

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

Maybe it's because I'm a Londoner?

East London is back in the spotlight with two major redevelopments, for rail freight as well as passengers.

Bow Goodsyard

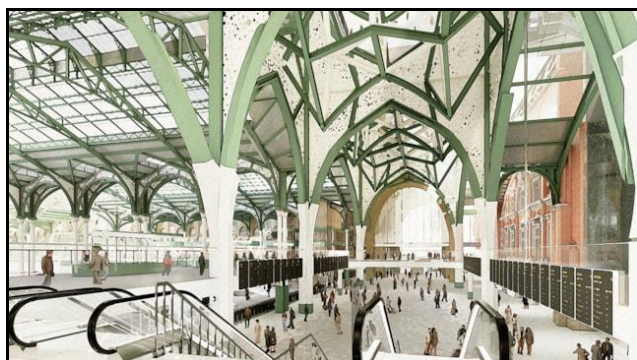
Back in June 2023 Network Rail's [master-planning exercise](#) was launched (reported in *inter-railse* no.61 for July), then in May 2024 the [masterplan application](#) was submitted, and in October the [outline masterplan](#) was approved unanimously by the London Legacy Development Corporation.



The 30-acre brownfield site is currently isolated with large parts not accessible to the local community. The industrial-led multi-use regeneration into a rail freight campus and last mile logistics hub includes destination leisure, food and beverage and sports pitches.

Liverpool Street station

This is a revised proposal replacing the previous highly controversial scheme on which we commented to the previous Network Rail / MTR / Stellar consortium in November 2022, and to the City of London Corporation on the planning application last November.

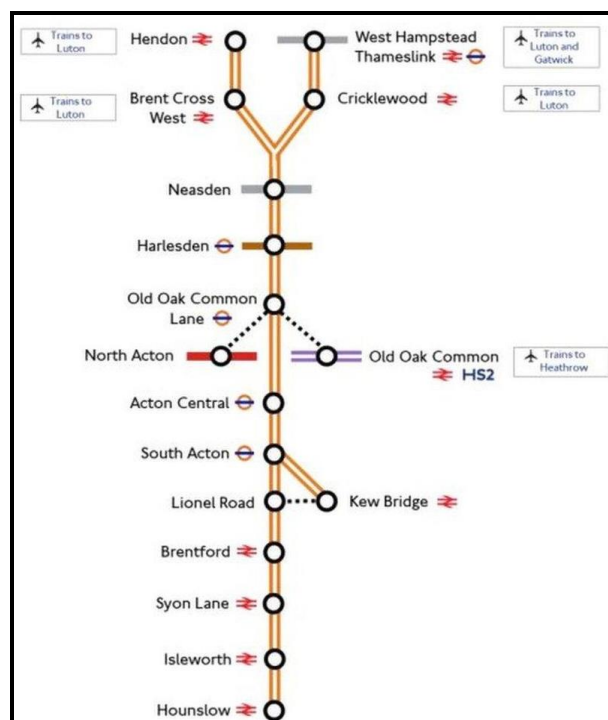


[Network Rail Property](#) are conducting a [consultation](#) dubbed "*It's time for Liverpool Street station*" which runs until Wednesday 4th December.

North-South / East-West Main Lines

North-South Main Line is of course the unfortunately-named HS2, as it's about Capacity, Connectivity and Choice, its high-speed aspect being only a by-product of building a new West Coast Main Line by-pass. Our regional branch will in due course host two of the new stations, one of which is well under construction in a deep Stratford International-style box, while the other has been tossed and turned in the ebbs and flows of political, if not also journalistic, machinations. The two will now be connected, even if the size, shape and procurement of the terminus itself remains in limbo.

Our interest now is in improving the connectivity of Old Oak Common, not just as a rail interchange but also as a Stratford-style transport-oriented development area. TfL are trying to take the [West London Orbital](#) project forward, across an area of already-good connectivity, in time for the Old Oak Common HS2 station opening.

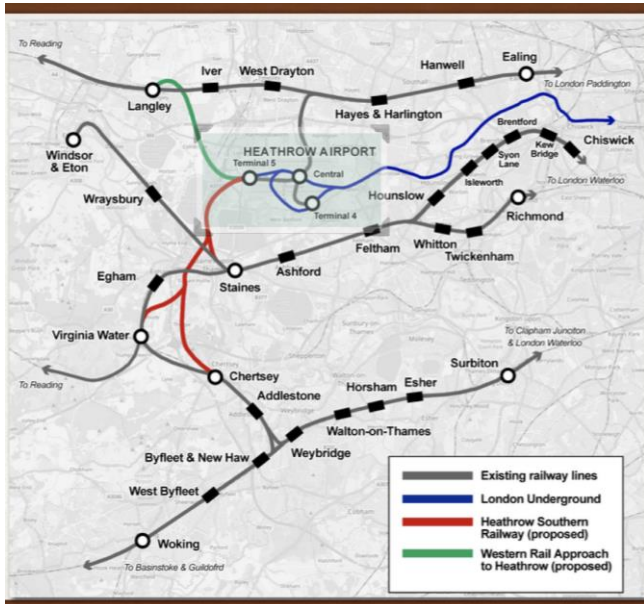


On the northern edge of our branch's geography is the South's slowly-developing [East West Main Line](#) (London's own East West Rail is called the Elizabeth Line, with Reading-Shenfield's 57 miles the same distance as from Oxford to somewhere 10 miles beyond Bedford!). Another [non-statutory consultation](#) started in mid-November and closes on 24th January. The announcement follows the Autumn Budget's commitment to through services from Oxford to Bedford "from 2030" but includes East West Rail Co's "preference for discontinuous electrification"!

Connectivity for Heathrow airport

As agnostic about air as we are, as an exclusively pro-rail campaigning-through-influencing organisation, about road transport policy and projects, we still take a keen interest in airport surface access issues. The mode shares of trips to and from airports by staff are a no less important consideration than for air passengers.

With air passenger throughput at London's Heathrow airport reportedly back to or even over pre-pandemic volumes, interest in improving surface access by rail has also 'taken off' again.



There is no known record of Railfuture engagement in Network Rail's informal consultations in 2015 and 2016 on Western Rail Access to Heathrow (WRaTh), or with the May / June 2018 round of statutory public consultation. While that may come as a surprise, we have had presentations from [Heathrow Southern Railway](#) to our members' annual meetings in 2017 and 2019 (they champion the red route in the map above).

Being the networkers that Railfuture members are, a conversation at this year's GWR Community Rail and Stakeholder Conference has led to a recent meeting, including colleagues from our Thames Valley regional branch, with [Thames Valley Chamber of Commerce Group](#) who are championing the green route in the above map, hitherto sponsored by [Network Rail](#) but which has been paused for the past four years.

Former Mayor of Gravesham, Kent County Councillor and Opposition rail transport spokesman Tan Dhesi, now MP for Slough where many airport workers live, is a strong advocate for the western rail link to Heathrow. He secured an Adjournment Debate on the subject in the House of Commons as recently as 30th April this year. There has been an All-Party Parliamentary Group although its current existence is uncertain, possibly due to the need to re-establish it formally in the wake of July's general election.

With interest in new rail access to Heathrow, from the south as well the west, seemingly reviving and both schemes looking to involve private finance, Railfuture will remain ready to engage with all parties.

Connectivity for Gatwick airport

The Planning Inspectorate's examination of Gatwick Airport's application for a Development Consent Order for its proposed routine use of the northern runway was formally completed, following a public inquiry, on 27th August. The Planning Inspectorate must issue their Recommendation to the Secretary of State no more than three months later (ie very soon!)

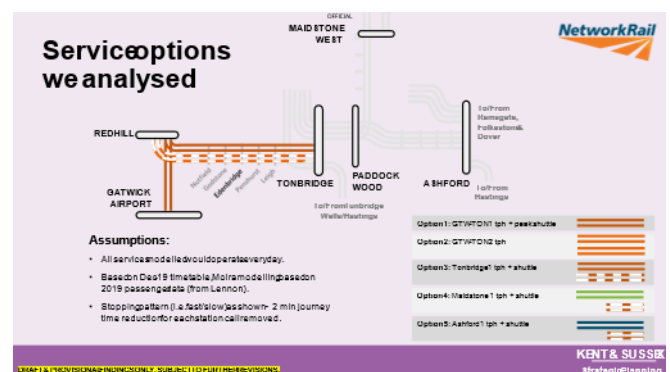
The decision stage is then for the Secretary of State to review the report and make the final decision. She has three months to take a decision ie by end-February 2025. Once that decision has been taken, there is a six-week period in which people can challenge the decision in the High Court, through a judicial review.

Railfuture's engagement with the proposal goes back to January 2019 with our response to the draft Master Plan for the airport. In December 2021 and July 2022 we engaged with the formal Development Consent Order process, which led to the public inquiry. All three submissions can be reviewed in the 'Campaigns / Consultation responses' area of the website [here](#).

Network Rail had objected to Gatwick Airport Ltd's application for a Development Consent Order. In the end we understand that they were unable to fully agree the impact / impacts which the expansion of Gatwick airport would have on the railway network. Instead, in consideration of withdrawing their objection, Network Rail have secured a range of commitments which will help to plan for and manage any impacts that arise in the future. These commitments include:

- ~ a £10 million Rail Enhancement Fund;
- ~ a £10 million Transport Mitigation Fund;
- ~ a Rail Monitoring and Enhancement Plan;
- ~ station improvements including wayfinding and customer experience;
- ~ a ticket gate line capacity review and to fund identified improvements;
- ~ a commitment from Gatwick Airport Ltd to engage constructively in future timetable consultations.

Gatwick airport station is in the fortunate position that, unlike Heathrow, a new service link with an additional rail catchment is available – without new infrastructure. Kent-Gatwick has been assessed by Network Rail, with Railfuture members' stakeholder input, and an initial Tonbridge-Gatwick service, additional to a peak Redhill shuttle, was found to be feasible and viable.



P.S. A week before the new airport at Gatwick opened, "Tinsley Green (for Gatwick Airport)" station (opened 30 September 1935) was renamed – on 29 May 1936!

What does success for us look like?

A campaign for something to be both bigger and better needs a steady flow of evidence of its achievements! Bigger and better are the means, the end is more people and 'stuff' using rail rather than road or air. That can come through more passenger and freight services, with increased frequencies, new / extended services via new / re-opened links and stations.

A pair of examples: the Railfuture-funded report resulting in Lea Bridge station re-opening in 2016, and the Railfuture-inspired May 2018 timetable for East Coastway-MarshLink giving 4tph not 3tph via Bexhill.

Your examples to londonandsoutheast@railfuture.org.uk

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

The anniversaries of our fourth-quarter local successes, with seven re-opened stations, nine new 'domestic' stations, one new 'domestic' and two new international parts of existing stations, two new international stations, two new 'domestic' services, two extended 'domestic' services, three new international services:-

October

~ in 1981, on the 5th, Kentish Town West reopened; a fire a decade earlier had necessitated its closure.

~ in 1988, on the 3rd, Arlesey, in Central Bedfordshire, reopened after a 1959 BBC (Before Beeching Closure).

~ in 1988, on the 22nd, How Wood opened as a new station on the Abbey line when the line was electrified.

~ in 2015, on the 26th, new Chiltern services began between London Marylebone and Oxford Parkway, via the new Bicester chord and re-opened stations at Islip and Bicester Village – a first glimpse of East-West Rail.

~ in 2022, on the 24th, Bond Street, on Elizabeth line.

November

~ in 1960, on the 21st, Southbury (previously Churchbury) and Theobalds Grove in Enfield, and Turkey Street (previously Forty Hill) in Broxbourne, Hertfordshire all re-opened with route electrification.

~ in 1974, on the 25th, Basildon opened, fully 25 years after being designated a New Town!



Under construction. via Basildon Borough Historical Group, and believed to have come from one of the old Basildon Urban District Council's official guides

~ in 1994, on the 14th, Eurostar Channel Tunnel services, Waterloo Curve / Stewarts Lane Viaduct, and Waterloo International opened.

~ in 1999, on the 8th, Braintree Freeport opened.

~ in 1999, on the 21st, Luton Airport Parkway opened.

~ in 2007, on the 14th, Channel Tunnel Rail Link (HS1) phase 2 (from Southfleet Junction into London St. Pancras International) opened.

~ in 2007, on the 19th, Ebbsfleet International opened.

~ in 2009, on the 30th, Stratford International opened.

December

~ in 1982, on the 4th, Watford Stadium Halt opened, on match days only (to be served one day by a new station on a revived Croxley link, at Watford Vicarage Road!)

~ in 1994, on the 22nd, Eurotunnel Le Shuttle services for cars started.



~ in 2007, on the 9th, Thameslink platforms A and B opened at London St. Pancras International.

~ in 2008, on the 14th, Aylesbury Vale Parkway and the extended line from Aylesbury opened (one day to be served by trains between the re-branded East West Main Line and Watford Junction, via Rickmansworth?)

~ in 2012, on the 9th, new London Overground services extended from Surrey Quays via a new link at Silwood Junction to Queens Road Peckham, Peckham Rye, Denmark Hill, Clapham High Street, and Wandsworth Road to Battersea Park / Clapham Junction, at last completing London's new 'outer circle' railway.

~ in 2015, on the 13th, Rochester station re-opened on a new site 500m west of the closed 1892 original.

~ in 2016, on the 11th, London Marylebone services extended beyond Oxford Parkway into Oxford.

~ in 2023, on the 10th, Brent Cross West opened.

What comes next, with Railfuture's influence?

- ~ Old Oak Common Lane London Overground / HS2 station, Hoo St. Werburgh station;
- ~ East West Rail services reach Bedford from Oxford;
- ~ Heathrow airport southern and western rail access;
- ~ Gatwick airport-Redhill-Tonbridge hourly service.

Stay up-to-date and lend your support via our website pages under '**Campaigns**' > '**A bigger railway**' – it includes links to 'Missing links' and 'New stations.'

See also '[Current London and South East campaigns.](#)'

Our vision for rail: A railway system that provides services which travellers and freight forwarders want to use, and which offers more journey opportunities to more people and more freight.

Rail Transport for the South East

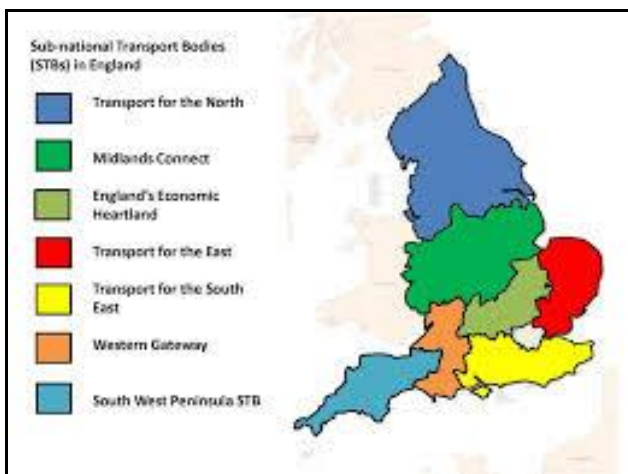
Refreshing the Transport Strategy - the story continues. Through your regional branch Vice-Chair Railfuture is represented on the Transport Forum of TfSE, the sub-national transport body. As this newsletter was going to press a second in-person forum meeting was about to be held in Southampton, following the first held in London in April. The Forum's Chair has a place on TfSE's governing Partnership Board, which has a new Deputy Leader since the retirement of Cllr. Tony Page of Reading (representing the six Berkshire unitaries). He is Medway Council's Cabinet Member for Climate Change and Strategic Regeneration Cllr. Simon Curry.

The predominant Forum agenda theme remains the refresh of the 2020 Transport Strategy, given a fresh context with the election in July of a new national government, and considering next steps. The Strategy refresh timeline remains as in the previous newsletter:
July 2023 – December 2024: Strategy development
December 2024 – March 2025: public consultation
March – July 2025: finalise Strategy
July – October 2025: local transport authority sign-off followed by presentation to central government.



A Special Partnership Board meeting on 9th December will be asked to agree a draft Transport Strategy for public consultation, which will commence immediately after that Board meeting and run for 12 weeks until early-March 2025. It will close in advance of the pre-election period for the local elections in May 2025.

There is now a [Wider South East Rail Partnership](#). It follows on from the [Wider South East Freight Forum](#) which first met in December 2023.



The new rail partnership is a further collaboration between Transport East, Transport for the South East and England's Economic Heartland to engage with strategic network planners. The partnership aims to create a single voice for rail in the wider South East. It is developing a new rail industry partnership with other key parties including TfL, the GBR Transition Team and the DfT. The partnership is based on demand for rail travel in the South East, by freight and passengers, being higher than in the other regions in England.

TfSE rail – west of East Sussex:

Brighton - East Sussex - Kent

BTN-FMR-LWS-UCK-COH-ERI-TBW

Continuing the front-page coverage in our September newsletter – and in particular with our policy hashtag **#RailTransportForNewHomes** – the MHCLG consultation on reforms to the National Planning Policy Framework drew a [response from Railfuture](#). The final NPPF is expected before the end of this year.

With it are likely to be the government's expectations for planned housing growth, which Railfuture has long-regarded as the key success factor for a new rail link between Uckfield and Lewes. The NPPF consultation had suggested that Lewes District, outside the South Downs National Park Authority's area, would need to plan for 828 rather than 777 new homes per annum, compared with Average Annual Net additions (2020/21 -2022/23) of only 409 ie a doubling of recent delivery. We await the next Local Plan consultation with interest!

Uckfield bus station re-opened

Good things come to those who wait – for a bus in Uckfield! County Council lead member for transport and environment Claire Dowling (pictured 2nd left) said: *“I'm delighted with the transformation of Uckfield's bus station and hope that it will encourage more people to use public transport.”*



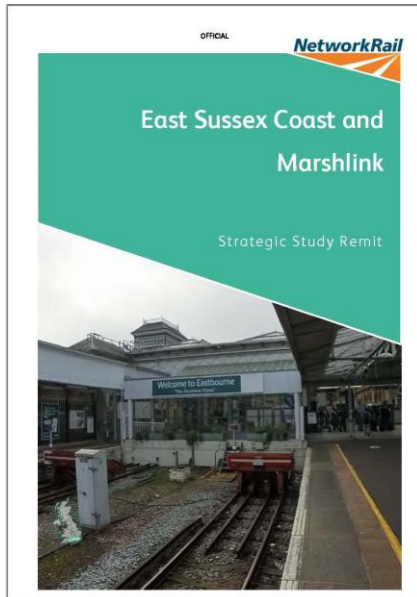
Uckfield bus station upgraded

Work has been completed on a major upgrade of public transport facilities in Uckfield town centre. The bus station off Bell Lane now benefits from modern bus shelters with planted roofs and wireless charging points, enhanced real time information, improved street lighting and a new cycle shelter. The East Sussex County Council project, completed in partnership with Wealden District Council and Uckfield Town Council, was funded through development contributions, county council funding and money from the East Sussex Bus Service Improvement Plan. Investment of more than £800k also funded a new loading bay, a new footway and crossing points along the south side of Bell Walk and benches and planters. The bus station is only c.150m from the end of the platform at the rail station, for connecting journeys by bus to and from Lewes.

This all began in 2012, as recorded for posterity [here!](#)

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

Network Rail's new Strategic Study, for East Sussex Coastway and MarshLink, had a second stakeholder workshop in October, including Railfuture as an invited contributor. A draft summary report is due in February.



The initial strategic questions identified as part of early remit scoping were:

- How do we encourage modal shift to rail in this area?
- Where are there opportunities to improve level crossing safety and the rail / road interface?
- How can rail contribute to 'levelling-up' across the coastal towns?
- How good is connectivity to / from key economic hubs within and without the Study area?
- Has the role of rail on the East Coastway and Marshlink changed in a post-pandemic world? Who uses the railway in this area?
- Are there areas at risk of being impacted by climate change?
- Are there opportunities to improve the financial sustainability of the railway in this area?
- Are the stations in the right place and to the right standard? To consider new stations, low footfall stations, accessibility, interchange.

A key assumption in the study remit is “No decision to progress is made on High Speed to Hastings or the Brighton Main Line Upgrade.” That is our reason for seeking an alternative approach to making the vital strategic case for a second hourly service south-west of Ashford International. Our specific proposal for testing against the study's five objectives is a new Brighton-Ashford International limited stop service, an extension of the Brighton-Ore – with bi-mode trains.

The five objectives are:

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

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

TfSE rail – N. Downs Line west: West Sussex - Surrey - Hampshire - Berkshire GTW-RDH-REI-DPD-GLD-WKM-RDG

While we await publication of Network Rail's Strategic Study for the North Downs Line, for which Railfuture was invited to contribute, train operator GWR and Gatwick Airport Ltd have consolidated their long-standing relationship into a more formal strategic partnership at the recent annual Airport Transport Forum. This builds on the success of the twice-hourly every day services between the greatly-expanded airport station and Reading introduced last December.



L>R: Eleanor Wills, GWR; Hannah Godfrey, GAL (and Chair of the SCRP's NDLS Steering Group); Stewart Wingate, GAL; Tom Pierpoint, GWR; Jonathan Pollard, GAL.

Launching their 10-year [“Shared Vision to Grow the North Downs Line”](#) is timely as TfSE prepare to launch the draft of their refreshed Transport Strategy. For us, the North Downs Line is both east and west of Redhill, a strategic 'R25' Thames-Medway orbital rail corridor.

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 final draft of Medway Council's 15-year Local Plan is expected to be published for public consultation early next year. We shall continue to press the case for the new developments on the Hoo Peninsula to be served by passenger trains on an upgraded line with connections south for Strood and beyond as well as westwards. Choose **Connectivity : Capacity : Choice.**



Hoo St. Werburgh station

See our January 2020 website article [“Hoo-rail victory”](#) with subsequent updates of our evolving campaign.

Access for All in CP8 – 2029-34

Just a moment, we've barely started Control Period 7!



True, but already unofficial word coming from sources inside Network Rail points to the need to plan ahead.

Plumstead – plans made

A true tale of tenacity – how influencing became convincing! It all began for Railfuture when the Plumstead & Woolwich Rail Users' Group (PAWRUG) – adapted since 2022 to 'PlumRUG' as the [Plumstead Rail Users' Group](#) – was initiated by local Nas Asghar, affiliated to Railfuture after branch officers' support, and held an initial public meeting in September 2019 at Woolwich Centre Library. Two issues had coincided – one was local dissatisfaction with Network Rail's plans to make Plumstead station step-free between street-level and the platforms, the other was GTR's £15m Passenger Benefit Fund. An initial proposal had been rejected by Greenwich Council in November 2017 and, although a second had been approved a year later, complaints about some of the planned changes such as removal of the old footbridge meant that they had to make a third attempt. Approved in February 2022, a fourth with some modest changes saw works start in 2023, with official opening in mid-November 2024.



Lionel Stanhope mural

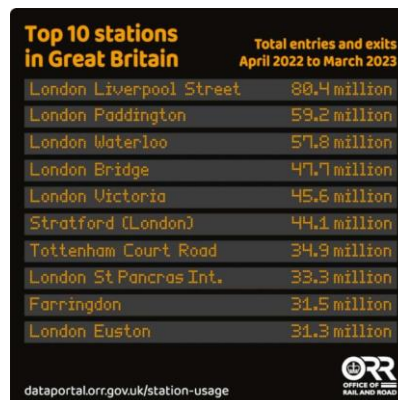
Dorking – “Make no little plans. Think big”

Dorking Deepdene first featured in [railse no.142 for December 2018](#) and again in [no.143 for March 2019](#). Its estimated post-pandemic usage is yet to recover to exceed its previously-estimated records (complicated by assignment of 'Dorking stations' ticket sales) but it had become train operator GWR's top preference for the 2019-24 Access for All programme. Network Rail's most recent assessments of possibilities for making the station step-free are now understood to have concluded that the condition of the two 80m platforms do not present a suitable basis on which to add either lifts or ramps. In short, it appears that a new station may well be required in the none-too-distant future!

That would present the opportunity to create a fully step-free orbital-radial routes interchange with Dorking 'Main' / 'North' station. New, and longer, Deepdene platforms built east of the existing would keep the current station open during construction, and enable a Hackney Interchange type of walkway link with the already step-free, and staffed, north-south station.

Lies, damn lies - and ORR statistics!

The Office of Rail and Road's latest official estimates of stations and regional rail usage, for 2023-24, will have been published just before this newsletter, and this graphic will have been updated.



While the top ten stations were all in London, at the opposite end of the scale the ten least-used stations were in East Midlands, East of England, North East, North West (3), Scotland (2), South West, Yorkshire & the Humber. Station Facility Owners were East Midlands Railway, Northern Trains (5), ScotRail (2), plus Greater Anglia and Great Western Railway.

The regional rail usage estimates are presented in the ORR website in interactive formats so from 2009-10 comparisons can be made between journeys within the 11 official government regions as well as to and from those regions. Within London, 'Inner London West' was the only one of the five groups of routes to show higher estimated journey volumes than pre-pandemic.

Campaigning through consultations

Our campaigning continues through responding to consultations and calls for evidence and making other submissions eg to local planning / transport authorities.

Have your say

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

Between this newsletter and the next one we expect to have responded to:

- # Network Rail Property on the revised Liverpool Street station redevelopment;
- # East West Rail Co. on what we earnestly trust will be the last non-statutory consultation before the statutory consultation required ahead of submission of their application for a Development Consent Order for the new Bedford-Cambridge regional rail link;
- # Transport for the South East's refreshed Transport Strategy;
- # Medway Council on the pre-submission draft of their Local Plan 2041.

With Hoo Peninsula in mind, we may respond to the Ministry of Housing, Communities & Local Government Call for Evidence for the New Towns Taskforce.

An October update from East Sussex County Council about the proposed Rail and Freight Strategies for the county indicated that a preliminary draft could be expected in the New Year, with the intention to go to formal public consultation after the May 2025 elections.

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](#).

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

***Our vision for Railfuture:** An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.*

Forthcoming calendar / diary dates

Saturday 30 November East West Rail public drop-in event, in Bedford, for the latest non-statutory consultation.

Sunday 1 December Thames Valley regional branch campaign stall at Oxford Green Fair, Oxford Town Hall.

Thursday 5 December Sussex & Coastway Division evening **online** meeting. [Invite non-members!](#)

Saturday 7 December East Anglia regional branch afternoon open meeting, Cambridge.



Wednesday 4 December Close of Network Rail Property consultation on revised redevelopment of Liverpool Street station.

Monday 9 December East West Rail public drop-in event, in Bedford, for latest non-statutory consultation.



Tuesday 10 December Start of Transport for the South East 12-week consultation on refreshed Transport Strategy.

Thursday 12 December Herts & Beds Division evening **online** meeting. [Invite non-members!](#)

Saturday 21 December – Sunday 5 January Schools’ festive season holiday: >95% of the rail network remains open for customers!
Enjoy your local heritage railways.

Thursday 9 January Sussex & Coastway Division evening social meeting, Lewes. [Invite non-members!](#)

Wednesday 15 January Eastern Division evening **online** meeting. [Invite non-members!](#)

Wednesday 15 January Herts & Beds Division evening **online** meeting. [Invite non-members!](#)

Thursday 16 January London Metro Division in-person evening meeting, central London. [Invite non-members!](#)



Friday 24 January Close of East West Rail Company’s latest non-statutory consultation.

Saturday 25 – Sunday 26 January Railfuture L&SE regional branch / Kent Division campaigns stall at annual Erith Modell Railway Society exhibition, in the



Harris Garrard Academy DA18 4DW, nr Abbey Wood station

Monday 27 January Copy date for your campaign news / reports for the London & South East regional branch Local Action column in April’s **railwatch** no.183, and for March’s **raise** no.167. Send to londonandsoutheast@railfuture.org.uk

Friday 31 January Copy date for your campaign news, letters, articles, photos to appear in April’s **railwatch** no.183. Send to editor@railwatch.org.uk

Saturday 15 February Kent Division afternoon meeting.

Wednesday 12 March Eastern Division evening **online** meeting. [Invite non-members!](#)



Saturday 15 – Sunday 16 March Railfuture L&SE regional branch campaigns stall at annual London Festival of Railway Modelling, Alexandra Palace.

Thursday 20 March London Metro Division in-person evening meeting, central London. [Invite non-members!](#)

By the time this newsletter appears, the places for you to look for further informed, independent analysis and comment will be your quarterly magazine [Railwatch](#) for December, our “*News and views*” [articles](#), [press releases](#), and our [Twitter](#) and [LinkedIn](#) output.

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

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, **online** at 19.00 – next on **15 January**, then 12 March. Division Convener: howard.thomas@railfuture.org.uk. See [Eastern Division](#).

Herts & Beds – meets monthly – next **online** at 19.30 on **12 December**, then 15 January. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on third Saturdays, at 14.00 – next due on **15 February**, probably **online**. Division Convener: chris.fribbins@railfuture.org.uk See [Kent Division](#).

London Metro – covers all TfL rail modes and DfT TOCs inside London. Meets alternate months on third Thursdays in-person at 19.00 – next on **16 January**, then 20 March. Division Chair: richard.bowry@railfuture.org.uk See [London Metro Division](#).

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

Sussex & Coastway – meets about monthly on Thursdays, at 18.00. Next, **online**, on **5 December**, then an in-person social on 9 January. Division Convener is John Black: jcbblack@yahoo.co.uk, Division Secretary: robertcheesman@btinternet.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

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

railse online

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

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **railse** issue no.167, due to be published in March 2025, will be Friday 31 January 2025. 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 **railfuture** policy priorities:

- # **Attracting passengers back to rail** – improving the travelling environment
- # **Climate change and modal shift** – how the railway can help reduce the carbon footprint of transport
- # **A Bigger Railway** – driving economic / housing growth through new / re-opened rail lines / stations
- # **Fares and ticketing** – making the system easier and fairer
- # **Industry structure and Great British Railways** – taking the opportunity to move to devolution and alignment of responsibilities for track and train.

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

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

Neighbouring and other branches

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

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

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

Treasurer: vacant

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

inter-railse

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