

Railfuture in London and the South East

quarterly branch newsletter

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

Motion in poetry – ‘Longfella’

This year's **National Rail Awards** heard a poem from Mancunian poet Tony Walsh, aka Longfella. See/hear it: <http://www.railmagazine.com/news/network/video-tony-walsh-reads-national-rail-awards-poem> It had a particular resonance for rail transport users in London.

Such links are made by clicking on the 'view' option in <http://www.railfuture.org.uk/London+and+South+East+branch+news> – the page with the previous 30 'railse'!

Transport Strategy for London



New Mayor : new Transport Strategy consultation draft. This one looked ahead a quarter-century to 2041 – a mere six Mayoral terms of office, with the next due to start in May 2020. Consultation closed in October and in Railfuture's response we broadly agreed with the identified challenges, and supported the proposed vision and its central aim of 80% of Londoners' trips on foot/cycle/public transport by 2041. We supported the 'Healthy Streets and Healthy People' agenda; it means attractive walking and cycling routes to rail stations.

In particular we advocated the benefits of **devolution** of more mainline rail to the Mayor/TfL. We advocated the economic and transport case for **Crossrail 2** to have an arm via Stratford International and Barking to reach the East London Riverside Opportunity Area. We suggested new platforms in **Stratford City's** heart, for both West Anglia and Overground services, on the High Meads Loop next to the DLR and International stations and connecting with Crossrail 2's eastern arm.

Rail access to two of London's airports could, we said, be improved, with our **Thameslink 2** concept linking Gatwick Airport directly with Canary Wharf and Stratford, and a new direct route into Stansted Airport station from Harlow rather than a second sub-runway tunnel on the existing circuitous, time-consuming route.

Railfuture contested an implication that new western and southern **rail access to Heathrow** are needed to support its expansion. They are both needed now, to improve the airport's mode share by public transport!

See www.railfuture.org.uk/Consultation+responses

Chelmsford: county town, City

With a City population of 168,310 in the 2011 Census, its rail station is Greater Anglia's second-busiest with an estimated c.8.5 million entries and exits in 2015/16. Only Cambridge is busier with almost 11 million. Third busiest is Tottenham Hale with almost 7 million, fourth is Stansted Airport with just over 6 million, while fifth is Colchester with c.4.5 million and sixth is Norwich with just over 4 million. The usage estimates for 2016/17, at <http://orr.gov.uk/statistics/published-stats/station-usage-estimates> will be published on 1 December.

Readers will by now be familiar with the sixth edition of Railfuture's A-Z guide to station and line openings and re-openings '**Britain's Growing Railway**' published earlier this year. One station listed as 'opening soon' is on Chelmsford's north-east outskirts, at **Beaulieu Park** where a development of 3600 new homes is planned.

It's also referenced in the City's 'Future Transport Network'. See <http://www.essexhighways.org/highway-schemes-and-developments/major-schemes/chelmsford-future-transport-network.aspx>



Planned Beaulieu Park station, 5km n-e of Chelmsford

Some other stations listed in the book, available here <http://www.railfuture.org.uk/shop/books.php?id=bgr1> are celebrating notable anniversaries this year.

Watton-at-Stone opened between Stevenage and Hertford North 35 years ago; currently it faces the loss of its services to/from Stevenage while an additional platform is built there. **Watford Stadium** also opened in 1982, but closed in 1996; a nearby successor should open at Vicarage Road Watford as part of the delayed Metropolitan Line Extension (aka Croxley Rail Link).

St. Pancras International and **St. Pancras low-level**, and **Ebbsfleet International** all opened 10 years ago.

New and re-opened stations are no mere inanimate chunks of infrastructure. As the sub-title to ATOC's report '*Connecting Communities*' said in 2009, they're about '*expanding access to the rail network*'.

See <http://www.railfuture.org.uk/New+stations>

Network Rail and CP6, 2019-24

After publishing the snappily-titled High Level Output Specification (**HLOS**) for 2019-24 in July, the DfT published the Statement of Funds Available (**SoFA**) in October. New enhancement projects are now being developed in a separate process. The next formal step is when Network Rail publishes its Strategic Business Plan, including route strategic plans, on 8 December.

South East England Councils' map of 13 wider SE transport priorities <http://www.secouncils.gov.uk/wp-content/uploads/2017/09/Map-of-13-WSE-priorities-Sept-2017.pdf>

National Infrastructure Commission

Last year's Call for Evidence to shape the development of the first National Infrastructure Assessment has led to a consultation, closing on 12 January, "*Congestion, Capacity, Carbon: priorities for national infrastructure.*" It examines seven key areas and sets out the Vision and Priorities to help meet the country's needs to 2050. See <https://www.nic.org.uk/publications/congestion-capacity-carbon-priorities-for-national-infrastructure/>

A week before the Autumn Budget the NIC published a series of 10 reports and studies on the CaMkOx Arc, in <https://www.nic.org.uk/publications/> Note accelerated delivery of East-West Rail: Bicester-Bedford by 2023, Bedford-Cambridge by 2030 are the new expectations.



"Rail is now the public's no.1 infrastructure priority": see <https://www.nic.org.uk/public-thinks-infrastructure/>

The **Institute for Government** has published "*How to value infrastructure – improving cost-benefit analysis*": <https://www.instituteforgovernment.org.uk/publications/value-infrastructure-september-2017>

Access for All at 8 LSE stations

The eight, with their 2015/16 estimated usage, are: Bexley – 1,176,890; Canterbury East – 1,034,102; Carshalton – 1,430,116; Coulsdon South – 1,616,746; Crawley – 1,982,096; Plumstead – 1,541,218; Selhurst – 1,713,922; Shortlands – 1,651,664.

<https://www.networkrailmediacentre.co.uk/news/more-than-12-million-passengers-to-benefit-from-new-lifts-and-footbridges-as-plans-progress-for-access-for-all-improvements-across-the-south-east>

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

Rail franchises - 2 go, 3 go slow

The new **South Western Railway** has launched two consultations, on their timetable for December 2018 and on "*Developing a more sustainable future for the Island Line*", closing 22 and 31 December respectively. Details of each can be found at those consultation closing dates in <http://www.railfuture.org.uk/events>

The new **West Midlands** franchise, awarded to a joint venture of Abellio with East Japan Railway Company and Mitsui & Co Ltd, is to start at the same time as the national timetable change on Sunday 10 December, and initially run to March 2026.

After the DfT had announced back in June four short-listed bidders for the next **South Eastern** franchise, Trenitalia withdrew. The next-step Invitation To Tender (ITT) was due in September, with submission of bidders' Best and Final Offers (BaFOs) originally due in December/January but now more likely by around next Easter, then contract award due next August and a new franchise due to start Sunday 8 December 2018.

The three short-listed bidders for the new **West Coast Partnership** were also awaiting their Invitation To Tender (ITT) which was due in November, with submission of their Best and Final Offers (BaFOs) due in March/April, then contract award next November and start of the new franchise in April 2019.

The public consultation for the next **East Midlands** franchise attracted much criticism from Bedford in particular. The DfT's differentiation between 'Intercity' (north of Kettering) and 'London Commuter' (Corby) services on the Midland main line didn't aid clarity. Railfuture's response, which affected seven of our 14 branches, is under 'Department for Transport' in <http://www.railfuture.org.uk/Consultation+responses> Next steps will be re-confirmation of the short-listed bidders, then issue of the Invitation To Tender (ITT) in April, submission of bidders' Best and Final Offers (BaFOs) in July, then contract award a year later and a new franchise start in August 2019.

London Overground celebrated its 10th birthday on Saturday 11 November. The second concession, operated by Arriva Rail London, runs to May 2024 with the option for an extension of up to two-years.

The 10th anniversaries of the start of **Eurostar** services at St. Pancras International and Ebbsfleet International were celebrated on 14 and 19 November respectively, followed by St. Pancras Thameslink on 9 December. The much-anticipated, long-awaited through Eurostar services to Amsterdam are currently planned for next Easter, which is late-March 2018.

Although no longer serving our regional branch area, the **Cross Country** franchise is due to be the next one to start its refranchising process, starting with the Pre-Qualification Questionnaire Passport Application in December before Expressions of Interest are invited. It's currently in Direct Award until late-2019, and may be extended by up to another year.

Find franchise dates in www.railfuture.org.uk/Events

Railfuture's annual Awards for Rail User Groups in our branch



Hadley Wood Rail User Group now have two framed certificates, one for the Silver award for Best Campaign and one for a Commendation for Best New Group. Their Chair Francesca Caine also won the coveted award for Best Campaigner in 2017. HWRUG are at <http://www.hadleywood.org.uk/rail-user-group.html>

Chesham & District Transport Users' Group won a Commendation, in the Best Campaign category, for their work at Amersham. See <http://www.cdtug.org>

See all: <http://www.railfuture.org.uk/RUG+awards>



The new **North Downs line CRP** was launched in July at Dorking, backed by GWR and GTR. It has had two well-attended Steering Groups since, at Guildford and Gomshall. See <http://www.sussexcrp.org/discover-the-lines/north-downs-line/>

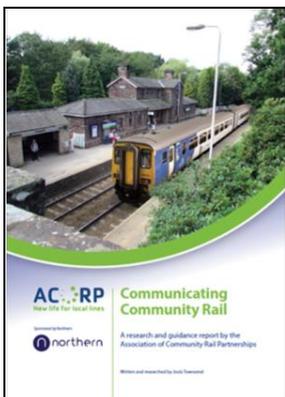
Between Reigate and Guildford there are six stations, with the following estimates of usage in 2015/16: Betchworth – 16,640; Dorking Deepdene – 419,441; Dorking West – 58,877; Gomshall – 56,806; Chilworth – 26,498; Shalford – 143,668.



A new Community Rail Partnership for the Overground **West Anglia** lines was launched at Hackney Downs on 15 November. See <http://www.arrivarailondon.co.uk/>

In both cases nearby Railfuture members are warmly encouraged to make contact with the new CRPs.

Communicating Community Rail



A new report from ACoRP, with introductory film via: <https://acorp.uk.com/research-projects/communicating-community-rail>

Community Rail Awards in London



Community Arts Schemes – renewable and smaller: 1st prize to Farah Ishaq (centre) and Arriva Rail London for Mural for St. James, Walthamstow.

and in Kent and the Isle of Sheppey



Best Community Engagement Event: 1st prize to Swale Rail CRP, Historical Research Group of Sittingbourne and Kent CRP 'Ambulance Train' event

Other short-listed winners in and around our region:-
Involving Children and Young People: 2nd prize **Abbey Line CRP** for Oaklands College Marketing Project.

Most Enhanced Station Building and Surroundings:
1st prize to **Three Rivers CRP** for Romsey Station War Memorial and Station Path.
2nd prize to Southeastern, **Kent CRP** and partners for Snodland Station Development.

'Future of Community Rail' Strategy

In early-November the DfT launched a consultation, running to the end of January, which can be found here <https://www.gov.uk/government/consultations/future-of-community-rail-strategy> It was accompanied by <https://www.gov.uk/government/news/community-rail-stations-of-the-future-to-be-shaped-by-new-blueprint-for-success> with a link to the new ACoRP booklet "What's been achieved through Community Rail". Next year's new strategy will be the first for over a decade.

New for Uckfield line in 2018?

The final **new Southern timetable from May 2018** will be published in the New Year. It will bring a range of service improvements to the Uckfield line's stations:

~ consistent journey times throughout the day: 1 hour 20 minutes Uckfield>London Bridge, 1 hour 15 minutes London Bridge>Uckfield (compared with anything by car between 1 hour 40 minutes to 2 hours 10 minutes!)



Created by Anomaly, produced by Grand Visual, Virgin campaign managed and distributed through OpenLoop

~ regular clockface departures, half-hourly throughout weekday peak periods of four hours, hourly otherwise

~ all services consistently call at all stations, better for the line's Kent stations at Ashurst, Cowden and Hever

~ all weekday and Saturday trains start from London Bridge, the first weekday train from East Croydon excepted (no more weekday Eridge-Uckfield shuttles)

~ an earlier first train to and from Uckfield on Sundays.

The weekday changes will see 27 trains from Uckfield to London Bridge, compared to 25 departures now with only 23 going through to London Bridge. There will be 26 trains arriving at Uckfield, all but the first train coming through from London Bridge, contrasting with 24 arrivals now and only 21 direct from London Bridge.

Ashurst and Hever with their twin platforms will each gain 9 northbound and 6 southbound weekday services with Cowden gaining 7 northbound and 5 southbound.

Railfuture believes in improvements by increments!



Are we nearly there yet? How long to pass the M25?

Read details in <https://www.transformingrail.com/>

The next estimates of station usage from the Office of Rail and Road, to be issued on 1 December, will be for the year 1 April 2016 to 31 March 2017, the year when services were disrupted by some workforce disputes. Following a period when services were reduced for works to extend station platforms for longer trains, it is expected that for the third successive year estimated usage of the branch line's stations will have declined.

The improved scheduled service offer, however, coupled with attractive fares lower than neighbouring routes, can only provide continued underlying stimulus to long-term growth in use of the Uckfield line. How will existing passengers making more use of the line, and in particular new users of its better services, access the stations? Apart from those within walking distance, generally accepted to be no more than a 15 minute radius, the only viable option for the majority of others is by car. The evidence for this is the volume of car parking at or near the line's stations, whether in car parks or on nearby roads where issues of obstruction to passing traffic and access for emergency services can then arise. As at Edenbridge Town, charging for parking can then lead to its displacement elsewhere.

Railfuture wishes to see most longer-distance journeys undertaken primarily by rail, and so campaigns for empty car park spaces – to ensure that the supply exceeds the peak-period demand and enables off-peak travellers to rail-head too. For the Uckfield line stations a multi-agency partnership of county, district and parish councils, asset owner Network Rail, train operator Southern, Sussex CRP and ourselves is contemplated for 2018 to explore possibilities for improving station car parking provision, better than roadside verges.



Blowers Hill, Cowden – free station car park spaces full

At Cowden, for example, there are 36 marked spaces outside and on the approaches to the station, full, and another 30 cars parked along the road (above). On the same September visit to Eridge the 140-space car park had 25 spare spaces – for 115 vehicles parked on the road. By contrast Uckfield's new station car park is a success, with plenty of Railfuture's empty spaces!

As different food for thought in developing the case for **reinstating the missing Uckfield-Lewes link** based on housing and business growth, the 2009 report "*Connecting Communities*" set a threshold of 15,000 as the population required to justify a new rail service. That's about the size of Uckfield now, or at an average of 2.5 people per household, it's 6000 homes. If within the catchment of the Uckfield-Lewes link that many new homes can be accommodated, the case for its reinstatement would then start to become unarguable.

 [@Uckfield_Lewes](https://twitter.com/Uckfield_Lewes)

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

Stirling work, Hastings!

The winner of the RIBA's 2017 prize for 'best building', the much sought-after Stirling prize, is Hastings Pier. See <https://www.architecture.com/ribastirlingprize#> Co-founder of dRMM architects, and member of the National Infrastructure Commission, Sadie Morgan commented <https://www.nic.org.uk/award-winning-pier/>



If you look inland to the left you'll see a Javelin coming!

This follows Railfuture's 'Pier review' in *raipse* no.132 of June last year, after the pier had reopened in April.

This newsletter goes to press hours before Budget Day on 22 November, when there are expectations about announcements of potential local significance. Two others awaited are the final **Route Study** from Network Rail for the Kent Area of their South East Route, which includes the two lines via Kent serving Hastings, and the Invitation to Tender for the next **South Eastern franchise** which was originally due in September.

All three short-listed bidders for that new franchise were represented at the fourth **Hastings Rail Summit** held on 6 October, where the principal guest speaker was Rail Minister Paul Maynard.

At the Summit an updated **Strategic Economic Case** for HS1 services into East Sussex was presented. The previous report was referred to in *raipse* no.130 for December 2015. The re-calculated economic benefits to East Sussex have doubled, and to the UK as a whole more than doubled, leaving very favourable comparisons with the total scheme cost of c.£0.25bn. Details of the recent and previous studies are in <https://www.eastsussex.gov.uk/roadsandtransport/roads/roadschemes/bexhill-hastings-high-speed-rail/>

Another presentation, by **Network Rail**, highlighted a near-term opportunity for progress with the scheme. Their suggested incremental approach could begin with track layout changes at Ashford to create a connection between HS1 and MarshLink via platform 2. This could coincide with essential track renewals work due by December 2020, to minimise disruption and maximise cost efficiency. Just four weeks after the Summit the Transport Secretary visited Ashford station to see for himself, and supported the necessary development work to produce a fully costed design by next summer. Subject as always to funding being identified, even that first stage would benefit MarshLink users by providing cross-platform interchange with HS1 services to and from Folkestone diverted from platforms 5 and 6.

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

The new **Southern timetable from May 2018** will also contribute to reducing Hastings-London journey times by cutting the interchange times at Ashford station. Those benefits will spread west of Hastings if the alternative approach first advocated by Railfuture and since developed by the local rail user groups, and supported by the two local MPs, is adopted by GTR. An 'overlapping split' of the Ashford-Brighton service would see MarshLink trains continuing to Bexhill and Eastbourne, while a new electric service from Brighton would run to and from Hastings, also improving Bexhill's 'opportunities to travel by rail' from three to four trains hourly each way. The third, final round of consultation on next year's timetable, for overnight and weekend services, was due to start on Budget Day. Our guiding principle will be the seven-day railway, with (apart from the weekday peak periods) a consistent and user-friendly all-day/every-day service pattern.

The next phase identified by Network Rail will be line-speed increases across MarshLink to deliver the full potential of through HS1 services. There are 35 crossings to be closed, diverted, or upgraded, such as that at Winchelsea and two on the A259 north-east of Rye. Effective as the annual rail summits and the associated high-level working groups have been by including a wide range of stakeholders, a key party yet to join is **Highways England** as custodian of the A259 with its double-crossing in the East Guldeford area of the line between Rye and Appledore. At first glance a 2.75km straight stretch of new road would avoid the present detour and the two level crossings it includes. The challenges to be met include bringing Network Rail and Highways England objectives into alignment to drive that project forward and deliver shared benefits, and put together funding packages – which may have to include third party sources – within a common timescale and secure all the necessary consents.



View south over River Rother towards Rye on skyline, MarshLink to Ashford International in left foreground

In addition to new signalling between Hastings and Ashford, and embankment and structural works to support higher train speeds of up to 90mph, the Rye station passing loop will need extending to enable the new limited-stop HS1 and all-stations local services to both operate hourly. The latter may involve reinstating the second track over the river bridge shown above, in order to give a continuous double track between Rye and Appledore and no slowing for the junction there for the 'Lydd single' line to Dungeness. The location and length of the extended loop will in the end be driven by the requirements of the timetable specification.

Read coverage in previous issues of newsletter *raipse* in www.railfuture.org.uk/London+and+South+East

Anniversaries in South London – another Cinderella has a ball

150 years ago the South London Line came into being. Just over 40 years later it was the first to become electrified – in the country! 5 years ago its Victoria-London Bridge service ended as the Thameslink Programme's works at the latter terminus began, and its five central stations became served instead by the London Overground Surrey Quays-Clapham Junction extension. 30 years ago the South London Link Travellers' Association was formed, as a result of a public meeting convened by none other than – the Railway Development Society! Their 25th anniversary was mentioned in *railse* no.118 for December 2012.

20 years ago 'The SoLLTA story' was published; see <http://www.railfuture.org.uk/London+Metro> It identified nine 'key ingredients' to a successful campaign:

- ~ have clear objectives
- ~ adopt a strategic approach
- ~ make sound arguments
- ~ build up and keep local support
- ~ watch the relationship with the operators
- ~ widen the campaign beyond the operators
- ~ use the media
- ~ make the message understandable
- ~ finally, be persistent!

Two decades on, how true do those continue to ring?

Estimates of station usage for the five central stations for 1997/98 and 2015/16, and two decades' multiplier:

Wandsworth Road	24,130 >	829,908 ie x34.4
Clapham High Street	21,801 >	2,299,688 ie x105.5
Denmark Hill	956,023 >	7,000,860 ie x7.3
Peckham Rye	1,077,463 >	7,520,320 ie x7
Queens Road Peckham	222,234 >	2,846,634 ie x12.8

Cinderella's ball now has **orange** as its colour scheme!

Ebbsfleet-London Resort-Grays

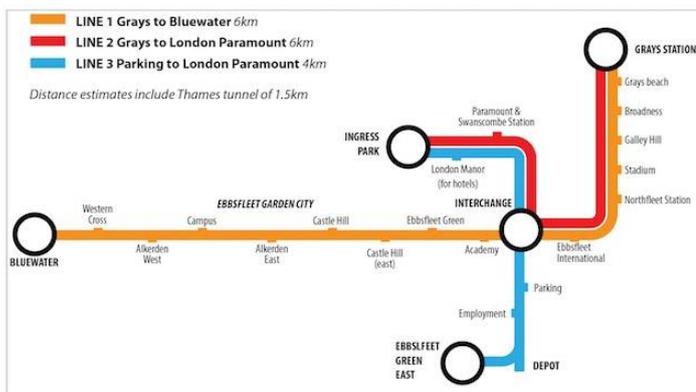


Diagram of a Lower Thames Crossing by public transport – a Grays-Ebbsfleet-Bluewater/London theme park light rail?

We hope to have a speaker on this topic at our branch Annual General Meeting on Saturday 28 April 2018.

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

Branch AGM 2018 – Notice 1 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in **London on Saturday 28 April 2018** at 14.00. There will be an **open meeting with guest speaker/s** in the morning. Venue, speaker/s and Agenda for the AGM will be published in your March newsletter no.139.

Nominations are now invited for Branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and up to six other members for the Branch committee. The nomination form is viewable/downloadable from <http://www.railfuture.org.uk/London+and+South+East> Candidates must be proposed and seconded, with their nominations signed by both, and sent with signed confirmation of acceptance by the nominee. All three (proposer, seconder, nominee) must be currently paid-up Railfuture members and must state their membership numbers; Hon. Membership Secretary Chris Page can confirm those numbers – see contacts on back page. When accepting nomination for any of the four elected officer posts, all candidates must declare whether or not they would accept a non-officer position on the Branch committee, in case they are not successful in a ballot for that officer post. Nominations for new candidates must be accompanied by a CV and Election Statement, of no more than 100 words each, and sent to the Branch Electoral Returning Officer Dick Tyler, 27 Windsor Road, Bexhill, East Sussex, TN39 3PB, to arrive by than **Saturday 20 January 2018**.

Motions for debate, and possible amendment, at the AGM are also invited now. This arrangement is intended to enable the whole Branch membership to be aware of Motions for debate at their AGM in advance of the meeting, so widening the opportunity for participation. This provision will not prevent the acceptance of emergency Motions at the discretion of the Chairman, and by those present at the AGM, in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of conventional Motions, which is also **Saturday 20 January 2018**.

Motions - to be on Branch organisation, policy or strategy - should be brief, to the point, indicate to whom each is addressed for action, and must be proposed, seconded, signed by both who must be paid-up members of Railfuture (quoting membership numbers), and sent to Branch Chairman Keith Dyll.

The next issue of Branch newsletter *railse* no.139 in March will, in the event of a ballot, include a numbered ballot paper together with voting instructions (which will include provision for supplying your membership number as well as postcode, which only the Electoral Returning Officer will see), together with new candidates' CVs and their Election Statements. The ballot paper must then be returned to the Electoral Returning Officer, to be received by him no later than the stipulated date which is likely to be by early-April 2018. The next Branch newsletter will also include details of submitted Motions duly proposed and seconded. Any proposed amendments should then be notified in writing to Branch Chairman Keith Dyll to arrive no later than ten clear working days before the AGM i.e. no later than **Saturday 14 April 2018**.

London & SE Campaigns Calendar

Note that, in response to suggestions, our branch page www.railfuture.org.uk/London+and+South+East now includes a list of **current consultations** of specific interest to the London and South East region.

Mayor of London's draft Transport Strategy 2017 closed 2 October. See South East England Councils: <http://www.secouncils.gov.uk/wp-content/uploads/2017/10/SEEC-response-to-London-Transport-Strategy-Sept2017.pdf>

Consultation on **LUL's new Northern line terminus station at Battersea** (below) closed on 10 October. See <https://www.ianvisits.co.uk/blog/2017/09/22/see-the-plans-for-a-batterseas-northern-line-station>



Consultation on **Capacity improvements to Holborn station**, including an additional entrance in Procter Street and installation of lifts, closed on 17 November. See <https://consultations.tfl.gov.uk/tube/holborn-station-upgrade>

Consultation on the **South Downs National Park's Local Plan** closed on 21 November. See <https://www.southdowns.gov.uk/planning/national-park-local-plan>

TfL's consultation on **two new London Overground stations at Old Oak** closed on 22 November. See <https://consultations.tfl.gov.uk/london-overground/old-oak-common/>

GTR's third and final phase of consultation on their planned **timetable for 2018** closes on 20 December. See <https://www.transformingrail.com/>

South Western Railway's consultation on their **December 2018 timetable** closes on 22 December. See <https://www.southwesternrailway.com/contact-and-help/timetable-consultation>

Hertfordshire County Council's consultation on their **Local Transport Plan LTP4** closes on 23 January. See <https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/proposal-to-introduce-local-transport-plan-ltp4.aspx#>

DfT's consultation on **Future of Community Rail Strategy** closes on 28 January. See <https://www.gov.uk/government/consultations/future-of-community-rail-strategy>

See www.railfuture.org.uk/Consultation+responses

Forthcoming diary/calendar dates

Find further details: www.railfuture.org.uk/events

Friday 1 December Station usage estimates for 2016/17 at www.orr.gov.uk/statistics/published-stats/station-usage-estimates

Monday 4 December Free evening talk in London on Crossrail 2.

Wednesday 6 December Free evening talk in Rochester on Public Transport Oriented Development.

Thursday 7 December Sussex & Coastway Division.

Friday 8 December Network Rail publishes Strategic Business Plans, including route strategic plans.

Wednesday 13 December Free evening talk in London on Modernising the Railway, by CEO of RDG.

Tuesday 19 December Close of DfT consultation on revised draft Airports National Policy Statement.

Thursday 4 January Sussex & Coastway Division.

Tuesday 9 January Free evening talk in Lewes on Rail-based logistics – the future.

Wednesday 10 January Eastern Division.

Friday 12 January Close of NIC consultation on NIA.

Tuesday 16 January Free evening talk in Redhill on London Bridge station redevelopment.

Saturday 20 January Final date for nominations to branch committee and motions to 2018 AGM.

Monday 22 January Final copy date for your letters, articles and pictures to appear in April's *railwatch* 155. Send them direct to editor@railwatch.org.uk

Tuesday 30 January Final copy date for *railise* 139, London & SE branch Local Action in *railwatch* 155. Send campaign news to rf-southeast@railfuture.org.uk

Thursday 1 February Sussex & Coastway Division.

Tuesday 6 February Free evening talk in London on Thameslink – the final chapters.

Tuesday 6 February Free evening talk in Lewes on Bringing back the Brighton Belle.

Thursday 8 February Free evening talk in Croydon on the Swanage Railway Wareham Link.

Saturday 17 February Kent Division.

Monday 26 February Free evening talk in London on The Future of Rail.

Thursday 1 March Sussex & Coastway Division.

Wednesday 14 March Eastern Division.

Saturday 24 - Sunday 25 March Railfuture stall at annual railway exhibition, Alexandra Palace, London.

Up-to-date details in www.railfuture.org.uk/events

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

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **10 January**, then **14 March**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – meets on Saturdays in **St. Albans**, next on **17 March**. Convener is Keith Dyall (opposite). See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **17 February**. Contact Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256. See www.railfuture.org.uk/Kent

London Metro – a new Division to cover all TfL rail modes: Underground, Overground, London Trams, DLR, and TfL Rail (becoming Crossrail/Elizabeth line). Contact Branch Chairman and Vice-Chairman (opposite). See www.railfuture.org.uk/London+Metro

Surrey – meets occasionally. Convener Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly, except August, usually on first Thursdays at 18.00, in varying Sussex venues. Next on **7 December**, then **4 January 1 February, 1 March**. Convener is Nigel Denton at nigeldenton@talktalk.net or at 18 Southway, Littlehampton, West Sussex, BN17 6QW, or tel. 01903 722622. See www.railfuture.org.uk/Sussex+and+Coastway

Company name changes on New Year's Day

After 31 December 2017 The Railway Development Society Ltd will cease to be the registered name of our limited company. From 1 January 2018 we shall be registered as Railfuture Ltd. Cheques will continue to be payable to 'Railfuture'. We do however offer, and encourage, alternative electronic means of payment.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **railise** issue 139, due to be published in March 2018, will be Tuesday 30 January 2018. Items for this newsletter and our branch Local Action column in **railwatch** to be sent to rf-southeast@railfuture.org.uk

Our 4 neighbouring branches

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

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk
Board liaison is via Director Jerry Alderson.

East Midlands – contact is Secretary Roger Bacon – eastmidlands@railfuture.org.uk
Board liaison via national Finance Officer David Harby.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk
Board liaison is via Director Roger Blake (below).

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk
Board liaison is via Director Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, held on alternate fourth Tuesdays in London. Next on **23 January** and **27 March**. Please give advance notice to our Chairman, below.

London and SE Branch officers

Branch Chairman: Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB.
Tel: 020 8959 7147; keith.dyall@railfuture.org.uk

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

Secretary: Vacant.

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
Tel: 01344 778643; chris.page@railfuture.org.uk

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

Websites: www.railfuture.org.uk www.railfuture.org.uk/London+and+South+East
www.railfuturescotland.org.uk www.railfuturewales.org.uk www.railwatch.org.uk

Follow us on  **twitter** @Railfuture and @RailfutureLSE and @Railwatch

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