

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

Britain's ever-Growing Railway

Station and line openings and reopenings are part of the 'bigger' dimension to the 'better' railway which lies at the heart of our *raison d'être* and is documented in Railfuture's own book '[Britain's Growing Railway](#)'.

Meridian Water station was opened to passengers on Monday 3 June 2019, and already features in the continuing film series [All the stations](#). While certainly a 'bigger better station' than Angel Road which it replaces (its weekdays peaks-only services ended on Friday 31 May, transferring to the new station), its primary purpose is to support the creation of a new community including c.10k new homes in the immediate vicinity.



Railfuture's role in this story began around eight years ago when the clock was ticking on the commitment of developer contributions from Westfield Stratford City; an aim was to improve the new development's rail links with its northern catchment. Railfuture's Fighting Fund supported a [2012 report](#) from an independent adviser which led to the first success in 2016 with the reopening of Lea Bridge station. The second success will come this September when Meridian Water's third platform (as too at Tottenham Hale and Northumberland Park) is served by additional all-day/every-day half-hourly trains to and from Stratford to give the developing new community the sustainable connectivity that it requires.

Lea Bridge station will also benefit directly as its current half-hourly service frequency will double. In the short time since it opened the skyline around it has changed beyond recognition with new housing developments. People who need new homes also need new stations!

[Read the story of Railfuture's Lea Valley campaigning.](#)

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.

Featured two years ago in the March 2017 *railse* no.135 the new **Barking Riverside** station is now most likely to open with the timetable change in December 2021.



Like Meridian Water its primary purpose is also to support the creation of a new community, including c.11k new homes in the immediate vicinity, and will be served by a quarter-hourly London Overground service.

A new station on the c2c line in the London Borough of Havering, between Dagenham Dock and Rainham, **Beam Park** station is expected to open in May 2022 to serve 3000 homes in the new [Beam Park](#) development which has recently received planning permission. Train operator c2c is due to add to its current fleet, 80 x 4-car Electrostar trains, with six new 10-car Aventura trains to replace the six 4-car class 387s, adding sorely-needed capacity to its network by the end of 2021. While the Purfleet-Rainham-Dagenham Dock-Barking route has a weekday peak periods quarter-hourly service, that is halved at all other times. That is not an attractive turn-up-and-go metro-style service for new, never mind existing, residents living within easy access of the A13. Improvement prospects may however be constrained by the additional Overground services using the same tracks east of Barking, and increased rail freight from DP World's London Gateway port, and Tilbury, with no other route to connect them to the national rail network.



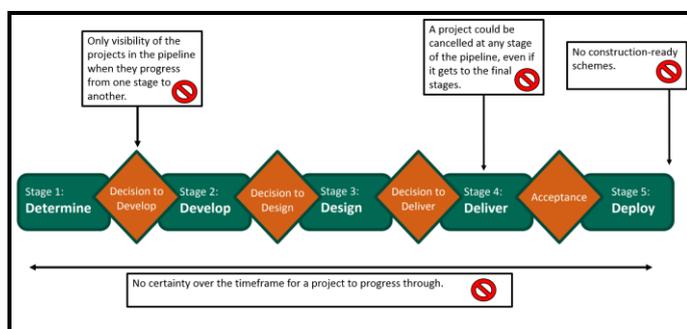
(Design fail? Invisible white letters, on roof set against sky!)

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.

What will our railway network look and feel like by 2024?

On the penultimate working day of Control Period 5 Network Rail unleashed its [Delivery Plans](#) for the new Control Period 6 for April 2019 to March 2024: *“Passengers at the heart of new plans for multi-billion pound investment in the railway”*. Much is made of the unprecedented scale of investment – £38 billion for operations, maintenance and renewals and £10 billion for carry-over and new enhancements in England and Wales – and Network Rail will now face stern tests of efficient spending. [South East Route](#) has £4.3 billion for its CP6 Delivery Plan, [Wessex Route](#) has £2 billion.

A couple of days before, the government was called on to reveal its proposals to enhance the country’s railways by the [Railway Industry Association](#) as ‘the voice of the UK rail supply community’. Below is the diagram which shows the sequence of steps expected by the DfT; use it with our own, DfT-approved *“Expanding the railways”*.



The 5D's: DfT's new Rail Network Enhancements Pipeline

East-West Rail - western section phase 2

Chris Wright of the long-established Oxon & Bucks Rail Action Committee (OBRAC) – not to be confused with OBRAG, the Oxford-Bicester Rail Action Group – has reported the conclusion of the Public Inquiry on 30 April. Concerns were expressed about loss of electrification and of through trains via Aylesbury to Marylebone, and shorter platforms at Winslow and Blethchley. The 413 expressions of support outweighed the 242 objections.



A key influencer in the corridors of power, the NIC under its Chairman Sir John Armitt CBE, FREng, FICE produces materials of key relevance to our work. They include occasional publications such as Sir John’s mid-May letter to the Chancellor of the Exchequer on *“Four tests for a successful National Infrastructure Strategy”* and three recent speeches: Sir John speaking at an event in late-March on *“Next steps for Cities”*, Chief Executive Phil Graham speaking a month later at the [UK Infrastructure Show](#), and the next day Sir John putting a question to the All-Party Parliamentary Group on Infrastructure: *“What should be in the National Infrastructure Strategy?”* All very well worth absorbing.

Franchising fortunes fluctuating

Franchising as we’ve known it has finally hit the buffers. Will our Honorary President ever have an answer to ‘the Wolmar question’: *“What is franchising for?”* Remember the Office of Passenger Rail Franchising, November 1993-January 2001? Followed by the new government’s Strategic Rail Authority, February 2001-December 2006? Followed by the DfT’s Rail Group and then its Office of Rail Passenger Services? Now the Williams Rail Review as the latest rescue mission.

Since the previous *railese* in March we’ve had the Transport Secretary’s [Written Statement to Parliament](#) on 10th April. That yet further delayed the award of the next franchise for **South Eastern** until at least Sunday 10 November this year and possibly April next year, and said the award of the **West Coast Partnership** is due this month (June). The **East Midlands Railway** franchise was awarded to Abellio East Midlands, to run for a minimum of eight years from Sunday 18 August 2019 until 27 August 2027 with an optional extension of up to two years at the Transport Secretary’s discretion.

The fall-out from that franchise award continues. The reasons for the incumbent operating company losing it, and being barred from the two other live competitions, pose an existential threat to the established franchising business model which Williams may struggle to resolve. Some other operators are evidently struggling to meet their franchise obligations, with talk of re-negotiations.

Whether Gaius Petronius Arbiter said this or did not matters less than the content: *“We trained hard, but it seemed that every time we were beginning to form up into teams we would be reorganised. Presumably the plans for our employment were being changed. I was to learn later in life that, perhaps because we are so good at organising, we tend as a nation to meet any new situation by reorganising; and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency, and demoralisation. During our reorganisations, several commanding officers were tried out on us, which added to the discontinuity.”* Or more briefly and pithily put by our Vice-President Captain Deltic: *“No crisis is so bad that government interference can’t make it worse.”*

So what does Railfuture think of it so far? First and foremost that leadership is what matters, not ownership. Our Policy Director published a [second article](#) on Williams, and national Chair submitted [Railfuture’s formal response](#) to the Review’s ‘initial listening phase’. DfT trailed a speech by the Review Chairman *“franchising cannot continue in its current form”* who gave the [Bradshaw Address](#) while DfT published the Review’s first evidence paper [The role of the railway in Great Britain](#); three others have followed, together with an interim Call for Evidence on the Objectives and Assessment Criteria for the Review, all [here](#). A ‘Mark 2 Strategic Rail Authority’ is being widely touted, but how to take power from, and avoid micro-managing by, DfT?

Proposals *“Changing track”* have been published by the [Rail Delivery Group](#), to a mixed reception – and the resignation two days later of the [Chief Executive!](#)

See [dates of franchises, consultations, publications](#)

Could you just give us a lift to the nearest station, please Minister?

As our London and South East regional branch area includes almost one-third of all Great Britain's c.2560 stations, it has perhaps unsurprisingly therefore seen about one-third of the 73 stations identified in the DfT's April announcement of [Access for All funding](#) in the 2019-24 Control Period also within our branch area.

The 26-strong list of L&SE stations is in two parts, with 13 of 46 'new' stations to be upgraded from the £300 million fund, and 13 of the 27 deferred from CP5 in the wake of the Hendy Review '*Replanning the Investment Programme*' in November 2015, now to be progressed along with 24 already ongoing, all [viewable in this map](#).

Ranked by ORR-estimated usage in 2017/18 they are:-		
Seven Sisters	deferral	8,169k
Peckham Rye	deferral	7,333k
Wandsworth Town	new	4,325k
Grays [E]	deferral	4,053k
Hackney Downs	new	3,970k
Luton [E]	deferral	3,696k
Hither Green	deferral	3,382k
Walton-on-Thames [SE]	deferral	2,857k
Streatham	deferral	2,810k
Chatham [SE]	deferral	2,731k
Barnes	deferral	2,548k
Petts Wood	deferral	2,271k
Chalkwell [E]	new	1,968k
Leatherhead [SE]	new	1,965k
Mill Hill Broadway	new	1,932k
Southend East [E]	deferral	1,927k
St. Mary Cray	deferral	1,803k
Battersea Park	deferral	1,803k
Hertford North [E]	new	1,669k
Isleworth	new	1,375k
Catford	new	1,219k
Stoneleigh [SE]	new	1,001k
Herne Bay [SE]	new	980k
Cricklewood	new	967k
Kings Langley [E]	new	710k
Crowborough [SE]	new	356k

Elsewhere across the regions of Great Britain:

South-East England, 6 of whose 8 A4A stations are in our branch [SE], has 5 new with 3 over 1 million users and 3 deferred, all above that unofficial threshold.

Eastern England, 6 of whose 8 A4A stations are within our branch [E], has 5 new with 3 over 1 million footfall and all 3 deferred above 1 million footfall.

East Midlands has just 3 A4A stations, 1 new and 2 deferred, all 3 below 1 million users.

South-West has just 2 A4A stations, 1 new at way less than 1 million and 1 deferred at comfortably more.

West Midlands has 5 A4A stations, 3 new and 2 deferred with all 5 below 1 million footfall.

North-West has 10 A4A stations, 9 new with 7 below 1 million footfall; the 1 deferred is Liverpool Central with 16,466k users, the nation's 28th-busiest station!

Yorkshire & the Humber has 6 A4A stations, 4 new and 2 deferred with all 6 below 1 million users.

Scotland has 7 A4A stations, 6 new with 3 each side of the 1 million footfall threshold; the 1 deferral is less.

Wales has 10 A4A stations, 6 new and all 10 below 1 million users; the lowest of all 73, Tenby, has 123k!

It's perhaps noteworthy that 10 of our 13 CP5 deferrals have estimated annual usage above 2 million, with the other 3 not much less, while 11 of the 13 new stations have usage below 2 million, and in 4 of those cases less than 1 million. An indication of shifting criteria? The differential balance is reflected nationally, with 15 of the 27 CP5 deferrals above 1 million yet just 16 of the 46 new funding allocations above that threshold.

As an example of one of those '24 already ongoing' the scheme at [Coulsdon South](#) (2017/18 usage 1.4 million) started in late-May, completion anticipated early-2020.



Coulsdon South is one of three [south London stations to benefit](#)

Now to ramp-up our campaigning!

The £300 million available for accessibility schemes to be completed by March 2024 includes £20 million ring-fenced for the next round of the Mid-Tier Programme. Note carefully the wording in the DfT announcement: "This will be focused on stations where accessibility improvements can be delivered with between £250k and £1 million of government support." That is not the same as schemes with total costs within that range. Useful pointers to the types of scheme supported by the previous MTP round can be [viewed here](#).



Reedham (Surrey): modern footbridge - passive provision for lifts?

On the Tattenham Corner branch in Croydon Reedham station (ORR-estimated 2017/18 usage 216k) used to have step-free access to each platform. Decades ago the 1:11 ramp between the street and London-bound platform closed and local Railfuture members have suggested that it should be re-opened. Network Rail's Route Enhancements Manager has revealed an alternative way to achieve step-free access, using the passive provision for lifts in the modern footbridge (if built in the last c.10 years that was a requirement). Not only could that bring a scheme under the £1 million MTP ceiling but GTR's Passenger Benefit Fund (see page 7) might fund a detailed feasibility study for a bid!

TfSE rail – west of East Sussex: BTN-FMR-LWS-UCK-COH-ERI-TBW

[Wealden Local Plan](#) – to house or not to house; is that the question? The Examination in Public which began on 21 May, initially for six mid-week days until 30 May, will resume for just a couple of days at the end of July. The report of the independent Inspector will later be sent to the Ministry of Housing, Communities and Local Government, any decision then many months away.

Perhaps another question however, not for Wealden alone but for many other areas across Britain, is this: how much longer will the already-comfortably-housed continue to exercise a veto via the planning process over the ability of others to have the same chance to become so? The flaws in the housing market will not be resolved by an embargo on new house-building, no matter how much existing empty property is brought into residential use and no matter how many brownfield sites are built out first. There is a national abundance of brownfield land – mostly where developers don't want to develop because people don't want to live there because there are poor employment prospects there.

We've said before and we say again: Brighton has an unmet housing need to about the end of the next decade of c.30,000 homes, only c.13,000 of which can be accommodated within the City Council's area. Where are the other c.17,000 to go if not in nearby Districts: Wealden and Lewes in East Sussex, Arun, Worthing, Adur, Horsham, and Mid-Sussex in West Sussex? The flaws in the split structure of decision-making over development planning (districts and unitaries) and transport (counties and unitaries) will not be resolved alone by existing regional partnerships such as the Greater Brighton Economic Board or new sub-national transport bodies such as Transport for the South East. Districts have the Local Plans, which often struggle to address their own housing pressures never mind a share of their neighbours' as well!

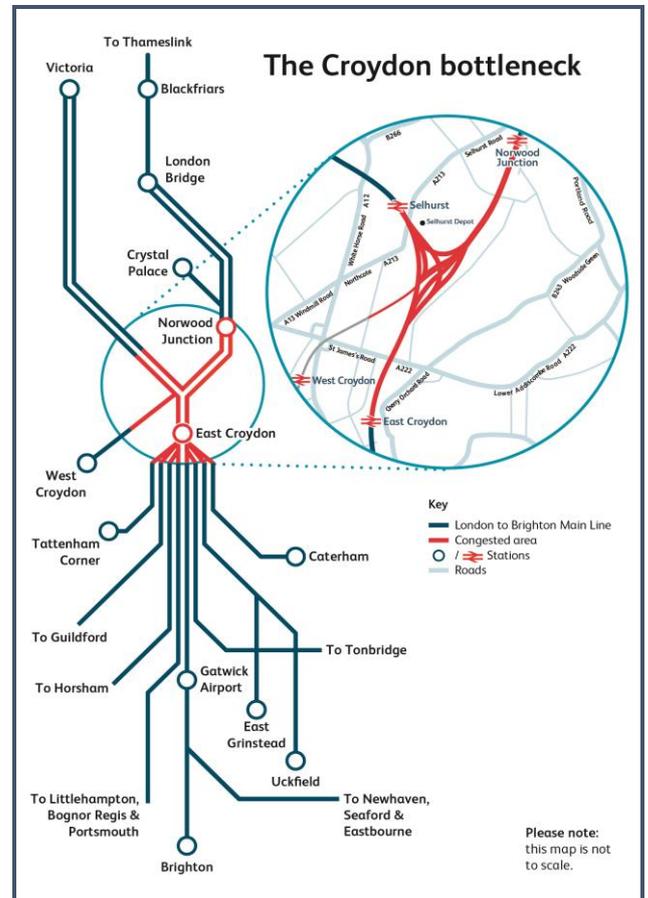


If a possible cure for an impasse is a potential incentive then might the prospect of a new railway stir ambition? Governments not only need local planning authorities to enable more housing and set them targets, they now map the route, via [Garden Communities](#). Network Rail has a 5-year plan; so too does [Homes England](#). A joint commitment from recently-elected local Councils to a garden village of at least 6,000 new homes which could be served by a reinstated Uckfield-Lewes rail link would be transformational in securing the case for that link.

Read [coverage in previous issues](#) of newsletter *railse*

London Bridge > East Croydon

Capacity, and resilience – two of the key drivers of rail infrastructure investment. For the Brighton Main Line, after the Thameslink Programme and London Bridge the focus of the next major intervention moves south, to East Croydon station and the junctions north of it. More remote parts of the package include Reigate's new platform 0, and Norwood Junction station upgrade.



Advocates of Uckfield-Lewes rail reinstatement based on the resilience of a second Brighton-London route face 'the Dawlish dilemma'. Advocates of resilience in a second Exeter-Plymouth route avoiding Dawlish are met with Network Rail's substantial investment in the existing line. As well as the Thameslink Programme there has been the Brighton Main Line Improvement Project, with the Croydon Area Remodelling Scheme investment (above) still to come over the next decade.

In Devon there is hardly anybody between Tavistock (pop.13k) and Okehampton (pop.6k) and with Dartmoor National Park between them that will not change, while reinstating a railway to the former and a regular service to the latter are both proving painfully slow to achieve. In East Sussex Lewes (pop.17k) and Uckfield (pop.15k) are each already rail-served, only villages lie between. In both examples the case for linking the two pairs of places is thin, but in East Sussex the game-changing difference can be a housing growth-based proposition.

The new East Sussex rail link then becomes two links, one connecting a new garden village northwards via Uckfield towards London, another the same new garden village southwards via Lewes towards Brighton and the other Sussex coastal towns, Seaford and Eastbourne.

Read here about [Railfuture's Uckfield-Lewes campaign](#).

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

“Now is the winter of our discontent, made glorious summer by this ...” (with apologies to W. Shakespeare). Although the sometimes temperamental Turbostars are still with us, the overall performance picture slowly if hesitantly improves, and Railfuture has its feet under various tables pressing for root causes to be identified and addressed and for service enhancements to be fed in, within all the well-known, oft-rehearsed constraints.

GTR’s summer timetable 23 for “Ashford International to Hastings and Eastbourne” now for the first time includes all of the East Coastway stations served by the MarshLink trains, thanks to a few quiet words in the right places at the right time – what a neighbouring Railfuture branch’s Chairman dubs ‘tactical lobbying’. It therefore reflects the full new Ashford International-Eastbourne service negotiated with GTR by members of the Hastings and Rother Rail Users’ Alliance and introduced successfully last May, with tweaks in December responding to commuters’ feedback. That is now an important marketing tool, presenting the complete service offer in a ‘single source of truth’.



Summer 2018 weekend at Rye. Note 4-car to Eastbourne (r)

As this newsletter goes public so too will information about some MarshLink ‘summer specials’. Again in response to user feedback through the HRRUA, GTR are planning for some hot-weather all-day weekend Rye shuttles! This is a direct and creative ‘lessons-learned’ response to last summer’s experience, above.

Looking ahead, this summer should also bring news on prospects for a MarshLink-HS1 connection and a third platform for Javelin services at Ashford International. Thoughts also begin to focus on the post-GTR era and what a successor operating company might reasonably be expected to deliver between September 2021 (the currently-assumed expiry date) and September 2028 (assuming a conventional 7-year franchise). Longer trains will be a priority as the line with its new timetable structure becomes more a victim of its own success. Making the strategic case for a MarshLink Improvement Programme, noting that East Coastway/A259 is 13th in the TfSE [Economic Connectivity Review](#)’s sequence of 22 Strategic Corridors, the imminent consultation on its draft Transport Strategy will be a vital opportunity.

Read [coverage in previous issues](#) of newsletter *railse*

TfSE rail – West Coastway: BTN-HOV-SSE-WRH-LIT-BOG-CCH

In contrast to East Coastway, the West Coastway route has made little recent progress in service development, apart from the introduction of a couple of Littlehampton - Hove Thameslink services in each weekday peak. Only one, county-wide, rail user group exists to reflect the interests of rail users, actual and potential, another contrast with East Coastway with half a dozen or more.

Great minds think alike and so as Railfuture looks at the transferability from East Coastway of successful models of engagement to secure rail development, so Network Rail develops its strategic planning approach for West Coastway. Route Utilisation Strategies were followed by Route Studies, and now it’s their turn to be superseded by Continuous Modular Strategic Planning. Our members’ April meeting in Worthing heard from the South Coast Alliance for Transport and the Environment (SCATE), West Sussex County Council, Network Rail, and Sussex CRP to begin a shared understanding of objectives and aspirations; three presentations can be viewed in our [Sussex and Coastway](#) web page.

Brighton	16,928,828	Hove	2,232,664
Aldrington	193,956	Portslade	1,070,566
Fishergate	115,122	Southwick	293,258
Shoreham-by-Sea	1,235,214	Lancing	887,946
East Worthing	361,460	Worthing	2,255,162
West Worthing	675,720	Durrington-on-Sea	594,332
Goring-by-Sea	504,484	Angmering	801,010
Littlehampton	912,710	Ford	114,594
Barnham	954,750	Bognor Regis	1,038,020
Chichester	2,841,842	Fishbourne	64,198
Bosham	77,102	Nutbourne	83,716
Southbourne	176,396	Emsworth	298,066
Warblington	26,568	Havant	2,197,700

West Coastway station usage estimates, 2017/18

As well as the ex-North London Line loo-less 3-car trains which are a racing certainty for replacement in the post-GTR franchise, GWR’s inter-regional diesel trains might well be candidates for replacement with a 3rd-rail/self-powered bi-mode fleet in its new franchise, since DfT decided to retain the long-distance services. Together those two fleets highlight the uneasy mix of services trying to meet the needs of different markets along the route: metro, inter-urban, and inter-regional. Inadequate-capability infrastructure frustrates all of them; metro requires all-stations stoppers while inter-urban and especially inter-regional require competitive journey-times with limited stops and high line speeds.

We, and Network Rail, start our work as Transport for the South East drafts a 30-year Transport Strategy for autumn consultation. As West Coastway is third in the sequence of 22 Strategic Corridors identified in TfSE’s [Economic Connectivity Review](#) we are well-placed to advance the cause of investment in rail infrastructure. Our East Coastway experience tells us the key success factors: stakeholder alliances and local support. Join us in Haywards Heath on 18 July with our TfSE speaker.

On-time departures fail to lift off

Three London termini were among the UK's five worst for delayed departures in 2018. The busiest London terminal subjected its passengers to an average of 13 minutes delay per departure, slightly better than the national average of 16 minutes. The worst was an average delay of 25 minutes, while the other two of the three were 19 and 18 minutes! The best UK terminal was in Northern Ireland, delays averaging 8 minutes.

Cancellations are not even included in the data, and worst of all, Delay Repay only applies after 3 hours!

Source: Press Association and Civil Aviation Authority

Community railways round-up

Network Rail's [Railway for Everyone](#) has been due to release a draft report for consultation, with three [regional workshops](#), to support its [Everyone Strategy](#). Here's their latest [progress report](#).

Spearheaded by [Sevenoaks Town Council](#) Thameslink-served yet Southeastern-managed [Bat and Ball station](#) has undergone a remarkable transformation.



Bat and Ball station, Sevenoaks: showcase restoration

The latest CRP news from the monthly "[Train on Line](#)":
[Watford Mayor visits Abbey Line](#).

[Young people paint a Marston Vale Line station](#).

[The Prince's Trust and ACoRP](#) get it together.

[CAMRA not going off the rails!](#)

May's [Community Rail in the city 2019](#), at 20 mainline rail stations, promoted [Scenic Britain by rail](#).

ACoRP's "[The value of Community Rail](#)" report.

['Women who wander'](#) project.

Not to be [THWARTed in East Sussex](#).

Oxted does it [The North Downs Way](#).

[Burbage brightens bridge in Dulwich](#) – in [36 seconds!](#)

The All boarders at [Welwyn Garden City station](#).

[Sussex CRP at Earlswood and Gatwick](#).

More at: [Association of Community Rail Partnerships](#).

Branch AGM 2019, report-back

The open morning session had two presentations on the theme '[Rail access to London's airports](#)', first from Heathrow Southern Railway's Steve Costello and then from Transport for London's Aviation Strategy Lead Shamal Ratnayaka. Both presentations can be viewed on the [London and South East branch website page](#).

Rising 'scores on the doors' at two inner London stations

Regular readers will be familiar with reports from the [Cambridge Heath and London Fields Rail Users Group](#) which is affiliated to Railfuture, although the previous one was a couple of years ago in [September 2017](#).

Best Campaign

Cambridge Heath & London Fields Rail Users' Group

See 'A brief history of the CHLUG campaign' at <http://www.railwatch.org.uk/chlufug.html>

One judge's comment:
'excited by the report!'

Birmingham 2016 - Autumn conference

railfuture

[Rail User Group Award winner 2016](#)

The RUG's core activity is annual direct-observation passenger counts, carried out continuously since 1996. They have a double purpose. First they serve as a consistent evidence base to justify improvements to station facilities and the train service by whichever the incumbent operator happens to be. Secondly, they serve to demonstrate the unreliability of the official data for inner London from the Office of Rail & Road, their usage estimates based on ticket sales and unable to fully reflect the variety and complexity of the capital's ticketing systems. This issue has been taken up more widely, and reported in the monthly *Modern Railways*, by independent adviser [Jonathan Roberts Consulting](#).

Approaching the fourth anniversary of the transfer of West Anglia 'metro' services from a DfT franchise run by Abellio Greater Anglia to a TfL concession run now by Arriva Rail London, the latest weekday peak and inter-peak counts at each station show yet more old records being broken by sustained growth. The ORR data for their most recent year 2017-18 compared with the last year before transfer, 2014-15, shows an overall 45% growth across London Overground's West Anglia stations [24 excluding Liverpool Street]. Meanwhile the user group's observational data shows weekday growth from mid-May 2015 to mid-May 2019 - just four years - of 84% at London Fields and 93% at Cambridge Heath!



On 23 April the Railway Heritage Trust enlightened us all about engineer James Warren and the six surviving trusses at [London Bridge station](#) which bear his name. The plaque is at the junction with Tooley Street, original name for London Bridge station when opened in 1836.

Campaigns calendar, London & SE

Current consultations of specific and general interest to our London and South East region can be found in [our branch page of the Railfuture website](#). We start with updates on developments since previous responses.

DfT's proposed closure of Angel Road station on West Anglia's Lea Valley line, on or after 19 May 2019, received [ratification by the Office of Rail and Road](#) on 11 April, and closure eventually occurred after the last service train ran on Friday 31 May.

Arriva Rail London's ticket office closure proposals had been challenged by London TravelWatch and after its November Board meeting [LTW wrote to ARL's MD](#) objecting to closure of 24 of the 51 proposed. Then on 18 April the [Mayor of London and Transport for London](#) confirmed a package of partial closures and retentions. All currently-staffed ticket offices will remain open for a minimum of 07.30-10.00 Mondays-Fridays.

Network Rail's Croydon Area Remodelling Scheme (CARS) "*Unblocking the Croydon bottleneck*" published on 7 May a [Feedback Summary report](#) on last year's public consultation.



On 28 May **Network Rail** published dates for four public drop-in events in mid-June about proposals for a major [upgrade of Norwood Junction station](#), a stand-alone project enabling CARS. Consultation closes on 26 July.

Transport for the South East (TfSE) launched a consultation on [Becoming a statutory body](#) on 7 May. This sounds as dry as dust but the underlying issue is, as TfSE says, "The ability to set investment plans for the South East's roads and railways, reduce emissions, improve air quality and make travelling simpler." The consultation closes on Wednesday 31 July.

Govia Thameslink Railway (GTR) launched a consultation on their [Passenger Benefit Fund](#) in April. The £15 million Fund arises from last December's fine for last May's timetable disruption. Each GTR-managed station, and Southeastern-managed station served by Thameslink, has a 5-figure allocation to be spent, by the end of GTR's management contract in September 2021, on projects of direct benefit to passengers. The consultation closes on Wednesday 31 July.

Forthcoming diary/calendar dates

Full details can always be found in our national website's [Events](#) and [Rail dates](#) pages.

Wednesday 19 June "*Signalling change! Modernising the London Underground.*" Free evening talk, Guildford.

Friday 21 June HS2 daytime mobile engagement roadshow on Ealing Green, west London.

Saturday 22 June Railfuture annual national summer conference "*Rebirth of the railway*", Darlington.

Saturday 22 June Norwood Junction station upgrade. Daytime consultation event in Croydon.

Saturday 22 June HS2 daytime mobile engagement roadshow at Croxley Revels Festival, Rickmansworth.

Thursday 27 June "*Bakerloo line extension*". Free evening talk in London.

Saturday 6 July Railfuture's '[Bridge the gap](#)' stall at annual Uckfield Festival's Big Day.

Monday 8 July Bexhill Rail Action Group.

Wednesday 10 July Eastern Division, Stratford.

Wednesday 10 July "*More than pioneers: amazing women, terrific engineers, great stories.*" Free evening seminar in Luton.

Thursday 11 July Campaign for Better Transport, London group. Non-members welcome, Farringdon.

Thursday 18 July Sussex & Coastway Division. Guest speaker from [Transport for the South East](#).

Friday 19 July "*Introduction to management.*" Morning webinar.

Monday 29 July "*Leading and developing successful teams.*" Lunchtime webinar.

Wednesday 31 July Final day for members-only discount bookings for Railfuture's annual national autumn conference "*Every passenger matters*" by Bristol Parkway station on Saturday 21 September.

Wednesday 31 July Copy date for your campaign news/reports for London & SE branch Local Action column in October's *railwatch* no.161 and for September's *railse* no.145. Send to londonandsoutheast@railfuture.org.uk

Monday 12 August Bexhill Rail Action Group.

Tuesday 13 August Chesham & District TUG.

Saturday 17 August Kent Division.

Tuesday 27 August Copy date for your campaign news, letters, articles, photos to appear in October's *railwatch* no.161. Send to editor@railwatch.org.uk

Thursday 5 September Sussex & Coastway Division.

Monday 9 September Bexhill Rail Action Group.

Wednesday 11 September Eastern Division.

Saturday 14 September Herts & Beds Division.

Tuesday 17 September Chesham & District TUG.

Saturday 21 September "*Every passenger matters.*" Railfuture's annual national autumn conference, close by Bristol Parkway station.

Saturday 28 September Railfuture East Anglia branch open meeting in Norwich.

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 July**. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets some Saturdays at 11.00 in **St.Albans**, AL1 4JP – next on **14 September**. Division Convener Neil Middleton at neil.middleton@aptu.org.uk See [Herts & Beds Division](#).

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

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

Surrey – Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk or on tel. 01737 762153. See [Surrey Division](#).

Sussex & Coastway – meets monthly on first Thursdays at 18.00, in varying Sussex venues. Next on **18 July** then 5 September, 3 October. Division Convener is John Black at jcbblack@yahoo.co.uk. See [Sussex & Coastway Division](#).

inter-railse

Our monthly branch e-newsletter is available to all members on email (as a pdf or as a link) by requesting it via roger.blake@railfuture.org.uk It's also available in [Branch News](#) for anyone to view and/or download.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue no.145, due to be published in September 2019, will be Wednesday 31 July 2019. 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

Railfuture Limited is a not-for-profit Company Limited by Guarantee. Registered in England & Wales no.05011634. Registered Office: Edinburgh House, 1-5 Bellevue Road, Clevedon, North Somerset, BS21 7NP (for legal correspondence only). All other correspondence to: 24 Chedworth Place, Tattingstone, Suffolk IP9 2ND

Our four branch neighbours

These and other branch websites, with their **events** and **newsletters**, are all in '[Railfuture near you](#)'.

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

East Midlands – contact is Secretary Steve Jones – eastmidlands@railfuture.org.uk
Branch-Board liaison via Director William Whiting.

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

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk
Branch-Board liaison via Director Chris Page.

Situations vacant in our branch

Last September's *railse* no.141 detailed them on p.6. We now welcome Neil Middleton to lead Herts & Beds Division. With two done, there are still several to go!

Branch committee meetings

Open for any of our members to attend, as observers, subject to advance notice to our Vice-Chair, (below). Held in alternate months on weekday evenings in London. Next on **Monday 29** or **Wednesday 31 July**.

London and SE Branch officers

Branch Chairman: Vacant.

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