

Railfuture - London & South East Branch

Metro Division

Campaign Newsletter September 2026



DRAFT LONDON PLAN

NEW PLANNING APPROACHES ENCOURAGE RAIL IMPROVEMENTS

This edition of the Metro Division Campaign Newsletter focusses on major developments in our planning laws, both within London and nationally.

Within London, we've been considering the draft 'New London Plan' published in July 2026 by the Mayor of London, Sadiq Khan. It's a strategic blueprint to 2050 focused on accelerating home building, boosting economic growth, and hitting net-zero targets. As rail campaigners we know too well the crucial importance of the planning process, and the need to ensure that rail enhancements we may want are included in relevant planning at the earliest stage. The London Plan matters, not least of all because London is building fewer new homes now than at any time since the financial crisis nearly 20 years ago. The new plan includes sections on transportation with relevance to improvements to our rail network we would like to see.

Nationally, the UK Government has just introduced a major planning policy overhaul that implements a 'default yes' approach to building houses near well-connected railway stations.

'Default yes' illustrates the importance of rail connectivity. Realistically only rail has the capacity to absorb extra travel demand arising from growth. When locations for new developments are being considered, proximity to rail is becoming of paramount importance.

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NEW LONDON PLAN

The 2021 London Plan focused heavily on strategic large-scale sites and borough-wide numeric targets. The new plan also aims to unlock smaller residential plots and includes dedicated thresholds for smaller housing sites (10-35 units). The new plan also addresses the severe ongoing shortfall in construction by recalibrating targets amongst boroughs aiming to help deliver 558,000 new homes by 2037 and aligning closely with recent national planning reforms. The new plan recognises the importance of public transport, and contains new rules where, for example, a development is close to a railway station. Perhaps the biggest change relates to releasing restrictions on Green Belt land within proximity to rail or bus corridors.

A brief summary of some of the main differences between the 2021 and 2026 plans is contained below. The consultation period on the new plan is now open and you can respond to the whole draft plan or individual sections. Note that the consultation period closes at 5pm on 15 October 2026. Railfuture will of course be responding to the consultation.

Some Key Differences between the 2021 and draft 2026 London Plan.

The Green Belt: The new plan contains the first Green Belt release policy in London's planning history, with about 56,000 homes on land beyond the built-up area, **limited to sites within 1,200 metres of a station** or 400 metres of a frequent bus corridor.

Affordable housing thresholds: These are now banded to reflect each borough's context. The single 35% fast-track threshold becomes 35% in the highest-value band, falling to 20% where values are lowest, with industrial land at down from 50% to 30%.

The eight-homes-per-core limit: This has now gone. From 2023, planning guidance had arbitrarily capped the number of homes per floor that could share a lift-and-stair core, to eight units, so limiting some developments.

Carbon offset payments : These have gone replaced by a framework with limits on how much energy a building may actually use, verified by way of in-use reporting, with limits on embodied carbon for the largest schemes.

Communal Heating Requirement: The former plan ranked heat sources in a fixed order (with connection to district heat networks at the top) so often requiring communal heating systems in many large developments, whatever the circumstances that might make alternatives more attractive. This is replaced with a 'low carbon heat appraisal'.

A presumption in favour of small sites. Schemes under 0.25 hectares that follow a London Small Site Design Code are deemed 'acceptable in principle' so boroughs are expected to make Local Development Orders for small sites.

New density rules: The former plan had no density rules. The draft sets a minimum for every site over 0.25 hectares **with decent transport access:** from 3 to 4 storeys in the most sensitive areas, up to 5 to 12 storeys in the best-connected ones. Building fewer homes than a site can hold weighs against a scheme.

How The London Plan Affects its Railways

In respect on London's railways, the key sections of the New London Plan are:

- 'MBUL5 Sustainable transport to enable London's growth' (in section 2, from page 51 in the pdf version)
- 'Appendix D', one of the main tables of which is reproduced on the following page.

The London Plan is an overarching framework. For transport related matters (including rail) the 'Mayor's Transport Strategy 2018' (as amended in 2022) remains a key document. The annual progress reports summarising the delivery of the Mayor's Transport Strategy also makes interesting reading, the latest being May 2026 for the 2025/26 period, available on the TfL website.

The full version of the draft London Plan can be read via this link:

<https://www.london.gov.uk/sites/default/files/2026-07/Draft%20London%20Plan%202026%20web%20version.pdf>

Within the draft new London Plan, Appendix D (Table D1) contains a list of ‘Major Transport Interventions’ and this is particularly interesting as it sets out some major rail infrastructure projects proposed by the Mayor, upon which Railfuture has particular views. Below the table, we briefly summarise our thoughts on those projects.

Table - D1: Major Transport Interventions		
Scheme	Status	Timescales
Devolution of Great Northern Inners services to Moorgate	Committed	2030
Docklands Light Railway extension to Thamesmead (and Thamesmead bus transit)	Committed	Early 2030s
HS2 delivery in London	Committed	Mid 2030s
Upgrades and/or rolling stock replacement of rail/tram lines including Bakerloo, Central, Piccadilly, Northern and Jubilee lines	Nearer-term funding priorities	2030-2050
Major rail station upgrades including at Waterloo, Stratford, Liverpool Street, Victoria and Euston	Nearer-term funding priorities	2030-2050
Bakerloo line extension to Lewisham / Hayes	Nearer-term funding priorities	2040+
Infrastructure upgrades to allow higher frequency services (‘Metroisation’) to:	Nearer-term funding priorities	2035-45
• South east London from Victoria, Cannon Street and Charing Cross • South central London from London Bridge via Peckham Rye and from Blackfriars to the Wimbledon Loop		
West London Orbital	Nearer-term funding priorities	2035+
Rail and tram extensions and/or new stations/stops to serve new-town scale development	Linked to specific development proposals	2030-2050
Infrastructure to allow higher frequency services and ‘Metroisation’ on other national rail lines	Longer-term aspiration	2045+
West Anglia Main Line 4-tracking	Pre-cursor to Crossrail 2	2040+
Crossrail 2	Statutory safeguarding to protect long-term interests	2050+

Devolution of Great Northern Inners services to Moorgate: Our view is that outcomes are more important than ownership, and we are yet to be convinced that transferring these services to TfL will produce better services. We have made enquires of both TfL and GTR as to what improvements they intend, how they would be implemented, and in the case of TfL, operational issues and solutions they envisage as a consequence of operating a service over the national railway. Garnered information to date is somewhat inconclusive, however this is an on-going situation that we continue to consider and monitor.

DLR extension to Thamesmead: We are fully supportive of this extension, and note funding for it is now committed.

HS2 delivery in London: We are fully supportive of this project, which includes both Old Oak Common and Euston Stations. Closely related connectivity projects with the new OOC HS2 station are also important, such as a platform/bay at the station to make provision for trains coming in from the Chiltern main line, and new connected stations on the West Orbital Line (the proposed Old Oak Common Lane) and on the West London Line (the proposed Hythe Road).

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Upgrades and/or rolling stock replacement - Bakerloo, Central, Piccadilly, Northern and Jubilee lines: Each line has its own particular issues. As five lines in particular have been identified, we suggest a rolling investment programme be developed so that targets and timelines can be established. Rolling stock upgrades on a particular line should be undertaken in conjunction with signalling upgrades on that line, a failure (caused by lack of funds) on the on-going Piccadilly upgrade. Negotiations with central government as to funding should be commenced once targets are established.

Major rail station upgrades including at Waterloo, Stratford, Liverpool Street, Victoria and Euston: Each of these have their own particular aspects. We do note the word 'upgrades'. We generally support station developments that bring material improvement to the rail passenger, such as increasing the operating capacity of a station, and station accessibility.

Bakerloo line extension to Lewisham / Hayes: The situation regarding the proposed stations in the London Borough of Lewisham (which is largely supportive) is very different to that regarding the proposed stations in the London Borough Bromley (which is largely negative). Leaving aside the issue that the main Hayes Line traffic flow at peak times is to the City and that the Bakerloo line does not serve the City, as a deep line the Bakerloo can only provide limited capacity 7-car trains (max capacity 268 seated and 580 standing) of limited size and facility, whereas the existing Hayes services see 10-car trains (max capacity 550 seated and 1280 standing) of national rail size providing facilities such as toilets and air conditioning.

Infrastructure upgrades to allow higher frequency services ('Metroisation') to south east London from Victoria, Cannon Street and Charing Cross; and south central London from London Bridge via Peckham Rye and from Blackfriars to the Wimbledon Loop: The record of TfL in taking over national rail services (in particular, London Overground routes) is impressive, however each proposal should be considered on its own merits. The referred to upgrades have yet to be particularised. We of course support improvements to rail infrastructure, noting that these do not necessarily require Metroisation. Our support for Metroisation is however likely where there are clear benefits to the rail passenger which realistically would not otherwise be realised.

West London Orbital: It is disappointing to see the timescale for this set as '2035+' and consider this should be progressed without further delay. The WLO has significant housing development benefits, and is modest in terms of infrastructure project cost, being costed at around £800 million. Operationally we consider Hounslow to be less than ideal as the southern terminus, it having poor connectivity being on the Hounslow Loop with only 2 trains per hour. Much expense would be necessary to create the necessary bay at Hounslow Station, and we consider other alternatives should be explored, such as terminating just a few miles beyond the loop, perhaps at Feltham or Twickenham, where a bay or turn back may be possible at a comparable cost.

Infrastructure to allow higher frequency services and 'Metroisation' on other national rail lines: We repeat our comments on Metroisation as referred to above.

West Anglia Main Line 4-tracking: WAML 4-tracking is stated as a pre-cursor to Crossrail 2 however in the meantime other improvements could improve capacity, such as improved signalling to reduce headways from the current 3 to 2.5 minutes, which would provide extra train paths and could be justified as a free-standing scheme given the scale of growth along the whole WAML corridor, such as Gilston near Harlow.

Crossrail 2: In respect of this, we refer to the recent report (November 2025) of the Budget and Performance Committee of the London Assembly, entitled 'Euston we have a problem: Mind the funding gap' and in particular its 'Recommendation 1':

'The Mayor and Transport for London should restart the promotion and development work of the Crossrail 2 project with a particular focus on how delivery costs can be minimised and how the project will be financed. We ask the Mayor to respond to the Committee by the end of 2025-26 to set out his plans to do this.'

Crossrail 2 was paused around 6 years ago, and with so much changing since that time, the scheme requires a comprehensive re-visit, quite possibly resulting in variations including to the current route safeguarding. We therefore consider the London Assembly is right to insist that development work on Crossrail 2 re-commences without further delay, especially as HS2 to Euston is proceeding, noting that Euston will need the distribution capacity that Crossrail 2 could provide. Crossrail 2 as currently planned is projected to cost around £45 billion, however in the current constrained economic environment re-engineering could be considered to bring its cost down to an acceptable level.

'DEFAULT YES' WHEN BUILDING HOUSES NEAR WELL-CONNECTED RAILWAY STATIONS

The UK government has introduced a major planning policy overhaul that implements a 'default yes' approach for building houses near well-connected train, tram, and underground stations. Announced by the Secretary of State for Housing, Communities and Local Government on 17 August 2026, this update to the National Planning Policy Framework strips local councils of their ability to easily block housing schemes near transport hubs, even opening up nearby Green Belt land for development. Some details are below.

The 'Default Yes' Criteria

A housing development will automatically qualify for this fast-tracked 'default yes' rules-based pathway if it satisfies the following specific constraints:

- Location Limit: The development must be within a 'reasonable walking distance' of the station, which the government defines as around 800 metres (roughly a 10-minute walk).
- Station Frequency: The station must be considered 'well-connected'. This means it has at least four trains/trams per hour overall, or at least two trains/trams per hour in one direction during a normal weekday daytime timetable. Alternatively, there must be a realistic upgrade plan to hit this frequency.
- Economic Area: The station must fall within one of the top 80 Travel to Work Areas ranked by Gross Value Added (this includes Greater London and of course many places beyond).
- Minimum Densities: Developers must meet strict density expectations to ensure efficient land use. The baseline is a minimum of 35 dwellings per hectare, rising to 45 dwellings per hectare for ultra-frequent transport hubs.

Central Government Intervention and Reduced Local Control

To prevent local authorities from delaying or derailing these projects, the policy shifts significant power from local councils to central government:

- Whitehall 'Call-In' Powers: Local councils are now legally required to notify the Housing Secretary if they intend to refuse any large-scale housing applications (typically 150+ homes) near these stations. The Ministry can step in, take over, and directly approve the project.
- Bypassing Public Inquiries: When the government decides to intervene and call in an application, the mandatory requirement to hold a lengthy public inquiry is eliminated. The government will speed up approvals using written representations instead.
- Consultee Streamlining: The role of statutory consultees (bodies that evaluate environmental, heritage, or community impacts) is being cut back to reduce bureaucracy and get 'spades in the ground' faster.

'Default yes' illustrates just how important our railways are. It is now accepted that sizeable communities should have rail services, and that a key consideration for most new developments will be whether there is convenient rail connectivity.

There is a mirror image here. Railfuture argues that if housing developments around existing stations should have a 'default yes' approach, what about opening new stations, or even new lines, to serve planned housing development? Examples in our branch area are growth around a new Ringmer station to support a Lewes-Uckfield link, and a Hoo St. Werburgh station and line upgrade for passenger services for already-planned growth in that area.

SOCIAL EVENTS – RAILWAY WALKS PROGRAMME

Our multi-walk programme 'London Railways Termini Walks' undertaken in conjunction with the Railway and Canal Historical Society continue.

Our fourth walk is 'Blackfriars and all things London, Chatham and Dover Railway' to be conducted on Wednesday 16 September 2026 starting at 11am at Blackfriars station and will include discussion of the extraordinary success story of Thameslink. To attend you must pre-book, email Richard Bowry on richard.bowry@railfuture.org.uk.

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THAMESLINK IMPROVES RELIABILITY WITH NEW TRAIN DETECTION SYSTEM IN THE CENTRAL CORE

Thameslink operates one of busiest and most complex train services in the country, running trains north of London (Bedford, Luton, St Albans, Peterborough, Cambridge, etc.) to and from destinations south of London (Gatwick Airport, Brighton, Horsham, Three Bridges, Sutton, Sevenoaks, Rainham, etc.) all through a central core between London St Pancras International and Blackfriars. In all, regular services operate to 135 stations.

Up to 24 trains per hour in each direction can operate through the Thameslink central core during peak times, providing a high-frequency service with a train every two to three minutes. Such frequency and complexity makes it difficult to maintain reliability, with small issues having the potential for considerable disruption throughout the entire system.

In recent times, faults with the existing detection system in the central core have caused major disruption to trains, and Network Rail has decided to deal with this issue by means of a dual train detection system in the central core. This is effectively a backup train detection system, so if the main system fails the other can seamlessly take over.

Train detection systems ensure trains run safely and on time by monitoring the position of trains and their movement. When a fault occurs, trains must run at reduced speed and frequency, so fewer trains pass through and some trains may need to be cancelled.

The existing track detection system comprise electrical track circuits that detect the presence or absence of a train on a section of track. The new dual detection system will operate by axle counters installed alongside the track. This gives a secondary layer of resilience so if one system fails, trains can continue to run.

The dual train detection system has now been installed and is being tested with full implementation expected by the end of the year. Hopefully this will improve the reliability of Thameslink services with fewer delays and cancellations.

NEW SERVICES TO BELMONT ON THE EPSOM DOWNS LINE

As is well known, Belmont station is currently served by a half-hourly Southern service from London to Epsom Downs, although plans are afoot to double the number of trains services between Sutton and Belmont stations, in large part to serve the Royal Marsden cancer centre at Belmont.

Most of the Epsom Downs line is single track, and the upgrade to Belmont will be achieved by restoring the short double-track section between Sutton and Belmont and installing turnback signalling at Belmont station, allowing additional trains to reverse at Belmont without needing a second platform.

The cost of the upgrade has increased from £15.9 million to £19.9 million which raised the question as to who would pay the shortfall. Fortunately this issue seems to have been resolved, with Sutton Council agreeing to provide the additional £4 million needed to complete the work, funded from the developer-provided Community Infrastructure Levy available to it.

Network Rail is expected to start work on the railway upgrade this Autumn with completion expected in December 2027. That will then see trains running to Belmont every 15 minutes, although the operational details as to where these trains will run and via what route is yet to be determined.

OUR THANKS TO ALEC BROWN AND PETE ROTHERY OF GTR

We would like to thank Alec Brown and Pete Rothery of GTR who attended our last Metro meeting on 23 July 2026.

The meeting had been arranged by the Metro Division following a series of discussions with GTR as to the whether the Gatwick Express was the best use of limited capacity on the Brighton Main Line.

As the discussion extended beyond London's boundaries, the report of that meeting is contained in the 'Branch pages' on the following page.

The next meeting of the Metro Division will be held on Thursday 17 September 2026 at the Alan Baxter Gallery, 75 Cowcross Street, Farringdon, starting 7pm.

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BRANCH NEWS

With South East Rail Action in abeyance pending appointment of an editor, the Metro Campaign Newsletter now includes relevant branch news and information:

MEETING REMINDERS

Herts and Beds Division

Date: Saturday 26 September 2026

Venue: St Pauls Church, Hatfield St Albans AL1 4JP starts 11am, then a 'social' lunch from 1pm at the Bricket Wood Tearoom

Date: Tuesday 27 October 2026

Type: On-line: business meeting, starts 7.30pm

Metro Division

Date: Thursday 17 September 2026

Type: Open campaign meeting

Venue: Front Basement Room, Alan Baxter Gallery, 75 Cowcross Street, Farringdon, starts 7pm

Date: Thursday 12 November 2026

Type: Open campaign meeting

Venue: Alan Baxter Gallery, as above, starts 7pm

Other:

Saturday 5 September 2026. Lewes Societies Fair including Railfuture campaign stall for new Lewes-Uckfield rail link.

Venue: Lewes Town Hall, High Street, Lewes, East Sussex. BN7 2QS. 10:00-13:00.

Our Surrey Division is also in the process of organising a meeting, probably to take place in Redhill, in furtherance of our Brighton Main Line/ Gatwick Express campaign. Details will be emailed to members once particulars are known.

GTR AND GATWICK EXPRESS - METRO MEETING

Alec Brown and Pete Rothery of GTR attended our last Metro meeting on 23 July 2026 to discuss the Gatwick Express and the best use of limited capacity on the Brighton Main Line. It follows a Railfuture paper published earlier in the year on the future of the Gatwick Express "Is GatEX right for Gatwick" www.railfuture.org.uk/article192-Is-GatEX-right-for-Gatwick

Railfuture is of the view that Gatwick Express should be integrated with the Southern service and stop at Clapham Junction, on the basis that it is frequently part empty (perhaps due to its premium price) while Southern south-coast services are full and standing especially between Clapham Junction and Gatwick Airport. We consider at least two additional services are now needed and in future longer trains will also need to be run. We would also like to see a return of the night service to Victoria. In short, we are suggesting removing Gatwick Express (and accordingly its supplement too) and simplifying fares for passengers, reducing the 30 different fares to London to just three: London Terminals, London Zone 1 and Travelcard.

Alec and Pete attended our meeting largely to explain GTR's current thinking and proposals for Gatwick services and the Gatwick Express. Pete explained that GTR agreed that the existing Gatwick Express was not working well, that some additional services were needed between Victoria and Gatwick, and also that fares needed be rationalised. GTR however are of the view that this is best achieved by relaunching the Gatwick Express as premium product. This would increase the Gatwick Express back to 4 trains per hour with two additional trains per hour from Victoria terminating at Gatwick (by means of just four-car units as Southern has a shortage of rolling stock) and also include some earlier morning and later evening services to Victoria. The premium product will likely include fast track check-in (on first class tickets, with discount on standard fare), and discounts on access to lounges at the airport. The new arrangements are planned to come into effect from the December 2026 timetable change. Railfuture re-iterates its view that Gatwick Express does not serve the public well, and that the planned changes may result in even more partially empty trains running, taking valuable line capacity.

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Alex and Pete confirmed that GTR was open to further discussion on fares to Gatwick and on the Brighton line later in the Autumn, and we will be continuing that conversation with GTR.

It was acknowledged by all at the meeting that track capacity improvements would be needed to meet the increase demand at Gatwick by the time the second runway is completed. This is a key campaign issue for Railfuture and we intend to hold a further campaign meeting later this year on this subject, organised by our Surrey Division.

ROLLING STOCK ISSUES IN LONDON AND THE SOUTH (by Charlie King)

Railfuture has been campaigning for some time for more frequent rail services in our region, including London, where our aspiration remains for a minimum of 4 trains per hour.

Many operators tell us they share our aspirations, but cannot run further trains for want of available rolling stock. The fragmented railway meant that rolling stock procurement was largely driven by train operating companies, with consideration of their particular needs rather than the network as a whole. Inevitably something of a mess has ensued.

One of the key reasons given politically for the nationalisation of our railways was that it would facilitate the introduction of a unified rolling stock and infrastructure strategy to align train and track decisions under a single, long-term plan. Unified planning would allow planners to coordinate rolling stock renewals, traction choices, and infrastructure upgrades simultaneously instead of managing them in fragments. The DfT and Network Rail have scheduled the release of a comprehensive rolling stock and infrastructure strategy which is due shortly. As welcome as this is, rolling stock issues exist now, and so short, medium and long term thinking is necessary to solve the various issues that currently exist.

In the short term issues many issues can probably be resolved by transferring stock between former TOCs, although there are complexities, such as whether a given train operator has the necessary expertise to operate a particular train, driver issues, and of course leasing obligations and their related contractual terms, all of which create complications.

In our region, Southern, Southeastern and South Western have had, and continue to have, numerous rolling stock issues, a few of which are mentioned below.

For Southeastern, it had a shortage of units to replace aged trains, which was resolved by receiving thirteen Class 377 units from Southern to replace early networker units which needed to be withdrawn. It has now requested the DfT to authorise competitive tenders for new rolling stock to replace the remaining networkers.

South Western will have introduced all their Arterio units to their metro and suburban service by December this year. This will mean that a number of Siemens units (Desiro's) and all the Alstom Class 458s units will be taken out of service and sent to storage.

In the meantime, Southern complains it has a lack of units. Having sent the thirteen Class 377 units to Southeastern it now has a shortage of units and at present is unable to reintroduce a number of metro service that were removed during covid, and is also unable to increase train length on south-coast services from 8 cars to 12 cars.

It is senseless that at a time when South Western are putting trains into storage, Southern are complaining of a lack of trains. Trains clearly exist, albeit in the wrong place, so solutions should also exist. For example, Southern could feasibly take the Alstom Class 458 Coradia Juniper trains (it is unfamiliar with Siemens trains so the Desiro's on their way to storage probably would not be a good fit) or alternatively the Siemens Desiro's could feasibly be released to Southeastern (which does already have some Siemens stock) and return some Electrostars back to Southern.

The rail authorities and operators need to prioritise this issue. Railfuture does not purport to have expert working knowledge to determine the best solutions rolling stock solutions, but we are convinced that solutions exist and in the interests of rail passengers in and around London and the south, those solutions need to be found quickly.

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METRO DIVISION: AFFILIATED RAIL USER GROUPS

Railfuture affiliated Rail User Groups within our area comprise:

- Cambridge Heath and London Fields Rail Users' Group
- Chesham & District Transport Users Group
- Chingford Line Users' Association
- East Surrey Transport Committee
- Hadley Wood Rail User Group
- Watford Rail Users Group

We maintain regular contacts with our Metro located affiliated rail user groups, attending some of their meetings and assessing how we may aid their campaigns. Many of them also attend our regular Metro Division meetings in Farringdon. A number of rail user groups located outside our area maintain contact with us, primarily because their focus is on train services to London. These include:

- Marylebone Travellers' Association
- Sevenoaks Rail Travellers' Association
- Tonbridge Line Commuters.

Call to Affiliated Groups: Should any of our affiliated rail users group wish to discuss rail issues with us, please contact our chairman at richard.bowry@railfuture.org.uk

Not Affiliated? Please contact us and let's chat how we can work together. About half of all rail user groups in the UK are affiliated to Railfuture. Why not join us?

RAIL USER GROUP: MEETINGS

Chesham & District Transport Users Group

The next meeting is scheduled for Tuesday 15 September 2026, and will be held in Chesham Town Hall starting at 7.30pm.

Watford Rail Users Group

The next meeting is scheduled for Monday 19 October 2026, and will be held will be held in the Training Room at Watford Junction Station, starting at 6.30pm. Individuals are asked to state their intention to attend by emailing wrug2@hotmail.co.uk beforehand.

MEETING SCHEDULE FOR 2026

Due to availability issues at our venue (Front Basement Room, Alan Baxter Gallery, 75 Cowcross Street, Farringdon) some changes have been made to our meeting schedule for 2026. Our meetings will continue to be held once every two months (in January, March, May, July, September and November) on Thursdays, however they will no longer be set for the third Thursday of the relevant month. Actual meeting dates are as follows:

- Thursday 17 September 2026
- Thursday 12 November 2026

Please join us at our Thursday 17 September meeting when we will be discussing our current campaign priorities.

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METRO DIVISION – WHAT WE DO

Chair: Richard Bowry

Vice Chair: Charlie King

Committee Member: Howard Thomas

Metro Division covers Greater London, the London Overground, the Underground, the Docklands Light Railway, all former c2c service areas (e.g., Southend and Shoeburyness), the East Anglia Main Line as far as Witham and the Braintree branch, the former Greater Anglia services from Liverpool St and Shenfield to Southend Victoria and the Southminster branch, the West Anglia Main Line from London to Bishop's Stortford and the London - Stansted Express.

Meetings: We hold meetings in London in January, March, May, July, September and November.

Our venue is the **front basement room of the Alan Baxter Gallery, 75 Cowcross Street, Farringdon**, starting at 7pm.

Newsletter: The Metro Campaign Newsletter is now issued quarterly, in March, June, September and December.

Campaigning: Much of our campaign work involves discussions with governmental authorities, politicians, rail authorities and rail operators.

Our current campaigns include:

- Turn up and go services throughout London of at least 4 trains per hour
- Introducing a passenger service on the West Orbital Route
- Extension of the Docklands Light Railway to Thamesmead
- Extension of the Bakerloo Line from Elephant & Castle to Lewisham
- KenEx tram (tram link between Grays, Essex, and Ebbsfleet International, Kent)
- Improvement to capacity issue on the Brighton Main Line and changes to the Gatwick Express

Contact: To contact us on any matter concerning Metro Division please email richard.bowry@railfuture.org.uk

JOIN US (www.railfuture.org.uk/join)

Railfuture is the UK's leading independent organisation campaigning for better rail services. We are a voluntary group representing rail users, with around 20,000 affiliated and individual members.

The Metro Division of Railfuture is dedicated to improving services in London - if these services effect you - join us.

Are you an individual with concerns about your railway? Are you a Rail User Group looking for support from Railfuture and connections with other affiliated groups? Are you a commuter or leisure traveller?

Join the UK's leading independent railway campaign group today.

Use this link to our membership page: <https://railfuture.org.uk/join>

Metro is a division of the London and South East Branch of Railfuture - the Divisions comprise:

Hertfordshire and Bedfordshire

Kent

London Metropolitan and Eastern (Metro)

Surrey

Sussex and Coastway

Our websites: www.railfuture.org.uk | www.railfuture.org.uk/London-Metro | www.railwatch.org.uk
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