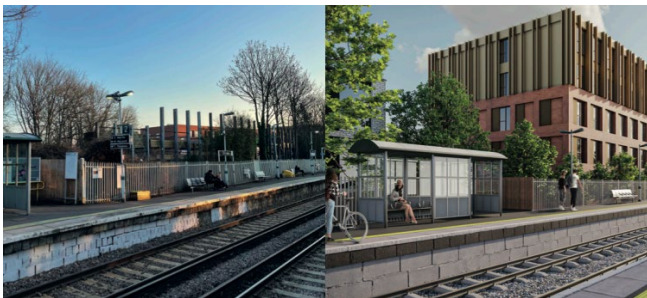


The **quarterly** branch newsletter of **railfuture** in London and the South East

Britain's leading *independent* campaign for a bigger better railway – for passengers and freight

New homes near rail transport in East Dulwich, Southwark

Brought to our attention by a member and former Southwark councillor, a developer is proposing re-use of a 0.85 hectare former builders' merchant's yard for a new development comprising 376 student rooms and 52 affordable homes (c.80% would be 3- or 4-bedroom family apartments) at Railway Rise, by East Dulwich station on the London Bridge – Tulse Hill route (and, by coincidence, the original southern terminus for the East London Line Extensions!) There were two public exhibitions late last year, with another due this Spring. The website is: <https://thesidings.whatyouthink.co.uk/>



Current view (L), CGI of "The Sidings" SE22 (R) Credit: Cresswick

A planning application has yet to materialise, but a question has arisen about the capacity of the station to handle such an influx of additional travellers, and whether its platforms need extending (with a developer contribution as a condition of planning permission) to accommodate even all existing as well as future trains.

Rail transport for new homes in the Low Weald, Lewes (cont'd)

While this was a recent Lewes District Council consultation, much of the administrative district is covered for town and country planning purposes by the South Downs National Park Authority.



The new Lewes Local Plan can therefore only cover that part of the district outside the National Park.

Rail transport for new homes in Wealden



During the currency of this quarterly newsletter there is an eight-week consultation by Wealden District Council starting in March for what will later become the draft Local Plan to 2040 to be submitted to government and examined by a Planning Inspector; there will also be a pre-submission public consultation later.

Rail transport for new homes on the Hoo Peninsula, Medway

Development planning, with its direct implications for transport planning in general and rail development in particular, spans a wide range of directly and indirectly-elected representative organisations, ranging between sub-national transport bodies such as Transport for the South East and local town and parish councils.



Although town and parish councils have limited powers and only a consultative role in development planning and management processes, their Neighbourhood Plans are a formal part of those processes and are another avenue for Railfuture to seek to influence policies and plans. Without those formally-adopted frameworks, proposals quite simply will not proceed.

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.

Fixed-term administrations

It's approaching that time of year again, the first Thursday of May, when local elections are held, ballots are cast and counted, and manifestos are published in profusion. This presents a significant opportunity for an independent influencing organisation like Railfuture to brief candidates, without fear or favour.



Local elections are opportunities for lobbying future decision-takers in local transport authorities, and not overlooking the role of local planning authorities in shaping the locations of future development which are or might be rail-served. Candidates are vying for support for four-year terms of office in unitary and district councils, and the London Assembly, together with the directly-elected Mayor of London. Key for Railfuture's lobbying will be a clear focus on what might be within the gift of such elected representatives to see delivered, or at least started, during a four-year term of office. One example might be committing funding for a business case for a re-opened line or new station, to bring access to the rail network and new opportunities to travel by train closer to another community and help to grow business on the railway.

Two unitary authorities electing one-third of their councillors this year (no elections every fourth year): Southend-on-Sea (**NOC**), Thurrock (**Con**).

Eight district councils electing all of their councillors: Basildon (**Con**), Epping Forest (**Con**), Harlow (**Con**), Maidstone (**NOC**), North Herts (**NOC**), Stevenage (**Lab**), Tandridge (**NOC**), Tunbridge Wells (**NOC**).

Two district councils electing half of their councillors: Adur (**Con**), Hastings (**NOC**).

16 district councils electing a third of their councillors: Brentwood (**NOC**), Broxbourne (**Con**), Castle Point (**NOC**), Colchester (**NOC**), Crawley (**Lab**), Elmbridge (**NOC**), Mole Valley (**LD**), Reigate & Banstead (**Con**), Rochford (**NOC**), Runnymede (**NOC**), St. Albans (**LD**), Three Rivers (**LD**), Watford (**LD**), Welwyn Hatfield (**NOC**), Woking (**LD**), Worthing (**Lab**).

28 councils, currently 13 **NOC**, 7 **Con**, 5 **LD**, 3 **Lab**; results with changes reporting in the next newsletter.

Railfuture's jealously-guarded independence means that it is able to 'speak truth to power' as its funds come from its members, through subscriptions and legacies, and it is therefore not answerable or beholden to anyone else but them. Being of necessity an overtly non-party-political organisation does not however mean being non-political as that's all about influencing the choices exercised by elected representatives, and Railfuture must always find ways to do business with whoever they are at any point in time as they are the gate-keepers and key-holders.

For this year's Mayor of London and London Assembly elections we aim to produce a rail manifesto, as we did in 2016 and 2021 (pandemic-postponed from 2020).



Image: BMG Research

In conclusion, we hope the 33% who do will read ours!

Independent watchdogs for transport users



Our regional branch area is covered by two consumer bodies, London TravelWatch (whose remit covers a geography far larger than just Greater London) and Transport Focus whose remit is national.



This recently-published Transport Focus report, based on research in March 2023, "explores the motivations and barriers to rail usage. It asked current, lapsed and non-users of public transport about their travel by train, how this has changed in the last year, what is driving changes in usage, and what are the key barriers which mean that they don't travel by train more, or at all." Some comparisons can be made with findings with a previous survey in March 2022, which focused on how train usage had changed since the pandemic.

Railfuture Awards - Rail User Groups



The closing date for nominations is Easter Saturday, this year on 30th March. As in both of the previous post-pandemic in-person national Annual General Meetings, the plan is for presentations of winners of Awards and Commendations to follow the next national AGM, to be held in Edinburgh on Saturday 13th July.

Details in <https://www.railfuture.org.uk/RUG-Awards>

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

Recent anniversaries of our 1st-quarter local successes, comprising three new 'domestic' stations, one new 'domestic' service, three extended 'domestic' services, and one new international part of an existing station.

January

~ on the 5th, in 1981, restoration of passenger services from Barking into Gospel Oak instead of Kentish Town, after a 55-year break.

~ on the 8th, in 1996, Ashford International connected to the European high-speed network when Eurostar began serving the station, but pandemic withdrawal of services from Kent's two stations continues indefinitely.

February

~ on the 7th, in 1966, Garston, Herts. Probably the first new, rather than reopened or relocated, post-Beeching rail station, with c.75k entries and exits in 2019/20, slumping to less than 9k in 2020/21, recovering slightly to over 18k in 2021/22 and up to near 42k in 2022/23.

~ on the 28th, in 2011, the Dalston Junction-Highbury & Islington (below) extension of London Overground



services from Crystal Palace and West Croydon, four months short of 25 years since the last train through Dalston Junction station on Friday 27th June 1986.

March

~ in 1991 (date/s in March uncertain) north and south chords off West Anglia Main Line and the new three-platform Stansted Airport station (the airport was opened officially on the 15th). ORR estimated station usage in 2022/23 was 7,906,474, over double 2021/22 at 3,368,742 if not yet back to 8,474,874 for the same period in 2019/20, or 8,948,872 for the pre-pandemic 12-month period of March 2019 to February 2020.

~ on 27th, in 2008, Heathrow Airport T5 extension from Heathrow Central / T1-3, and new Terminal 5 station. ORR estimated usage in 2022/23 was 2,620,216, over double 2021/22 at 1,079,730. Use of Terminal 4 rail station nose-dived while Terminals 2 and 3, er, took off!

Stay up-to-date and lend your support via our website pages under '**Campaigns**' > 'Restoring Your Railway.'

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.

Community Rail Network

Community Rail Award winners will be announced, in Swansea, just before this newsletter is published.



Shortlisted entries within our regional branch area:

Community Creative Projects and Station Arts – sponsored by Avanti West Coast

Large and medium groups:

~ Darent Valley CRP / Sevenoaks Camera Club – New Views of the Darent Valley

~ New River Line CRP – Art & Literature in the Waiting Room

~ Arun Valley Line CRP – Chichester Commemorates Trevor Tupper

Small groups:

~ Nick Mair and Tony Coleman – Denmark Hill Station Art Trail

Most Effective Communications Campaign – sponsored by West Midlands Trains

~ Southeast Communities Rail Partnership – Community Rail Coronation Connections

Photo Competition: Capturing the essence of community rail – sponsored by Porterbrook

~ Beds & Herts CRP – A First-Class Entry in the Backtrack Competition

~ The New River Line CRP – The 'Always Bee You' Group on a Trip – 'Smile For The Camera'

~ Marston Vale CRP – Budding Bee Enthusiasts at Woburn Sands Station

Most Enhanced Railway Spaces – sponsored by Greater Anglia

~ Hollingbourne Parish Council, Kent CRP and Southeastern – The Station at Hollingbourne

~ Darent Valley CRP – Eynsford Station

~ Bricket Wood Station Heritage Trust – Restoration of Bricket Wood Station

~ Friends of Bishopstone Station and Southeast Communities CRP – Bishopstone Community Hub

Outstanding Volunteer Contribution – sponsored by Eversholt Rail

~ Barbara Mine – Bishopstone Community Hub

It's Your Station – sponsored by Merseyrail

~ Bat & Ball Station Volunteers (Bronze)

~ Whyteleafe Community Hub (Silver)

~ Otford Station (Silver)

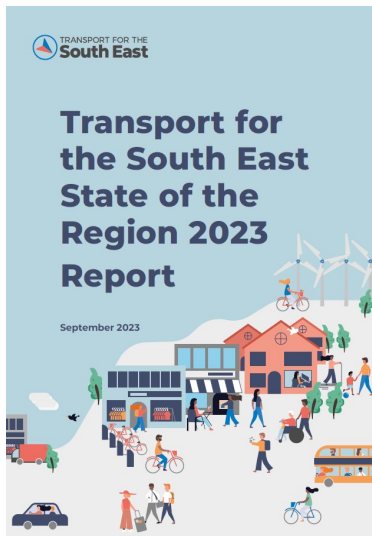
~ The Friends of Gordon Hill Station (Silver)

~ Friends of Bishopstone Station (Silver)

~ Friends of Angmering Station (Gold)

Transport for the South East from Transport Strategy > Strategic Investment Plan > Delivery Action Plan

In late-November the sub-national transport body published its first State of the Region report, intended as the baseline for future reports in alternate years.



“Better connectivity is needed to reduce car reliance, tackle high emissions in rural areas and support new business start-ups” is the [headline message](#). “This State of the Region report was developed to show where the region currently is on big, important measures of economy, society and the environment. The information presented in this report is linked to the aspirations set out in the TfSE Transport Strategy and Strategic Investment Plan. It is focused on understanding how the region is performing against the metrics which those plans are trying to influence.”

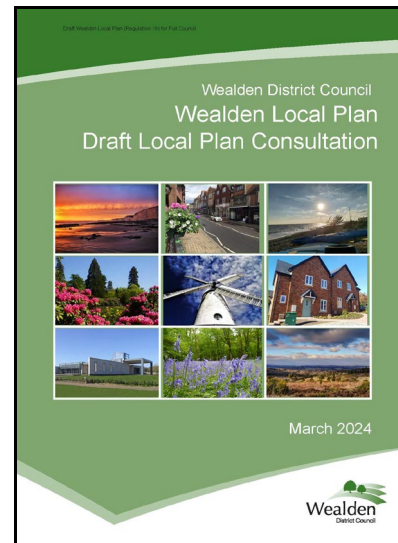
TfSE rail – west of East Sussex: Brighton - East Sussex - Kent BTN-FMR-LWS-UCK-COH-ERI-TBW

Ever since March 2017 when the DfT published the report dated April 2016 for the London & South Coast Rail Corridor Study, our view of prospects for any new rail link between Uckfield and Lewes has crystallised around the need to first define the location of long-term housing growth in the area. Concentrated rather than dispersed housing growth could create a large enough cluster of population to justify being rail-served, linked with the existing network northwards via Uckfield and southwards via the East Coastway route and Lewes.

Ringmer parish, including the largest and adjacent villages of Ringmer and Broyle Side, had a population in 2021 of 4,765. They were identified in the recent Lewes District consultation as the largest of the most sustainable villages in a policy option to focus growth. Over the next 15 years of the Local Plan period, new homes to expand Ringmer / Broyle Side to at least match the size of either Uckfield (15k) or Lewes (16k) are most likely the only route to establishing a strategic case for a new rail link between two already rail-served towns, primarily to add public transport capacity and connectivity for the emergence of a new one – sustainable transport for a sustainable development.

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

Local Plan consultations seem to be like buses – they turn up in pairs! The latest to put in an appearance is



from Wealden District Council, with this background:

“Policy WCS1 of the Wealden District Core Strategy Local Plan (February, 2013) identifies that the strategy will be reviewed in 2015 or when a preferred solution to the capacity issues within Hailsham North and Hailsham South Waste Water Treatment Works has been identified, whichever is the earliest.

In October 2015, Wealden District Council formally began its Local Plan Review. Following its Regulation 18 and 19 consultation stages, which took place in October 2015 and August 2018 respectively (NOTE: Railfuture responded in October 2018), Wealden District Council submitted its Draft Local Plan to the Secretary of State for independent examination on 18th January 2019.

Following an extensive examination process in the spring/summer of 2019, including public hearing sessions, the appointed Inspector provided the Council with a letter on 20 December 2019 setting out the conclusions from the hearing sessions relating to the examination process of the Wealden Local Plan. The letter concluded that the submitted plan could not proceed further in the examination process and should be withdrawn. On 19 February 2020, Wealden District Council agreed to formally withdraw its Local Plan. In accordance, with The Town and Country Planning (Local Planning) (England) Regulations 2012 has removed documents from its website that relate to the withdrawn plan.

Following the withdrawal of the local plan, Wealden District Council has started work on a new Local Plan. This plan will be prepared in accordance with the NPPF (December 2023) and any subsequent updates to the NPPF that are relevant and applicable to the production of the emerging Local Plan.” (NOTE: Railfuture responded in January 2021 to Wealden’s “*Direction of Travel*” consultation).

See more about [Railfuture's Uckfield-Lewes campaign](#)

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

Our regular look at the latest station usage estimates (best-ever at Winchelsea, second-best at Three Oaks):

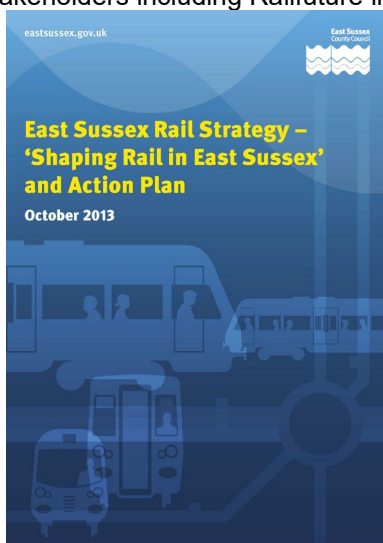
Station	Usage	% change
(Ashford-Eastbourne service)	2022/23	from 2021/22
		to 2022/23
Appledore	26,478	7
Bexhill	1,399,580	8
Collington	132,200	15
Cooden Beach	97,424	14
Doleham	550	-35
Eastbourne	3,201,528	19
Ham Street	59,092	3
Hampden Park	694,700	11
Hastings	1,902,720	13
Normans Bay	17,854	4
Ore	228,562	10
Pevensey and Westham	152,934	7
Pevensey Bay	5,192	-23
Rye	431,092	8
St. Leonards Warrior Square	803,504	13
Three Oaks	12,196	36
Winchelsea	12,004	29
TOTAL	9,177,610	13
Hampden Park interchanges	120,872	19

Extracted from ORR station usage estimates 2022/23

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

East Sussex Rail Strategy refresh

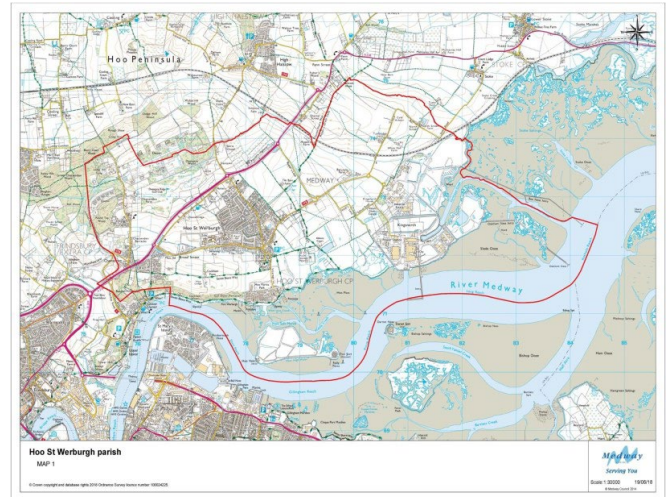
East Sussex County Council has initiated an update of the first rail strategy for the county with a workshop for selected stakeholders including Railfuture in February.



Supported by the same specialist advisers as used by Transport for the South East should help to ensure consistency between county and regional policy. Public consultation on a draft is expected in mid-2024.

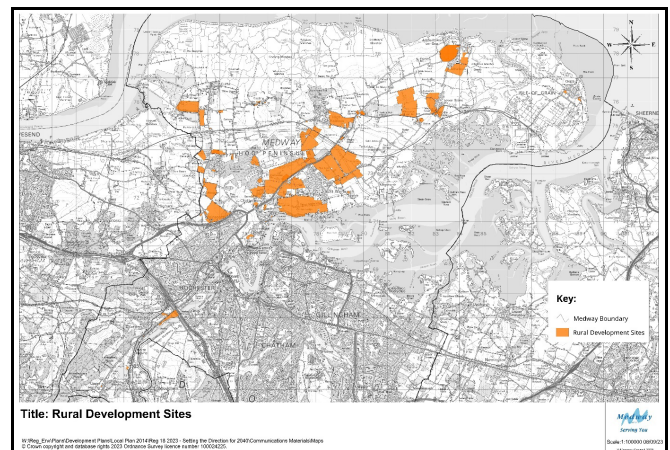
TfSE rail – north Kent: Medway – Gravesham / Tonbridge & Malling HMK-GRV-DFD-ABW-GNW-LBG HMK-HGM-SOO-RTR-CTM-GLM-RAI HMK-HGM-SOO-SDA-MDB-PDW-TON

The draft Neighbourhood Plan for Hoo St. Werburgh and Chattenden covers the area outlined in this map, reproduced from the recent public consultation.



Parish of Hoo St Werburgh – boundary in red

The map below is reproduced from the other recent public consultation by Medway Council - "*Setting the direction for Medway 2040*" - to which we responded in October 2023, and illustrates very clearly that the largest of all the sites identified on the Hoo Peninsula, with capacity for up to c.15k new homes, or c.35-40k residents, are within the Neighbourhood Plan area.



They represent almost 40% of all Medway's potential housing capacity for the new Local Plan period to 2040. Un-served by an increasingly well-used freight-only railway line, the award in November 2019 of £170m from the Housing Infrastructure Fund, with £67m of that identified for upgrading the existing line for passenger services as far as a new station to be built at Hoo St. Werburgh, was official recognition of the strategic case for additional public transport capacity. Despite the abandonment of the project in July 2023, we continue to advocate an innovative financing model known as Land Value Capture as a tool to re-ignite this essential rail development project.

See our original [January 2020 article](#), and updates

Campaigns calendar, London & SE

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

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

Since the December newsletter, *railse* no.162, went to press the regional branch committee has overseen submissions to:

the City of London Corporation as the local planning authority considering the highly controversial proposals for the redevelopment of Liverpool Street station.



Our representation was submitted on the official ‘Standard Consultation Expiry Date’ of 18th November.

Lewes District Council's survey for its next four-year Corporate Plan *“Re-imagining Lewes District - Delivering the Vision - 2024 to 2028.”*



Our response, submitted on 29th December, appears in page 11 of the 14-page consultation report published on 5th February, albeit misconstruing our suggestion!

Lewes District Council approved public consultation for the next stage in development of their Local Plan 2040 - *“Towards a Local Plan spatial strategy and policies directions”* starting from 29th November.

Towards a Local Plan spatial strategy and policies directions

(Regulation 18 Consultation)

Our response was submitted on 19th February.

Medway Council oversaw the public consultation for the draft Neighbourhood Plan for Hoo St. Werburgh and Chattenden.



Our response was also submitted on 19th February.

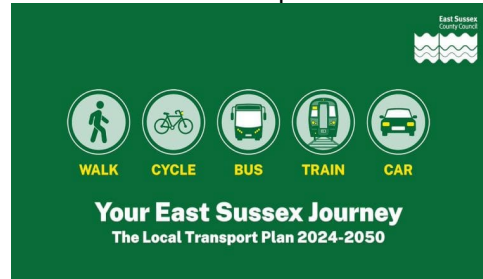
As this newsletter closed for press in mid-February:

London Metro Division met **online** to plan production of our Rail Manifesto for this May's elections for the

CITY HALL

Mayor of London and London Assembly's 25 Members.

Our response to East Sussex County Council's survey for its next Local Transport Plan 2024-50



was due to be submitted by 25th February.

Our joint response with East Midlands branch to the call for evidence by England's Economic Heartland for the Luton – Bedford – Corby Connectivity Study



was due to be submitted by 29th February.

Our response to Transport for London's public consultation on extending the Docklands Light Railway



from Gallions Reach via Beckton Riverside to Thamesmead was due to be submitted by 18th March.

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

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

In late-January Kent Division (Hoo Peninsula Railway) and [KenEx Tram](#) shared a campaign stall during the



Erith Model Railway Show in the Longfield Academy.

Forthcoming calendar / diary dates

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

Thursday 14 March ORR publishes Freight rail usage and performance Q3 2023/24 (October - December) - freight moved, freight lifted, normalised freight delay.

Thursday 14 March Herts & Beds Division evening [online](#) meeting. [Invite non-members!](#)

Saturday 16 – Sunday 17 March Railfuture's London & South East regional branch's campaigns stall



at Alexandra Palace, London N22 7AY.

Monday 18 March Close of Transport for London's consultation on proposed extension of Docklands Light Railway to Beckton Riverside and Thamesmead.

Thursday 21 March ORR publishes Passenger rail usage Q3 2023/24 (October - December) - Passenger train KM, Passenger KM, journeys, revenue.

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

Friday 22 March ORR publishes Passenger rail performance: Cancellations data for Period 12, 4 February - 2 March.

Good Friday 29 March – Sunday 14 April Schools' holiday: [>95% of the rail network remains open for customers!](#) Enjoy your local heritage railways.

Easter Saturday 30 March Closing date for nominations for Railfuture's Rail User Group Awards, to be presented at July's 2024 AGM in Edinburgh.

Thursday 4 April ORR publishes Passenger rail service complaints: Q3 2023/24 (October - December).

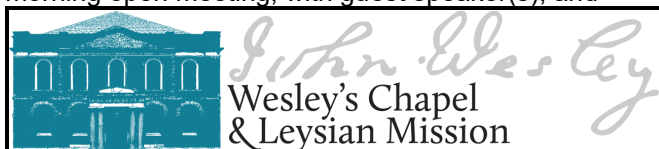
Thursday 4 April ORR publishes Delay compensation claims: Periods 8-10 (15 October 2023 - 6 January 2024).

Thursday 11 April ORR publishes Disabled Persons Railcards and assisted journeys: Periods 8-10 (15 October 2023 - 6 January 2024).

Thursday 11 April Sussex & Coastway Division evening meeting, in-person, Haywards Heath. [Invite non-members!](#)

Friday 19 April ORR publishes Passenger rail performance: Cancellations data for Period 13, 3-31 March.

Saturday 20 April L&SE regional branch members' morning open meeting, with guest speaker(s), and



afternoon AGM, at 49 City Road, London EC1Y 1AU.

Friday 26 April Copy date for your campaign news / reports for the London & South East regional branch Local Action column in July's *railwatch* no.180, and for June's *raise* no.164.

Send to londonandsoutheast@railfuture.org.uk

Saturday 27 April Herts & Beds Division morning in-person meeting, venue TBC. [Invite non-members!](#)

Tuesday 30 April Copy date for your campaign news, letters, articles, photos to appear in July's *railwatch* no.180. Send to editor@railwatch.org.uk

Wednesday 8 May Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Saturday 18 May – Sunday 19 May Railfuture's London & South East regional branch's Kent Division



campaigns stall at Faversham Festival of Transport.

Saturday 25 May – Sunday 2 June Schools' holiday: [>95% of the rail network remains open for customers!](#) Enjoy your local heritage railways.

Wednesday 29 May Herts & Beds Division evening [online](#) meeting. [Invite non-members!](#)

Thursday 30 May ORR publishes Passenger rail performance: Q4 2023/24 (January – March 2024) - Public Performance Measure (PPM), Cancelled and Significantly Late (CaSL).

Sunday 2 June Passenger rail timetables change.

Sunday 2 June Railfuture's London & South East regional branch's "Bridge the gap" campaign stall



at Uckfield & District Lions Club Family Fun Day, Luxford Field, via Civic Approach or Library Way, off High Street, Uckfield, East Sussex, TN22 1BP.

Thursday 6 June ORR publishes Freight rail usage and performance Q4 2023/24 (January – March 2024) - freight moved, freight lifted, normalised freight delay.

Thursday 13 June ORR publishes Passenger rail usage Q4 2023/24 (January – March) - Passenger train KM, Passenger KM, journeys, revenue.

Thursday 27 June ORR publishes Passenger rail service complaints: Q4 2023/24 (January – March).

Thursday 27 June ORR publishes Delay compensation claims: Periods 11-13 (7 January – 31 March 2024).

Saturday 13 July 19th Annual General Meeting of Railfuture Ltd, followed by presentations of award for Railfuture Member (formerly Campaigner) of the Year and Rail User Group awards and commendations, at the Edinburgh Holyrood Hotel, 81 Holyrood Road, Edinburgh EH8 8AU.

Details of these and other important dates are in the Railfuture website's [Events](#) and [Rail dates](#) pages.

Your branch divisions' meetings – all members, and non-members, welcome

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, **online** at 19.00 – next due on **13 March**, then 8 May. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets monthly – next, evening of **14 March online**, then morning of 27 April in-person and evening of 29 May **online**. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on third Saturdays, at 14.00 – next due on **18 May**. Division Convener is Chris Fribbins at chris.fribbins@railfuture.org.uk See [Kent Division](#).

London Metro – a Division to cover all TfL rail modes: Docklands Light Railway, Elizabeth line, London Trams, Overground, and Underground. Evening meeting in central London, Thursday **21 March**. Contact Branch Vice-Chair Roger Blake (opposite). See [London Metro Division](#).

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

Sussex & Coastway – meets monthly on first Thursdays, at 18.00. Next, in-person, on **11 April** in Haywards Heath. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Robert Cheesman at robertcheesman@btinternet.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 4 weeks on Wednesday evenings.

raise online

Available in the 'Branch news' area of our branch's main web page: <https://www.railfuture.org.uk/London-and-South-East-branch-news>. The links in blue are clickable hyperlinks.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.164, due to be published in June 2024, will be Friday 26 April 2024. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk

railfuture

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

Websites: [Welcome to Railfuture](#) [London and South East regional branch](#)
[Railwatch](#) [Rail Action](#) [Rail User Express](#)

Follow us on  [twitter](#) @Railfuture and @RailfutureLSE and @Railwatch

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Railfuture campaigns (noun, and verb!)

Our five national **raise** policy priorities:
Attracting passengers back to rail – improving the travelling environment
Climate change and modal shift – how the railway can help reduce the carbon footprint of transport
Restoring Your Railway – restoring communities' rail connections by reopening lines and stations
Fares and ticketing – making the system easier and fairer
Industry structure and Great British Railways – taking the opportunity to move to devolution and concessions.

Railfuture 'news and views', and Railfuture 'in the news'

~ Stay abreast of Railfuture's and others' reports and thoughts published in our website [articles](#).
~ Stay abreast of Railfuture members making, not just watching, things happen in our website [media extracts](#).
~ Railfuture is also on [Twitter](#), [Facebook](#) and [LinkedIn](#).

Neighbouring and other branches

All 14 branch websites, including their **events** and **newsletters**, are **online** in '[Railfuture near you](#)'.

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

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

Treasurer: Howard Thomas.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

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

inter-raise

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