

# railfuture

## LONDON & SOUTH EAST BRANCH Annual General Meeting 2017

Saturday 29<sup>th</sup> April 2017

University of Westminster's Cavendish Campus

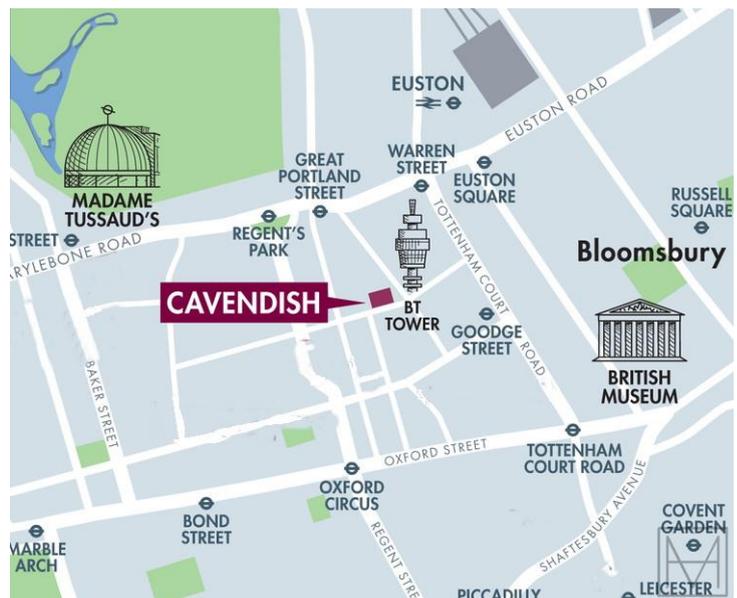
115 New Cavendish St, London, W1W 6UW

From Goodge Street station - turn left on exiting and walk for a few minutes, then turn left into Holland Street and keep going - it turns into New Cavendish Street.

From Warren Street station - walk a few minutes southwards on Tottenham Court Road, then turn right into Holland Street.

From Great Portland Street station. - from the traffic island on which the station sits, negotiate the crossings on the side with one-way traffic. The most direct route is NOT to take Great Portland Street, nor Bolsover Street, but take Cleveland Street (which is opposite the eastern end of the station island) which intersects New Cavendish Street at your destination.

From Oxford Circus station walk one block east then go north along Great Portland Street then turn right into New Cavendish Street.



Agenda  
&  
Reports  
enclosed

# AGENDA

10:30 DOORS OPEN (Coffee available)

11:00 Chairman's introduction followed by

Heathrow Expansion – implications for surface access by rail

Steve Costello of Heathrow Southern Railway

George Bathurst of Windsor Link Railway

Network Rail presentation on Western Rail Access to Heathrow

12:30 Lunch (Please make own arrangements and return before 13:50)

## 14:00 **Branch AGM**

1. Apologies for Absence
2. Minutes of previous AGM, held 23rd April 2016
3. Matters Arising
4. Election Results
5. Chairman's Report for 2016
6. Treasurer's Report for 2016
7. Membership Report for 2016
8. Division's Reports 2016
  - a) Eastern
  - b) Kent
  - c) Sussex & Coastway
  - d) Herts & Beds
  - e) Surrey
  - f) Metro
9. Branch Campaigning Report
10. RaiLSE Report
11. No resolutions have been received by the deadline

# MINUTES OF ANNUAL GENERAL MEETING 2016

London & South East Branch

Minutes of Annual General Meeting held at International Hall, Lansdowne Terrace, London, WC1N 1AS  
on Saturday 23 April 2016

**PRESENT:** Roger Blake, David Charlton, Peter Collingborn, Keith Dyall, Chris Fribbins, H Trevor Jones, Charles King, Paul Meitner, Graham Morrison , Chris Page, , Greg Peakin, Gordon Pratt, Howard Thomas and Michael Waller, ,

The meeting opened at 11.30.

		<b>ACTION</b>
	<p><b>Welcome:</b> Keith Dyall, L&amp;SE Chair (KD) welcomed all to the AGM. He explained that – perhaps influenced by the imminent elections – it had not been possible to secure an external speaker. He understood that another Railfuture branch meeting today had experienced the same problem.</p>	
	<p><b>Discussion</b> The meeting had a wide ranging discussion about potential activity for the coming year. In discussion, points made included:                there was a need to match things worth doing with people able to do them;                it was helpful to link in with others with similar or congruent objectives (including local authorities, Community Rail Partnerships, etc.);                there was merit in holding meetings between Divisions where there were common issues.</p>	
	<p><b>RAILFUTURE LONDON AND SOUTH EAST BRANCH AGM</b></p>	
	<p>Introducing the meeting, the Chairman explained that the full pack of reports had been distributed to members on arrival; it had not ben possible to send them out in advance.</p>	
1	<p><b>Apologies</b> Norman Bradbury, Graham Larkbey, Nigel Denton, Jean Crichton, Dick Tyler</p>	
2	<p><b>Elections</b> There were insufficient names to trigger a postal ballot for the Branch Committee. The following had therefore been elected unopposed:  <b>Chair</b> – Keith Dyall  <b>Vice Chair</b> – Roger Blake  <b>Treasurer</b> – Howard Thomas            Branch Committee – Norman Bradbury, Charles King and Chris Page  <b>In addition, the Divisional Representatives are :</b>            Nigel Denton (Sussex &amp; Coastway), <i>Chris Fribbins/Ian Kilberry (Kent), Howard Thomas (Eastern), Keith Dyall (Herts &amp; Beds), Chris Page (Surrey)</i> Charles King (Metro)</p> <p>No nomination had been received for the position of Secretary. The Committee would address this at its next meeting.</p> <p>The Chairman expressed thanks to Graham Larkbey who had stood down from the Committee.</p>	

			<b>ACTION</b>
3		<b>Minutes of previous AGM, held on 25 April 2015, International Hall, London</b> were AGREED.	
4		<b>Matters Arising (not covered later in the Agenda) – none</b>	
5		<b>Chairman’s Report for 2015</b> The Report circulated with the Agenda was accepted.	
6		<b>Treasurer’s Report for 2015</b> The report circulated with the agenda was accepted. Formally the accounts (having been approved by the scrutineer and the Branch Committee) had been submitted to the RF Board and had been incorporated in the national accounts. For its part, the meeting endorsed the accounts.	
7		<b>Membership Report</b> The report circulated with the agenda was received. Membership at end of 2015 was slightly up on the previous year, but membership remained broadly flat. Members who had not yet notified their email addresses were invited to do so as it made it easier to keep them in contact with meetings.	
8		<b>Division Reports (2015)</b>	
	a.	<b>Eastern Division</b> The most important development of the year had been the work to reopen Lea Bridge station. But for campaigning by the affiliated Chingford Line Users Association, supported by Railfuture’s Eastern Division and a grant from Railfuture’s Fighting Fund, this work would never have started. For the future there was a lot happening or planned for the Lea Valley lines and the main line from Liverpool Street through Stratford.	
	b.	<b>Kent Division</b> The Division had been active and continued to work with other organisations in the area. Chris Fribbins had been elected to the position of Vice-Chair of the Kent Community Rail Partnership.	
	c.	<b>Sussex and Coastway Division</b> This Division continued to campaign actively – including for the reopening of the line between Uckfield and Lewes and for the extension of HS1 services to Bexhill via the Ashford to Hastings line. Much of this work was in collaboration with others, and it was necessary to develop ways of responding to reports that appeared to be obstacles.	
	d.	<b>Herts &amp; Beds Division</b> A more regular pattern of meetings had evolved, with active participation of Rail User Groups. Experience showed that having a positive relationship with the County Council and the Train Operating Company could help to deliver improvements.	
	e.	<b>Surrey Division</b> Some meetings had been held jointly with Sussex and Coastway Division, and a useful meeting had been held to collate views before responding to the South Western franchise consultation.	

			<b>ACTION</b>
	f.	<b>London Metro Division</b> Although this Division has not yet started regular meetings, a number of members worked to develop a rail manifesto for the May 2016 elections for Mayor of London and the Greater London Assembly.	
9		<b>Branch Campaigning Report</b> The meeting received with interest a report on the Branch's major campaigning activities in 2015.	
10		<b>Railse Report</b> The meeting noted the formal report and expressed appreciation of the content of RailSE.	
11		<b>Resolutions – None</b>	
12		<b>Other Business</b>	
		The Chairman was thanked for effective handling of the meeting. The meeting closed at 15:30.	

## 4. 2017 Election Results

1. Chairman – Keith Dyall
2. Vice-Chair – Roger Blake
3. Secretary – no nomination received
4. Treasurer – Howard Thomas
5. Branch Committee
  - Norman Bradbury
  - John Fowden
  - Charles King
  - Neil Middleton
  - Chris Page
6. Division Representatives (appointed)
  - Nigel Denton (Sussex & Coastway)
  - Chris Fribbins/Ian Killbery (Kent)
  - Howard Thomas (Eastern)
  - Keith Dyall (Herts & Beds)
  - Chris Page (Surrey)
  - Charles King (Metro)

## 5. Chairman's Report for calendar year 2016

Chairman	Keith Dyall	
Vice-Chairman	Roger Blake	
Secretary	Graham Morrison (co-opted)	
Treasurer	Howard Thomas	
Committee	Norman Bradbury	John Fowden (co-opted)
	Charles King	Neil Middleton (co-opted)
	Chris Page	Gordon Pratt (co-opted)
Divisional reps	Nigel Denton	Chris Fribbins/Ian Killbery

A difficult year for the Railway and a busy year for Railfuture. We are half way through a series of major reconstructions of the rail network in our region the most disruptive of which is the Thameslink proposal which have caused havoc for the travelling public. These works have been carried out at the same time as industrial unrest as the operator and the Department of Transport have tried to implement changes to working practices. The consequential strikes have hit the travelling public hard and the union new how to make maximum impact. There is no point in going on strike if no one notices and there is no impact on services. With the Thameslink route cut in half at London Bridge additional trains and crews were required to cover the through services between the North and South London plus the need to get commuters into London Bridge which at regular intervals the track layout changed as the work proceeded. Even now they are still consulting over the final route destinations and they are unable to firm up on the final numbers of drivers required. The other partner in the improvements carried out huge infrastructure works over the holiday periods worth many millions of pounds and whilst most of these were carried out on time there were some which overran for which Network Rail were not fully prepared and unforgiving commuters were vociferous in their condemnation with the press having a field day. Given the volume of work carried out the efforts were excellent but not perfect.

Not all the work involved Thameslink and London Bridge but almost every route was involved in improvements especially out of Paddington and Liverpool Street with Crossrail works. Even here there were some delays.

For Railfuture the branch in conjunction with its' divisional subcommittees has been involved in answering consultations some of which we list below;-

1. The Govia Thameslink timetable consultation which aims to fix the future pattern of Thameslink services for some years to come we feel that with the opening of Crossrail within a few months of the implementation of the new timetable travel will significantly change so that the new timetable will need to be revised quite soon especially for the north Kent route and also for services to and from Gatwick.
2. We have also answered points raised by the Hertfordshire County transport vision which raises very serious concerns for the future, especially for the local ratepayers.
3. We also contributed to the London Travel Watch review on the closure of ticket offices.
4. We contributed to the Kent Local Transport plan and we noted that there little mention of rail freight.
5. We also commented on the west Midlands and Chiltern rail study, and also the franchise.
6. We have supported Thames Valley and East Anglia branches on East West Rail.
7. We have answered the TfL consultation about improvements to Camden Town Station.
8. We are contributing with Wessex to South West Trains franchise consultation.

9. We have answered the TfL consultation on the Barking extension.

10. We have answered two consultations on Crossrail 2.

Railfuture has been campaigning on improvements to the Ashford to Brighton Service and for the reopening of Uckfield to Lewes. Also in our campaigns has been the improvement to the infrastructure of the Brighton Main Line and for services from Surrey and Sussex to Canary Wharf and possibly to Dagenham. We have been campaigning also for improvements with possible electrification between Redhill and Guildford. We support further access to Heathrow from the South and the West. To the north of the capital we have supported the local user group for improvements to the services between Watford and St Albans although the only satisfactory long term solution is light rail giving opportunities for extensions, the Local authority plans for buses is doomed to failure at great expense. We also favour improvements to the Marston Vale line with trains extended to Milton Keynes. A busy year indeed for the Branch. We see a contentious year ahead.

With such a busy year the committee co-opted three new members to the committee: John Fowden, Neil Middleton, and Gordon Pratt all three of which have made major contributions to the work of the committee. The branch has been represented on all of the national committees except the freight committee. We have maintained strong links with the neighbouring branches and most of the rail user groups and also the rail operating companies.

I would also like to thank the members of the committee for their support and valuable time in working to support our objectives.

**Keith Dyall (Chairman)**

## **6. Treasurer's report**

**for the year to 31<sup>st</sup> December 2016**

The London & South East Branch received a subvention of £2,969 in support of its budget proposal for the year. A further £2,000 was made available to support campaign and lobbying work. The main feature of the Branch's accounts for 2016 was the surplus of £1,129.05, up from £932.20 in 2015. This is largely accounted for by underspending against the 2016 budget in a number of cost centres, as follows:

- Campaigns and lobbying: the amount spent was £677.00, some £1,323.00 less than the amount made available by Railfuture;
- The 2016 AGM came in at £159.40, some £140.60 less than was provided for in the 2016 budget;
- Running the Divisions came to £514.86, against a budget of £725.00;
- Postage, printing and administrative costs only came to £3.18 against a budget of £50.00.

Unbudgeted income and expenditure included:

- £37.50 for the purchase, and £32.00 for the sale of pens and cufflinks;
- A donation of £98.00; and
- Proceeds £10.30 from the sale of coffee/tea at the AGM.

There was a net increase in cash and cash equivalents of £1,693.36 in the bank balance from £2,063.89 at 01/01/2016 to £3,757.25 at 31/12/2016.

Railfuture's policy is to provide for 20% depreciation on cost in each of the first four accounting years of use, and to write down the value of non-current (fixed) assets to £1.00 in the fifth year. Thereafter, the non-current assets remain at £1.00 until they are disposed of. Following this policy, I have charged £130.11 for depreciation in 2016 (see: *Statement of Comprehensive Income for the year ended 31*

December 2016). The net values of both the Gazebo and the Projector will be shown as £1.00 in the 2017 final accounts.

In 2016, Divisions were asked to prepare their own figures for inclusion in the Branch budget for 2017. This went well, and the Branch proposals for 2017 have been approved, except for a provision for contingencies of £200.00, by the Railfuture Board. I should like to take this opportunity of thanking the Divisions for their work and cooperation on this. Inviting the Divisions to submit budget claims will become a regular activity.

**Howard F Thomas**

<b>Railway Development Society Ltd London &amp; South East Branch Statement of Comprehensive Income (Trading, Income and Expenditure Account) for the year ended 31 December 2016</b>			
<b>TRADING INCOME</b>	<b>£</b>	<b>31/12/15</b>	
		<b>£</b>	<b>£</b>
Sales	32.00		144.00
<u>less</u> Cost of sales:	<b>£</b>	<b>£</b>	
Inventory (pens) @ 01/01/16	7.20		
Purchases	37.50	94.00	
	44.70	94.00	
<u>less</u> Inventory (pens) @ 31/12/16	30.00	7.20	
	14.70		86.80
<b>TRADING PROFIT FOR YEAR</b>	<b>17.30</b>		<b>57.20</b>
<b>NON TRADING INCOME</b>	<b>£</b>	<b>£</b>	
Budget (excluding campaigning)	2,969.00	2,605.00	
Campaigning	677.00	809.72	
Donations	98.00	10.34	
Other	40.30		
	3,784.30		3,425.06
	3,801.60		3,482.26
<b>EXPENDITURE</b>	<b>£</b>	<b>£</b>	
2016 AGM	159.40	123.00	
Branch meetings			
Division meetings	514.86	367.26	
Campaigning & lobbying	677.00	809.72	
Liaison with other branches			
Newsletter	1,040.00	1,020.00	
Publicity, promotion & advertising	3.18		
Miscellaneous	148.00	100.00	
	2,542.44	2,419.98	
Depreciation of fixed assets	130.11	130.08	
	2,672.55		2,550.06
<b>SURPLUS FOR YEAR</b>	<b>1,129.05</b>		<b>932.20</b>

**Railway Development Society Ltd**  
**London & South East Branch**  
**Statement of Financial Position (Balance Sheet)**  
**as at 31 December 2016**

<b>NON CURRENT ASSETS</b>	<b>Cost</b>	<b>Depreciation</b>	<b>Net</b>	<b>31/12/15</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Gazebo	189.97	151.98	37.99	75.99
Projector	329.54	263.63	65.91	131.82
Leaflet stand	55.98	33.59	22.39	33.59
Thameslink 2 banner	75.00	30.00	45.00	60.00
	650.49	479.20	171.29	301.40
<b>CURRENT ASSETS</b>				
				<b>£</b>
Inventory (pens)		30.00		7.20
Sales not banked at 31/12/16		32.00		23.00
Cash at Bank		3,757.25		2,063.89
		3,819.25		2,094.09
<b><u>less</u> CURRENT LIABILITIES</b>				
Trade payables		520.00		54.00
			3,299.25	2,040.09
<b>NET TOTAL ASSETS</b>			<b>3,470.54</b>	<b>2,341.49</b>
Financed by:				
<b>ACCUMULATED FUND (CURRENT ACCOUNT)</b>				
				<b>£</b>
Balance b/f at 01/01/16			2,341.49	1,409.29
<u>add</u> Surplus for year			1,129.05	932.20
<b>Balance c/f at 31/12/16</b>			<b>3,470.54</b>	<b>2,341.49</b>

**Railway Development Society Ltd**  
**London & South East Branch**  
**Statement of Cash Flow**  
**as at 31 December 2016**

	<b>£</b>	<b>31/12/15</b>
		<b>£</b>
Surplus from operating activities	1,129.05	932.20
Adjustment for depreciation	130.11	130.08
Adjustment for increase/decrease in inventories	-22.80	-7.20
Adjustment for increase/decrease in receivables (debtors)	-9.00	-23.00
Adjustment for increase/decrease in payables (creditors)	466.00	-2.85
<b>Net cash from operating activities</b>	<b>1,693.36</b>	<b>1,029.23</b>
Cash used in investing activities		
Purchase of non current assets		-75.00
<b>Net increase/decrease in cash and cash equivalents</b>	<b>1,693.36</b>	<b>954.23</b>
Cash and cash equivalents at 1 January 2016	2,063.89	1,109.66
<b>Cash and cash equivalents at 31 December 2016</b>	<b>3,757.25</b>	<b>2,063.89</b>

## 7. Membership Report

We gained 19 new members during the year (including 2 new affiliated Rail User Groups – Hatfield Association of Rail Travellers, and Ore Transport Group), down from 31 new members in 2015. We lost 20 members. At the end of 2016 we had 485 members, a net loss of 1, comprising:

196 Full  
207 Reduced rate (pensioner/student/unwaged)  
22 Family  
25 Life  
19 Rail User Group  
4 Supporter  
3 each Honorary, VP  
2 each British Library, Company  
1 Affiliated group (Union)

This includes 21 members who also belong to other branches.

Although the majority of new members joined online, so we do not know what prompted them, we do know that the remainder were either introduced by a member, picked up one of our leaflets at an event or their local station, or heard about us on the radio. We need to continue to raise our profile by being seen to be active and campaigning, maximising opportunities for publicity and telling our friends, relatives and colleagues about Railfuture, so that we can recruit more members and continue to grow.

Disproportionately few of our new members live in London - we must do more to activate our London Metro division.

We have to make use of electronic and social media. In particular we need email addresses for all our members so that we can communicate by email - post is now too expensive to notify details of meetings or events, or request support for campaigns. Please let the national membership secretary [lloyd.butler@railfuture.org.uk](mailto:lloyd.butler@railfuture.org.uk) or the branch membership secretary [chris.page@railfuture.org.uk](mailto:chris.page@railfuture.org.uk) have your email address - it will not be passed outside Railfuture

*Chris Page*

## 8. Division Reports

### a) Eastern

The big event of the year was the reopening of Lea Bridge station on 16<sup>th</sup> May 2016 after being closed for 31 years. This is work that would never have started had it not been for campaigning by the Chingford Line Users' Association, supported by Railfuture London & South East Branch's Eastern Division and a grant from Railfuture's Fighting Fund. Lea Bridge now has a service of two trains per hour seven days per week to and from Stratford, with most trains going to Bishops Stortford (Mondays to Saturdays) or Hertford East (Sundays).

Other developments and activities during the year have been:

- **Ongoing work to electrify the Barking – Gospel Oak Line**

This has involved blockades during the year. The local RUG has been concerned that alternative arrangements for passengers have not always been satisfactory, with two replacement bus services that do not meet in the middle, a reduction in frequency, and difficulties with claims for compensation.

- **Rebuilding work at Chelmsford station**

The new concourse was completed in October, with a formal opening of the new ticket office on 17<sup>th</sup> October 2016. However, some minor rebuilding work was still continuing at the end of the year.

- **Beaulieu Park Station**

Not a lot appeared to be happening with the proposal for a new station north-east of Chelmsford in connection with a new housing development.

- **Infrastructure work on the Great Eastern Main Line in connection with Crossrail**

Work was put in hand towards the end of the year to reconfigure the track around Shenfield to accommodate a new platform 6 and sidings for Crossrail trains, and for Southend line trains to make better use of the dive-under facility to the east of the station.

- **Lea Valley line capacity improvement**

Clearance work has taken place to enable a third track to be installed as far as Angel Road in connection with an enhanced service level between Stratford and Tottenham Hale. The underlying reason for the third track to Angel Road is the provision of a turn up and go service to support the Meridian Water development of 10,000 homes in the area. The Division noted that the West Anglia Task Force was pushing for 4-tracking of the Lea Valley Line as far as Broxbourne, and that the Rail Minister was backing a plan to bring this forward in connection with Crossrail 2 (see: *RAIL 813*).

- **New Greater Anglia franchise**

Contracts were signed during the year for three new fleets of trains to replace existing rolling stock. First class accommodation will only be provided on the London – Norwich inter-city service. This is an area in which the Eastern Division liaises with the East Anglia Branch.

- **Barking Riverside extension**

TfL have applied for a Transport & Works Act Order for their planned Barking Riverside extension which would potentially serve some 10,000 new homes. A Public Inquiry into this application was held in October 2016.

In the meantime, the Eastern Division has kept a watching brief on other matters such as passenger service reliability, fares and other local issues including the Chingford branch, the Hall Farm Curve, and the growing problem of overcrowding at Stratford station during peak times.

*Howard F Thomas*

## **b) Kent**

The Kent Division continued to build effective relationships with local Rail User Groups, Local Authorities as well as the Kent County Council, the Kent Community Rail Partnership and especially the TOC Southeastern. The division continues the policy of meeting around the county, although the November meeting of the division in the grounds of Canterbury Cathedral has now been a feature in recent years. Attempts to meet in Faversham to coincide with their Transport Festival (and a chance to even be involved with it) have been scuppered by change to the date of the Railfuture AGM.

The year has seen some frustration from new Rail User Groups and passengers regarding the level of delays, late running and cancellations - especially in the Metro area. There has been representation at TOC Stakeholder Forums, a face to face meeting with Southeastern to discuss Disruption issues and attendance with other organisations in the Kent area.

The changes to services during the London Bridge have been major, and the impacts continue to be mixed. There has been a large amount of publicity for the changes that were required, although some people still reported that they 'didn't know about it' when changes were introduced. There is also evidence to back up concerns that the infrastructure changes did cause problems of their own and weekend services have been disrupted with no services to London Bridge, Charing Cross and, Cannon Street on many weekends.

Now that attention is being focussed the end of the London Bridge works and a new franchise, there has been discussions on the concerns and benefits of devolving TOC control for Metro services to TfL. There had been concerns about the impact on Kent services and the accountability of a London Mayor, against the clear benefits of the quality of service that TfL have demonstrated elsewhere. There has been a significant shift since 2013 and a consensus has been built around the TfL offer - the Division and the London & South East Branch made representations to support the 'transfer of services' to TfL. It was very disappointing when the Rail Minister announced 'involvement only' by TfL in the 2018 franchise, falling short of general view that TfL should take over the Metro services.

The new franchise competition should have started in November, but is now significantly delayed - with a consequential delay to the start of the next franchise in 2018 and the need for an extension to the current 'direct award', meaning that this franchise will now be responsible for services after London Bridge is 'handed back'.

Initial discussions have taken place regarding an update to the Kent Route Study, which the division were involved in, but that is also delayed and means that it will not be ready for inclusion in the process of identifying. So after the discussions of 2016, 2017 looks like it will be busy for the division (extra meetings a possibility, depending on the consultation timetables).

### **c) Sussex**

The Sussex and Coastway Division has met each month (other than August) in a number of locations across East and West Sussex ranging from St. Leonard's in the east to Haywards Heath in the north and Worthing in the west. We are regularly attracting ten to twelve folk to each meeting – either members or representatives of local RUGs. We have continued to support the campaigns for the re-instatement of the Uckfield to Lewes line and improvements to services on the Marshlink line either by the introduction of Javelin services to Bexhill or bi-modal trains.

Following on from the success of a joint meeting with Surrey Division in 2015 we have had three joint meetings in Haywards Heath with a larger attendance. The first, in March, was with Piero McCarthy, Head of Customer Services for GTR Southern Area, the second, in July, with Phil Hutchinson, Head of Strategy at GTR, who outlined the GTR 2018 Timetable project, and the third, a return visit by Paul Best, Strategic Planner, Network Rail, who was accompanied by Tom Caine, Commercial Scheme Sponsor. While many of us had previously met them at stakeholder events it was good to build on the relationships.

Naturally, we contributed to the Railfuture response to the GTR 2018 timetable consultation.

We took our stall to what have become annual events in our calendar namely the trade fair at Lewes in March and the Uckfield Big Day in July where as always there was widespread local support for re-instatement of the rail link. However, one resident of Uckfield was not in favour – as he felt that the London bound trains from Uckfield would be far too crowded! An additional highlight this year was participation in the Haywards Heath 175 celebrations in September commemorating the arrival of the first train at Haywards Heath. We were pleasantly encouraged that almost everyone to whom we spoke was supportive of the Uckfield to Lewes campaign which would not be of any direct benefit to the locals.

We were able to participate in Amber Rudd's annual transport summit in Hastings, a meeting of RUGs organised by East Sussex County Council as well as GTR Stakeholder meetings.

We continue to support the local Community Rail Partnership with representatives at each of the five steering groups in our area as well as supporting the Uckfield Railway Line Parishes Committee and the two Local Enterprise partnerships.

Nigel Denton, Convener  
Michael Davies, Secretary.

## **d) Herts and Beds**

This year we met on 3 occasions at our usual venue St Pauls Church in Blandford Road St Albans. As each year passes our reputation grows and we engage with more organisations mostly with user groups. But we also engage with the Local authority and the main operators. We discuss our problems and try to come to common positions not only between ourselves as users but all interested parties. Through the branch organisations we discussed the future of east-west rail and the 3 branches agreed to work with the existing user group about which there were fears that it might fold. However we had assurances that this would not happen.

Our main topic was the new timetable developments for Thameslink and generally the group were happy with the main thrust of progress but on the Great Northern Metro there were a couple of items of serious concern to members firstly whilst there was welcome that the all-day service to Moorgate would go from t.p.h to 4 there were 3 stations which went except in the peak from would reduce in trains from 3 trains to 2 indeed railfuture took active action at the request of one user group to help improve the situation at their station. The other item was the fact that the additional platform at Stevenage required for loop line trains to terminate there had not materialised. Except for the odd train it was not possible for Hertford line trains to call at Stevenage or Watton at Stone. Both we and East Anglia made references regarding this matter.

The Abbey line group and have continued to put forward requests for additional services especially late at night (Subsequently granted and introduced with the December timetable change) The other major irritant was the amount of free travel on the line . When we spoke to London Midland at the end of the year they said that they had just put in ticket machines at the remaining four stations of which two had been vandalised before being made operational.

There was concern about the lack of fast trains on the Metropolitan line to Amersham and Chesham except for a few in the peaks. It has not been possible to improve Chiltern services sufficient to compensate with this withdrawal.

There was relief to see road work being carried out to divert services to enable works on the Croxley link to be carried out. Towards the end of the year the county published their long term proposals and to much dismay and concern the proposals indicate the counties suggestions that the deficiencies in East West public transport be carried out by buses and with the Abbey line being turned into a bus only route. This indicates many battles to come.

***Keith Dyll***

## **e) Surrey**

Surrey Division contributed strongly to the Railfuture response to the South Western franchise consultation and met with both bidders, Stagecoach and First Group. We also contributed to the Railfuture response to the Govia Thameslink timetable consultation.

Surrey Division members were invited to attend three joint meetings with Sussex Division in Haywards Heath; in March addressed by Piero McCarthy, Head of Customer Services of Southern Railway; in September addressed by Phil Hutchinson, Head of Strategy at GTR, on the GTR timetable consultation; and in November addressed by Paul Best, Network Rail Senior Strategic Planner, South

***Chris Page***

## f) Metro

The early part of the year was taken up by the launch of the Manifesto for London which was aimed at a strategy for the mayoral Candidates. [www.railfuture.org.uk/London+Metro](http://www.railfuture.org.uk/London+Metro) .

The Manifesto called for a coordinated approach to all rail services in London: National Rail, TfL Rail, Overground, Underground, DLR and Tramlink. We advocated the mayor taking over National Rail Metro and suburban rail services and where this is not practical such as Chiltern, C2C and Thameslink were we advocated that these services should operate to the same conditions in the zones as those operated TfL.

The other major issue was our response to the GTR proposed 2018 timetable which in general has many positive proposals for London [www.railfuture.org.uk/Submissions](http://www.railfuture.org.uk/Submissions) These include removing the Caterham and Tattenham Corner lines from Thameslink programme, the increase in frequency on the Catford loop line and Great Northern Metro and improvements on the Wimbledon loop, new connections from East Croydon to Finsbury Park and a new service from London Bridge to Norwood Junction, West Croydon to Sutton and Epsom.

We also expressed concerns about the reduction of Metro services between Selhurst to Streatham Common and Victoria, Norwood junction and loss of through services to East Croydon from New Cross Gate to Anerley, along with no increase in the service between East Croydon and Watford via the west London line.

Other issues have included the go ahead for the extension of the Bakerloo line to Lewisham via Old Kent Road, the commencement of work on the northern line extension to Battersea, the electrification of the Gospel oak Barking line, the taking over of Greater Anglia Metro services and refurbishment rolling stock by TfL Rail and TfL Overground, the introduction of electric services to Hayes Harlington on Great Western Trains and refurbished 456 and 458 on South West trains.

We also welcomed extension of Oyster and contactless card payments to Dartford, Redhill, Gatwick Airport, Herford East and Shenfield.

Charles King

## 9. Branch Campaign Report

**L&SE Branch Campaigns:** Railfuture is in the unique position of being the only national, independent, voluntary, and long-established pro-rail lobby group at a time of historically high patronage by passengers, with growth in passenger journeys showing no long-term sign of slackening. This is coupled with strong and sustained capital investments in the railway assets of infrastructure and rolling stock. Hence our campaigning for expansion and improvement to develop a bigger better railway in Britain seeks to inform and influence, to promote and persuade.

Our own campaign to reconnect Brighton and East Sussex coastal communities with their Wealden siblings and London had a fifth if somewhat less active and eventful year in 2016. Specifically mentioned in both Budgets during the previous year, first under the coalition government with a commitment to funding a new study, then under the new majority government with a wider study scope, the issues of capacity and connectivity in the London and South Coast Rail Corridor remained firmly established on central government's radar. However by the end of the year, with a new Transport Secretary and Chancellor of the Exchequer, the findings of the study and any government decision on them were still awaited. We

became aware of a private sector initiative London and Southern Counties Railway, and ended the year with a website article <http://www.railfuture.org.uk/article1732-Never-never-railways>

We continued and developed our active support for the campaign to rejuvenate the coastal economies of Hastings and Bexhill by extending HS1 services from Ashford across MarshLink via Rye, a third Transport Minister attending the local MP's third transport Summit in March. Revived by the twin threats of no electrification of MarshLink and a split Ashford-Brighton service, attention increasingly concentrated on advocating the benefits of new and converted bi-mode trains to deliver the benefits both of through HS1 services and of retaining the through local service.

Our other principal campaigning activity has been responding to the steady flow of consultations throughout the year. Experience in our branch and others is that evidence of active campaigning is one of the surest ways of attracting new members. Our responses can be downloaded from <http://www.railfuture.org.uk/Submissions> Perhaps the 'consultation of the year', with the most widespread implications for the branch region, was GTR's proposals for the post-Thameslink Programme timetable in 2018. This coincided with disputes affecting Southern services; our national website article <http://www.railfuture.org.uk/article1694-Train-staff-duties> in June was the most-read of the year.

## 10. L&SE Branch Newsletter *railse*:

Four eight-page colour issues were published during 2016, and were as usual distributed with each *railwatch*. In addition, downloads are always available from the branch web page at <http://www.railfuture.org.uk/London+and+South+East+branch+news> While the editorial group has received no comment on the familiar format or material suitable for publication, such anecdotal feedback as there is remains positive and encouraging

**Editor – Roger Blake**

## 11. Resolutions

There were no resolutions notified by the due date.

## Branch Contacts

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<http://www.railfuture.org.uk/London+and+South+East>