

Railfuture in London and the South East

quarterly branch newsletter

Campaigning by the Railway Development Society in London and the Home Counties - Kent, Surrey, Sussex, south Hertfordshire, south Essex, Bedfordshire, Greater London

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

Branch campaign calendar

First a quick review of some of our activities since the previous newsletter, which new readers can view and download from the London and South East area of the national website www.railfuture.org.uk/branches

Saturday 14th July was the launch day for our new campaign leaflet for reopening the line between Uckfield and Lewes. Launched became literal in the afternoon when the heavens opened! The Big Day of the annual Uckfield Festival offered an appropriate setting for 'Bridge the gap: link up Sussex' to have its first public promotion. Good conversations were had and valuable contacts were made. For further details of our campaign see www.tinyurl.com/c893136

Saturday 21st July saw the third meeting in St. Albans of a group developing as our new Herts & Beds division to finalise thoughts on responses to the Department for Transport's public consultation on the franchise for combined Thameslink-Southern-Great Northern services. The consultation was extended to Friday 14th September and the Railfuture response can be viewed at www.railfuture.org.uk/submissions

Saturday 18th August in Robertsbridge was perhaps our summer highlight. In proper summer weather we could have hoped for at Uckfield five weeks earlier, we were first treated to stimulating presentations by speakers from Rother Valley Railway, Lavender Line and Spa Valley Railway. Then our Rother Valley hosts took us on a guided visit to their site where physical progress was clearly visible to be fully appreciated. Stay in touch with all their progress at www.rvr.org.uk www.lavender-line.co.uk www.spavalletrailway.co.uk The afternoon Kent division meeting then considered our response to the DfT's public consultation on the next franchise for South Eastern services.

Railfuture responses to this and all other consultations can be viewed at www.railfuture.org.uk/submissions

- " InterCity East Coast franchise
- " Rail fares and ticketing review
- " Rail decentralisation: devolving decision-making on passenger rail services in England
- " Withdrawal of scheduled passenger services between Wandsworth Road, Kensington (Olympia) and Ealing Broadway
- " Proposed abolition of BRB (Residuary) Ltd
- " Abolition of Disabled Persons Transport Committee

Now for some dates for your diaries and calendars.

Thursday 1st November in will be the next meeting of our Sussex and Coastway division, maybe in Brighton.

Saturday 3rd November in Birmingham will see the next Railfuture national conference for Rail Users. Details are at www.railfuture.org.uk/conferences Under the chairmanship of our very own President Wolmar the theme will be 'Railways in the Heart of England – how well are we doing?' A new feature will be the first Railfuture **Awards for Rail User Groups**, detailed in the August issue of Rail User Express. Those not yet on its mailing list can view and download it from the home page of the national website.

Saturday 10th November could see two division meetings – Herts & Beds and Surrey – both planning to discuss, amongst other topics, the Invitation to Tender for the combined Thameslink-Southern-Great Northern franchise originally expected to be published in October. The uncertainty arises from the 3-week extension of the DfT's consultation period for the franchise, which could delay its publication of the ITT.

Wednesday 14th November in Stratford will be the next meeting of our Eastern division.

Rother Valley Railway from Robertsbridge points towards Bodiam and Tenterden



Saturday 17th November in 'The Victory', East Farleigh will be the next meeting of our Kent division.

Saturday 24th November will see the national Board of Directors visit London for their quarterly meeting.

Tuesday 27th November in London will be the next bi-monthly meeting of the branch committee.

Saturday 1st December - the likely date for the Surrey and Herts & Beds division meetings if postponed from 10th November. Use first three contacts on back page.

Rail infrastructure investment update – IIP, HLOS, SoFA, SBP

Building on the work in its various Route Utilisation Strategies - www.networkrail.co.uk/asp/4449.aspx - in September last year Network Rail published its proposals for infrastructure investment in Control Period 5 (2014-19) and beyond, in their **Initial Industry Plans** [IIPs] - www.networkrail.co.uk/IIP.aspx

In July the Secretary of State for Transport took the next step with the **High Level Output Specification** [HLOS] and **Statement of Funds Available** [SoFA] - www.dft.gov.uk/publications/hlos-2012

The whole process is overseen by the Office of Rail Regulation [ORR] – see www.rail-reg.gov.uk/pr13

The timescale to the start of CP5 on 1st April 2014 is:

Development phase

2011

May – ORR starts the 2013 Periodic Review [PR13] with first consultation document

July – ORR stakeholder consultation events

September – ORR consultation closes

September – Network Rail publishes IIPs

October-November – ORR seeks views on IIPs

Formal review phase

2012

March – ORR advice to Ministers on PR13

July – DfT's High-Level Output Specification [HLOS] and Statement of Funds Available [SoFA]

August-September – ORR consults on Network Rail's outputs for CP5

2013

January – Network Rail publishes its Strategic Business Plan

January-February – ORR seeks stakeholder comments on the SBP

June – ORR draft determination on SBP

June-September – ORR consultation on draft determination

October – ORR final determination of PR13

Implementation phase

2014

March – Network Rail publishes CP5 Delivery Plan

April 1st – start of Control Period 5, to 31st March 2019.

Network RUS – Alternative solutions

An initial scoping document for Network Rail's final **Network RUS – Alternative solutions to efficiently deliver passenger demand** was published on 28th February. See www.networkrail.co.uk/asp/4449.aspx and www.railfuture.org.uk/submissions for the Railfuture response. At that time the Network Rail website indicated “a draft strategy will be published for a second consultation stage later in the year”; it also points to “Publication of final RUS” in ‘Autumn 2012’. We await developments with bated breath.

Franchise renewals update – OJEUs, PINs, Eols and ITTs

We continue our focus on re-franchising, with its own set of initials. As reported in our four previous issues, in August last year the DfT announced its programme for re-letting franchises, eight [with nine operators] of direct interest to us, in a process of seven key stages:

- 1 - publication of notices in the Official Journal of the European Union [OJEU Prior Information Notice];
- 2 - submission of Expressions of Interest by potential bidders [Eol];
- 3 - announcement of short-listed bidders;
- 4 - public consultation by DfT on new franchise;
- 5 - issue of Invitations To Tender [ITT] to bidders;
- 6 - announcement of franchise contract award;
- 7 - franchise contract start date.

The re-franchising programme since August 2011, updated since the previous newsletter, looks like this:

2011

December 19th – OJEU notices for Great Western, Essex Thameside and Thameslink.

2012

January 20th – ITT for InterCity West Coast.

February 5th – start of short Greater Anglia franchise.

February 9th – Eols for Great Western, Essex Thameside and Thameslink.

March 29th – three short-lists – for Great Western: First, Arriva, National Express, Stagecoach; Essex Thameside: Abellio, First, MTR, National Express; Thameslink: Abellio, First, Govia, MTR, Stagecoach.

March 31st – Great Western consultation closed.

May 11th – Essex Thameside consultation closed.

July 2nd – ITT for Essex Thameside.

July 27th – ITT for Great Western.

August 15th – InterCity West Coast franchise award.

September 13th/14th/18th – South Eastern/combined Thameslink/InterCity East Coast consultations closed. OJEU notice for InterCity East Coast.

October – ITT for combined Thameslink.

December 9th – start of 13-year 4-month [+20-months?] InterCity West Coast franchise;

OJEU notices for South Eastern and Greater Anglia, consultation for long Greater Anglia franchise.

2013

January – franchise award for Essex Thameside; ITT for InterCity East Coast.

March – franchise award for Great Western.

May 26th – start of 15-year [+7 months?] franchise for Essex Thameside. ITT for South Eastern; franchise award for combined Thameslink.

July 21st – start of 15-year [+ 7 months?] franchise for Great Western.

August – franchise award for InterCity East Coast; ITT for Greater Anglia.

September – start of 7-year [+2 years?] combined franchise for Thameslink/Southern/Great Northern.

December – start of 12-year InterCity East Coast franchise; franchise award for South Eastern.

2014

March – renewal or extension of LOROL concession.

April 1st – start of 7-year [+2 years?] South Eastern franchise.

Spring – franchise award for Greater Anglia.

July – start of Greater Anglia franchise.

Bridge the gap for Uckfield-Lewes

Look at these journey times

If our campaign to reopen the Uckfield-Lewes line is successful, the benefits will be enormous with train journey times expected to beat both bus and car

	journey time in minutes		
	bus	car	train
Uckfield to Lewes	40	20	10
Eridge to Lewes	57	37	27
Uckfield to Brighton	70	40	25
Eridge to Brighton	88	56	43
Uckfield to Seaford	90	40	30
Eridge to Seaford	116	56	46

source: Transport Direct (for bus and car journeys) and Railfuture

The benefits of bridging the gap

- Connecting communities in East Sussex and Kent
- Increasing transport capacity and choices
- Supporting growth and sustainable travel
- Improving economic and social opportunities
- Promoting East Sussex destinations

What is possible if our campaign succeeds

Official opening in December 2022



GreenDawn Graphics

Stage one: Uckfield's planned road must make room for the railway to pass beneath

10 YEARS TO COVER 10 MILES IN 10 MINUTES



Possible timeline if politicians and planners cooperate to deliver

More info: www.tinyurl.com/c893136

email: londonsoutheast@railfuture.org.uk

Bridge the gap: link up Sussex

You have just seen in the centre-fold on the two previous pages the centre-spread of our new campaign leaflet; the front cover adorns the branch's Local Action column in the current *railwatch*. The caption has now firmly established our theme for extending the Uckfield branch line to rejoin the Sussex coast rail network at Lewes. The full leaflet can be viewed and downloaded from our branch area in the national website at www.railfuture.org.uk/branches under Divisions: Sussex and Coastway. Members with access to outlets to display or distribute quantities can ask Vice-Chairman Roger Blake to send you some – full contact details on the back page.

We have travelled some way since the previous newsletter towards our target of the December 2022 timetable change for the first trains to run on the re-opened line. Following East Sussex County Council's publication of the results of the spring consultation on options for traffic improvements in Uckfield town centre, a core of branch members has been following up by joining in meetings with other key parties to ensure that the prospect of the line re-opening is fully integrated into people's thinking and planning. This finds immediate practical expression in a small group, which includes Railfuture representatives, developing practical and deliverable plans for an integrated transport hub in Uckfield town centre on and around the site of the former station.

We have responded to Wealden District Council's consultation on the new Community Infrastructure Levy [CIL] taking issue with their pessimistic view of the prospects for the reopening as being outside the timeframe for their Infrastructure Delivery Plan, to be part-funded from CIL.

Looking ahead, we note that the High Level Output Specification for Network Rail's Control Period 5 from 2014-19, announced by the Secretary of State in July, includes an allocation of £140 million for Innovation and Development. We shall first find the ways and means to establish a solid business case for the reopening so that there is then a prospect of just a fraction of that sum being sought to develop the project through Network Rail's GRIP stages 3-5. One of our interim targets is to have funding for the infrastructure for the reopening in the next HLOS!

We also note that the DfT's Invitation to Tender [ITT] for the next, long Great Western franchise includes a 'priced option' for running services on a reopened line in Devon from Bere Alston to Tavistock. In that case the infrastructure is expected to be provided by a housing development company, the Kilbride Group. Another of our interim targets is therefore to be ready and able to make the case, come the time of the DfT consultation for the next, long Thameslink franchise, for at least a 'priced option' for Uckfield line services to be extended to Lewes and let's say Newhaven to be included in that ITT. We have already made the point in the recent consultation that we expect the winning bidder from September 2013 to work with us towards that goal – see www.railfuture.org.uk/submissions

Meanwhile it's been good news twice over for the Uckfield line, first for December 2012 and later in CP5. From the next timetable change there will be an extra very early-morning train from Uckfield at 05.18 arriving London Bridge at 06.23. The July HLOS announcement for CP5 specifically mentioned a capacity problem on the line and anticipates Network Rail lengthening platforms to enable the operator to run 10-car trains. Although still diesel stock there will be a cascade during CP5 as electrification schemes elsewhere release diesel units.

Both of those reports serve to highlight the case for investment in the Uckfield line. Although the annual station usage data published by the Office of Rail regulation is ridiculed for London stations, and in other locations such as Dorking, the experience of our passenger counts at Rye and Bexhill suggested a reasonable reliability in their estimates. We have therefore looked at all stations on the Uckfield branch, and on the three routes radiating from Lewes, since the current series of ORR data started. This roughly coincides with the withdrawal of the bi-mode 'Thumpers' and replacement by class 171 Turbostars. Overall growth on the Uckfield branch from 2004/05 to 2010/11 was 56%, with many especially smaller stations doubling and even trebling their patronage. This compares with overall growth over the same period on the Seaford branch of 22%, 36% for the three intermediate stations to Brighton, and only 9% for the four intermediate stations to Eastbourne.

Lea Valley Rail – better access to jobs and homes



This is the title of the report jointly-commissioned by our affiliate Chingford Line Users Association and the regional branch with support from its Eastern division, financed from Railfuture's Fighting Fund and produced by JR Consulting. It was first presented in June to CLUA's AGM, and a further presentation was made to a meeting of several local businesses in the vicinity of Lea Bridge station keenly interested in the prospects for its reopening, in an improved frequency of trains serving it on the back of infrastructure investment in CP5, and in later prospects for a direct link with Walthamstow and Chingford via a reopened Hall Farm Curve. All three were covered in the JRC report which has since been widely distributed in Waltham Forest and to key rail industry and political decision-makers.

Passenger satisfaction scores

As it was foretold in *railse* 116, so it came to pass. The latest twice-yearly **National Passenger Survey** [NPS] was published at www.passengerfocus.org.uk in June, based on fieldwork conducted in Spring 2012.

In a clear sign that NPS has 'come of age' the DfT has been highlighting improving passenger satisfaction as one of the key indicators for future franchises in the current round of consultations. As **the number one advocate for the railway and rail users**, we hope it's only a matter of time before all franchises with recent satisfaction scores below the average for their sector [London & South East – 12 operators, long-distance - 6 operators, regional – 4 operators] have franchise-mandated improvement targets coupled with incentives and penalties *pour encourager les autres*.

Nine of those national 22 operators are, or soon will be, in re-franchising affecting our area; six of the 22, all in the L&SE sector and five in re-franchising, had NPS scores on or below the latest **national overall satisfaction** score of 83% [L&SE 82%, L-d 88%].

Our 12 operators, plus the two long-distance operators under-going re-franchising and of direct interest to us, are here listed in L&SE rank order out of 12 [national rank out of 22, and re-franchising, both in brackets]:

12th [22nd] [rf] Greater Anglia 73%
11th [21st] [rf] First Capital Connect 79%
10th [19th=] [rf] Southern 80%
9th [18th] [rf] Southeastern 81%
8th [17th] [rf] First Great Western 82%
7th [16th] South West Trains 83%
6th [13th=] London Midland 87%
L-d [9th=] [rf] East Coast 89%
3rd= [6th=] Chiltern Railways 90%
3rd= [6th=] Heathrow Express 90%
3rd= [6th=] London Overground 90%
2nd [4th=] [rf] c2c 91%
L-d [4th] [rf] Virgin Trains 91%
1st [2nd] Heathrow Connect 94%

The NPS covers 31 specific aspects of service, 13 in 'Station facilities', 18 in 'Train facilities'. There are five key aspects, one in station and four in train facilities, which are examined below for those 14 operators:

Value for money for the price of your ticket

[L&SE overall 38%, L-d 54%]
12th [22nd] [rf] Greater Anglia 30%
11th [21st] [rf] Southeastern 32%
10th [20th] Heathrow Express 33%
9th [19th] [rf] First Capital Connect 34%
8th [18th] South West Trains 36%
7th [17th] [rf] Southern 38%
6th [16th] c2c [rf] 42%
4th= [14th=] Chiltern Railways 48%
4th= [14th=] [rf] First Great Western 48%
3rd [12th=] London Overground 49%
2nd [8th] London Midland 53%
1st [3rd=] Heathrow Connect 56%
L-d [3rd=] [rf] East Coast 56%
L-d [2nd] [rf] Virgin Trains 59%

Punctuality/reliability [train arrives/departs on time]

[L&SE overall 79%, L-d 87%]
12th [22nd] [rf] Greater Anglia 70%
11th [21st] [rf] First Capital Connect 76%
9th= [18th=] [rf] First Great Western 78%
9th= [18th=] [rf] Southern 78%
8th [17th] [rf] Southeastern 79%
7th [16th] London Midland 81%
6th [15th] South West Trains 82%
5th [13th] Chiltern Railways 86%
4th [7th=] London Overground 88%
L-d [7th=] [rf] East Coast 88%
L-d [6th] [rf] Virgin Trains 89%
3rd [5th] Heathrow Connect 91%
2nd [2nd=] Heathrow Express 93%
1st [4th] [rf] c2c 92%

Sufficient room for all the passengers to sit/stand

[L&SE overall 68%, L-d 73%]
12th [22nd] [rf] Southeastern 61%
11th [21st] [rf] First Capital Connect 62%
10th [19th=] [rf] c2c 64%
8th= [16th=] [rf] Greater Anglia 66%
8th= [16th=] [rf] Southern 66%
7th [15th] [rf] First Great Western 67%
6th [12th] South West Trains 73%
5th [10th=] London Midland 74%
4th [9th] Chiltern Railways 75%
3rd [7th=] London Overground 77%
L-d [6th] [rf] East Coast 79%
L-d [5th] [rf] Virgin Trains 80%
2nd [2nd] Heathrow Connect 89%
1st [1st] Heathrow Express 90%

Overall satisfaction with the station

[L&SE overall 75%, L-d 81%]
12th [22nd] [rf] Greater Anglia 71%
11th [21st] [rf] Southeastern 73%
10th [19th] South West Trains 74%
8th= [16th=] [rf] Southern 75%
8th= [16th=] [rf] First Capital Connect 75%
L-d [16th=] [rf] East Coast 75%
7th [15th] [rf] First Great Western 76%
6th [14th] London Midland 77%
5th [11th] London Overground 81%
L-d [9th=] [rf] Virgin Trains 82%
4th [7th=] [rf] c2c 83%
3rd [6th] Heathrow Connect 84%
2nd [2nd] Heathrow Express 87%
1st [1st] Chiltern Railways 88%

How well the train company dealt with delays

[L&SE 35%, L-d 55%]
11th [19th] [rf] Greater Anglia 28%
10th [18th] [rf] First Capital Connect 30%
9th [17th] [rf] Southeastern 31%
8th [15th] [rf] Southern 35%
7th [14th] South West Trains 37%
5th= [11th=] Chiltern Railways 38%
5th= [11th=] Heathrow Connect 38%
4th [9th] [rf] First Great Western 41%
3rd [8th] [rf] c2c 42%
2nd [7th] London Overground 43%
1st [6th] London Midland 49%
L-d [3rd] [rf] Virgin Trains 54%
L-d [1st] [rf] East Coast 63%

Branch divisions' meetings – open to all members of our regional branch

Eastern [s. Essex and n. & e. London] – usually meet bi-monthly on second Wednesday of odd-numbered months at 18.30, in Stratford – next on 14th November. Contact Howard Thomas at howard.thomas@railfuture.org.uk or 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG or phone 01245 280503 before 21.00 hours.

Herts & Beds – next meeting, probably St. Albans again, on Saturday 10th November or 1st December, depending on when DfT publish ITT for Combined Thameslink franchise. Contact Keith Dyall for details.

Kent – usually meet quarterly on third Saturday afternoon, in a different venue around Kent – next on 17th November in 'The Victory', Farleigh Bridge, East Farleigh, Maidstone, ME16 9NB. Illustrated below. Divisional Organiser is Peter Collingborn at 82 Burnham Walk, Parkwood, Rainham, Kent, ME8 8RX or phone 01634 364744; email contact is Chris Fribbins at chris.fribbins@railfuture.org.uk



Surrey – next meeting, possibly in Redhill, on Saturday 10th November or 1st December, depending on when DfT publish ITT for Combined Thameslink franchise. Contact Chris Page at chris.page@railfuture.org.uk for details.

Sussex & Coastway – usually meet monthly on first Thursday [except after New Year in mid-January, then in March; and in mid-July, then in September] at 18.00. Next on 4th October at The Crown Inn, 191 High Street, Lewes, East Sussex, BN7 2NA, and then on 1st November and 6th December. Contact Dick Tyler at richard.tyler@railfuture.org.uk or 27 Windsor Road, Bexhill-on-Sea, East Sussex, TN39 3PB or phone 01424 211500.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **railise** issue 118, due to be published in December, will be Monday 29th October 2012. All items for this newsletter and the branch Local Action column in **railwatch** to be sent to branch Chair Keith Dyall

the railfuture mission: to be the number one advocate for the railway and rail users

Websites: www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

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Our neighbouring branches

East Anglia – contact is Secretary Nick Dibben – nick.dibben@railfuture.org.uk

East Midlands – contact is Secretary Roger Bacon – roger.bacon@railfuture.org.uk

Thames Valley – contact is Secretary Andrew McCallum – andrew.mccallum@railfuture.org.uk

Wessex – contact is Branch Secretary Charles Burns – charles.burns@railfuture.org.uk

These and all other branches can be seen in www.railfuture.org.uk/branches. Note that this leads you to East Anglia branch's own website.

The national Board of Directors appoints its own members to be responsible for **Board-Branch liaison**. For our five adjacent branches they are:
East Anglia – jerry.alderson@railfuture.org.uk
East Midlands – david.harby@railfuture.org.uk
London & South East – roger.blake@railfuture.org.uk
Thames Valley – roger.blake@railfuture.org.uk
Wessex – chris.page@railfuture.org.uk

And finally, our website

... has gone through a technical upgrade and for several weeks was not updated. Normal service is now being resumed. It's the way to keep in touch with your branch, national and local campaigns and events.

London & SE Branch officers

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