferred approach.



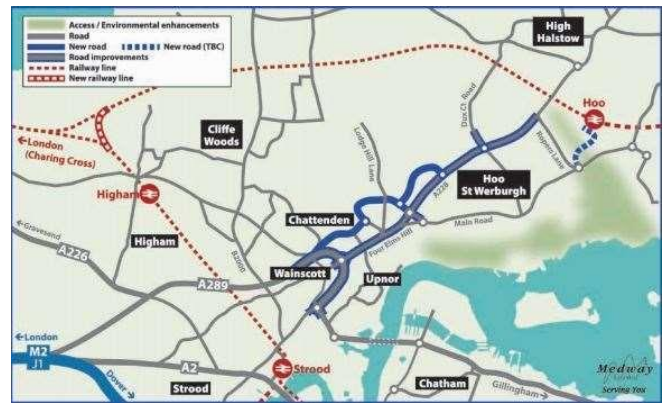
This option is considered likely to offer the best sustainability balance by integrating urban regeneration with suburban and rural development, promoting sustainable travel, and addressing the needs of diverse communities. It is also likely to ensure a diverse range of housing across Medway and economic needs can be met whilst directing the majority of new development to sustainable locations.

Rail transport for new homes on the Hoo Peninsula, Medway

Although Medway's required level of annual housing growth is barely changed with the new government's approach, the revised figure of 1644 dwellings p.a. still requires a 57% increase in the rate of annual provision above the average achieved in recent years.

Before the July 2023 cancellation of the complete Housing Infrastructure Fund allocation, which included for the Hoo Peninsula Railway with a new station at Hoo St. Werburgh, Hoo Peninsula Railway had already secured strategic policy support in two key places.

It had been referenced in Network Rail's Spring 2023 North & East Kent Connectivity Strategic Study. Its Executive Summary said: "Grain passenger services: • Medway HIF Scheme: Continue to work with Medway to reopen the line to passengers; currently paused. • Medium-term: explore options to increase capacity of the Grain branch for passenger and freight and to provide direct London trains. This has been developed to the concept / feasibility level."



The new Hoo-Higham passenger and freight connection - red

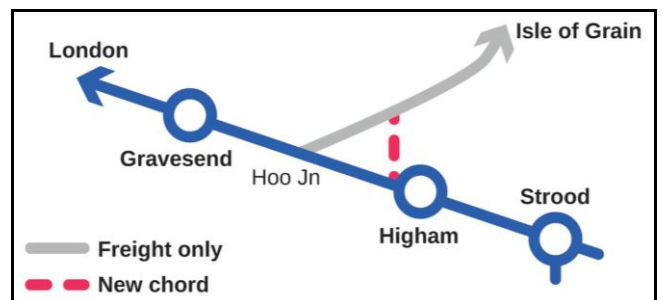
Hoo Peninsula Railway is also referenced in TfSE's Strategic Investment Plan Factsheet No.25 for Chatham and Aylesford; Gillingham and Rainham; Rochester and Strood, Map ref. S6:

Intervention name: "Hoo Peninsula Passenger Rail Services"

Scheme is: "A new station serving the Hoo Peninsula alongside other improvements to the existing Grain Branch Line."

Scheme does: "Enable new passenger services connecting largescale employment and housing developments."

Phasing: "Medium term (2030s)"



Simplified diagram of new/currently-unplanned Higham chord

See our January 2020 website article "[Hoo-rail victory](#)" including subsequent news updates.

Railway 200 – the countdown begins



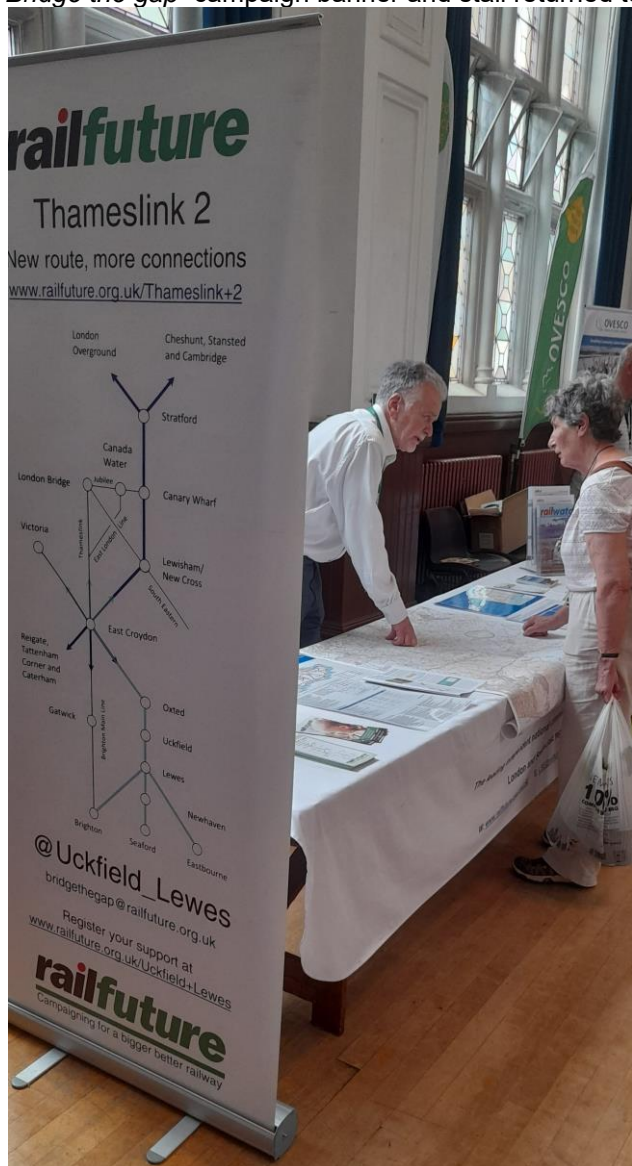
27th September 1825 needs no introduction and, by now, Saturday 27th September 2025 may not either. Which line / station anniversaries should L&SE mark?

As we shall prepare to celebrate a double-century we are however still **railfuture** and so look and plan ahead rather than gaze into the rear-view mirror, and look forward to opportunities for us to influence for the better over the coming months and years.

See the [Railway200](https://www.railway200.org) website for further details.

Campaigns calendar, London & SE

In August the London & South East regional branch's "Bridge the gap" campaign banner and stall returned to



Lewes Town Hall for the annual Lewes Societies Fair.

The Reigate Society in conjunction with the Southeast CRP's Reigate/Redhill - Tonbridge line group members <https://www.southeastcrp.org/line/tonbridge-to-reigate-line/>



have produced a number of railway history posters for Redhill and Reigate stations, on the Society's website: https://www.reigatesociety.org.uk/about/railway_posters.php

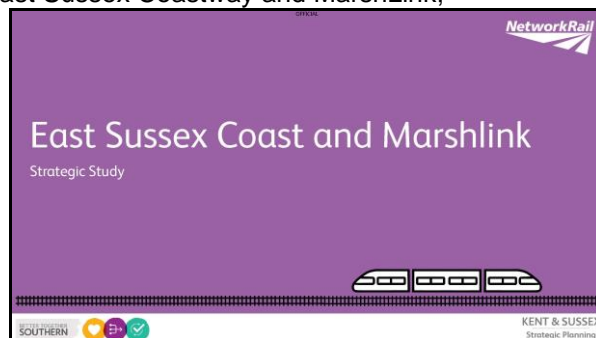
Campaigning through consultations

Our campaigning has continued through responding to consultations and calls for evidence and making other submissions, such as to local planning and transport authorities.

Current consultations of general interest to our London and South East regional branch area are in the "What's on" section of the website, within 'Rail dates', and linked [here](#); of specific regional branch interest are in the branch website and linked [here](#).

Since the June newsletter, *railse* no.164, went to press the regional branch committee has overseen submissions to / participation in:

- # Central Bedfordshire's consultation preparing for their draft Local Transport Plan;
- # Network Rail's latest Strategic Study, for East Sussex Coastway and MarshLink;



- # Medway Council's 'Regulation 18' consultation to inform the new draft Medway Local Plan 2041;



- # HM Treasury's opportunity to make representation to Autumn Budget 2024 and / or the Spending Review "with the aim of commenting on government policy and suggesting new policy ideas to be considered in the upcoming Budget."

- # MHCLG's consultation on how national planning policy might be revised to support new government's wider objectives, including through proposed reforms to the National Planning Policy Framework.

Kent County Council's public consultation on "Striking the balance" - draft Local Transport Plan 5.



Local Transport Plan - Striking the Balance
Public Consultation
Have your say!
Join us at a drop in event near you!

Visit www.kent.gov.uk/ltp5 to find out more.

Consultation closes 8 October 2024



Your opportunity to influence our responses to Calls for Evidence and Consultations, and policy development, is to email londonandsoutheast@railfuture.org.uk

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

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 calendar / diary dates

Thursday 19 September Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Thursday 19 September London Metro Division in-person evening meeting, central London. Guest speaker: George Paterson, Senior Stakeholder Engagement Manager, South Eastern Railway, on Metro and Suburban services. [Invite non-members!](#)

Friday 20 September Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Tuesday 24 September Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Wednesday 25 September Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Thursday 26 September Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Saturday 28 September East Anglia regional branch afternoon open meeting, Norwich.

Monday 30 September Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Thursday 3 October Kent County Council public drop-in event for consultation on "Striking the balance" – draft Local Transport Plan 5.

Tuesday 8 October Close of Kent County Council's public consultation on draft Local Transport Plan 5.

Wednesday 9 October Herts & Beds Division evening [online](#) meeting. [Invite non-members!](#)

Thursday 17 October Sussex & Coastway Division evening meeting, in-person, Brighton. [Invite non-members!](#)

Friday 18 October Copy date for your campaign news / reports for the London & South East regional branch Local Action column in December's *railwatch* no.182, and for December's *railse* no.166. Send to londonandsoutheast@railfuture.org.uk

Saturday 19 / Sunday 20 October – MarshLink closure between Hastings and Ashford International.
Saturday 19 October-Sunday 3 November inclusive – MarshLink closure between Hastings and Rye for works to Ore Tunnel (between Ore and Three Oaks).



Photo: Network Rail Southern Region Stakeholder Newsletter

Monday 21 October-Sunday 3 November inclusive – MarshLink shuttle train service between Rye and Ashford International, approx. 07:30 to 18:30.

Tuesday 22 October Copy date for your campaign news, letters, articles, photos to appear in December's *railwatch* no.182. Send to editor@railwatch.org.uk

Saturday 26 October – Sunday 3 November Schools' autumn half-term holiday: >95% of the rail network remains open for customers! Enjoy your local heritage railways.

Monday 11 November Herts & Beds Division evening [online](#) meeting. [Invite non-members!](#)

Wednesday 13 November Eastern Division evening [online](#) meeting. [Invite non-members!](#)

Saturday 16 November Kent Division afternoon meeting.

Thursday 21 November London Metro Division evening in-person meeting. [Invite non-members!](#)

Sunday 1 December Thames Valley regional branch campaigns stall at annual Oxford Green Fair, Oxford Town Hall, St. Aldate's, OX1 1BX.

By the time this newsletter appears, the places where you'll need to look for further informed, independent analysis and comment will be your quarterly magazine [Railwatch](#) for October, our "News and views" [articles](#), [press releases](#), and our [Twitter](#) and [LinkedIn](#) output.

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 on **13 November**.

Division Convener: howard.thomas@railfuture.org.uk.

See [Eastern Division](#).

Herts & Beds – meets about monthly – next in evening of **9 October**, then 11 November **online** at 19.30. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on third Saturdays, at 14.00 – next due on **16 November**. Division Convener: chris.fribbins@railfuture.org.uk See [Kent Division](#).

London Metro – covers all TfL rail modes: DLR, Elizabeth line, London Trams, Overground, Underground. Meets alternate months on third Thursdays in-person at 19.00 – next on **21 November**. Division Chair: richard.bowry@railfuture.org.uk See [London Metro Division](#).

Surrey – Division Convener is Stephen Rolph: stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets about monthly on Thursdays, at 18.00. Next, in-person, on **17 October** in Brighton, then 5 December **online**. Division Convener is John Black: jcbblack@yahoo.co.uk, Division Secretary: 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.

railse 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>. Any 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 **railse** issue no.166, due to be published in December 2024, will be Friday 18 October 2024. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk



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 **railfuture** 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
- # **A Bigger Railway** – driving economic / housing growth through new / re-opened rail lines / 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 on [Twitter](#), [Facebook](#) 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.
roger.blake@railfuture.org.uk

Treasurer: vacant

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

inter-railse

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