

Railfuture in London and the South East

quarterly branch newsletter

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

Turning the (time)-tables: the Railfuture way

Thanks to the influence of Railfuture and the six local Rail User Groups, this view at Eastbourne is protected.



Threat averted – Ashford trains (r) will continue to here

What began as a campaign against a timetable change concluded with a successful outcome to a negotiation. Govia Thameslink Railway's consultations on their new timetable for May 2018 included a proposal to truncate the hourly Ashford International-Brighton 2-car diesel Turbostar service at either Hastings or Eastbourne, to add much-needed capacity west of the truncation point with a 4-car Electrostar service instead.

Railfuture responded with an alternative proposal, to overlap rather than abut the two new services. This concept won the support of all six local RUGs, led by Bexhill Rail Action Group. The seven organisations then chose five representatives to act as their Negotiating Team on behalf of the Rother and Hastings RUGs, and committed to strict confidentiality in view of GTR's management contract with the DfT limiting their freedom of manoeuvre more than in a conventional franchise. Network Rail would also need convincing.

Political endorsement of the merits of the alternative proposal came with open statements by two key local MPs. Public recognition of the Negotiating Team's impact came at the annual Hastings Rail Summit in October with favourable mentions by GTR, a local MP, and the then Rail Minister. In November one of the most senior GTR managers described our proposals in a public meeting as "credible, supportive and helpful".

In summary, this shows the power of P: for Preparation of evidence, Promotion of benefits, Persuasion of all key stakeholders, Persistence, and Professionalism – and with Patience and Politeness in negotiation. The Railfuture way to win friends and influence people.

See www.railfuture.org.uk/Consultation+responses

"Lea Valley Rail" > rising STAR

Railfuture seeks to infiltrate its informed, independent influence in a number of ways. Advocating and negotiating timetable changes is one, commissioning reports from independent advisers is another.

In the months preceding London 2012 it became apparent that developer contribution funding from the Stratford City development was available to improve rail access to its catchment to the north, namely via the Lea Valley line. While the available funding was only sufficient to contribute to reopening Lea Bridge station, the case for that allocation would be stronger if it was set in a broader and longer-term incremental context.

Railfuture's legacy-supported Fighting Fund enabled an independent adviser to be commissioned jointly by our affiliated member Chingford Line Users' Association, which includes the Lea Valley line in Waltham Forest. "Lea Valley Rail – better access to jobs and homes" published in mid-2012 began to make the case for reopening Lea Bridge station, achieved in May 2016 with support from the DfT's New Stations Fund. The ORR's official estimate of usage in 2016/17 was 315k – compared with a forecast usage for 2031 of 352k!

The report also charted a way to better Lea Valley rail services, based on doubling service frequency between Stratford, Britain's 5th busiest rail hub, and Tottenham Hale via Lea Bridge and extending the extra 2tph to Angel Road to support development at Meridian Water.



Future Tottenham Hale – hub at centre of regeneration

The Lea Valley Rail Programme is now on site and due for completion for December 2019's timetable change: www.networkrail.co.uk/running-the-railway/our-routes/anglia/lee-valley-rail-programme/ Gratifying that our rising STAR Stratford-Tottenham Hale-Angel Road had its genesis not in consultation responses but in our informed, independent and ultimately influential report.

See www.railfuture.org.uk/CLUA-Introduction

The ORR, Network Rail and CP6

Dickens' 13th novel was *Great Expectations*. Friday 8 December was the expected date of publication for Network Rail's Strategic Business Plans for 2019-24, Control Period 6. The unlucky number's curse struck again when the nationalised infrastructure monopoly – the owner and operator of our national rail network – said it needed more time to produce plans that reflect the Transport Secretary's SoFA (postponed from July to October 2017, awaiting further details from Network Rail). The ORR did receive versions of the strategic plans last December, while further assurance work was being carried out. Network Rail then published the final versions of its SBPs, on Tuesday 13 February: <https://www.networkrail.co.uk/who-we-are/publications-resources/strategicbusinessplan/> The ORR consulted until 6 March: <http://orr.gov.uk/rail/economic-regulation>

Next steps? On Tuesday 12 June the ORR will begin consultation on its draft determination on the Strategic Business Plans from Network Rail for CP6 (2019-24). On Wednesday 31 October the ORR will publish its Final Determination to Network Rail. In December Network Rail will consult on its draft Delivery Plan for CP6. Two opportunities there for Railfuture's influence, remembering that the Delivery Plan will primarily be about OMR – Operations, Maintenance and Renewals – with enhancements likely to be limited to carry-overs from CP5. The watchword for new enhancements is a pipeline, not a fixed five-year package, of projects.

Chilly gone Carne

In the icy depths of a cold February the Fat Controller himself, Network Rail's Chief Executive gave notice of his retirement. Figure of speech by the way Mark, as I'm sure you understand; nothing personal. After four and a half years 'in the cab' his successor should be in place well ahead of the start of the next Control Period. <https://www.networkrailmediacentre.co.uk/news/mark-carne-to-retire-from-network-rail>

Network Rail Route Studies

The final **Kent Area Route Study** is still anticipated. A draft **East Coast Main Line Route Study** has been published for a consultation which closes on 16 March. See <https://www.networkrail.co.uk/running-the-railway/long-term-planning/> and 'LNE & EM planning'.

National Infrastructure Commission

Railfuture Vice-President Lord Adonis resigned as NIC Chair in December. Its Vice-Chair Sir John Armit CBE was then appointed to be his successor in January.

Key work streams include the **National Infrastructure Assessment**, due later this year following the 'Vision and Priorities' consultation which closed in January: <https://www.nic.org.uk/our-work/national-infrastructure-assessment> Meanwhile a Call for Evidence, closed on 5 March, posed six main questions in a **Freight Study**: <https://www.nic.org.uk/publications/freight-study-call-evidence/>

Rail franchises, direct awards: "events, dear boy, events!"

For the past few years there has been, roughly twice-yearly, an updated **Rail Franchise Schedule** from DfT, here: <https://www.gov.uk/government/publications/rail-franchise-schedule> Note that the latest July '17 edition then says "annual". By the time July '18 comes round it will have to show **InterCity East Coast** in a different place, as a statement by the Transport Secretary to the House of Commons on 10 January quickly became this <https://www.gov.uk/government/speeches/update-on-the-east-coast-west-coast-and-east-midlands-rail-franchises> on 5 February, less than four weeks later.

The three short-listed bidders for the new **West Coast Partnership** are still awaiting their Invitation To Tender (ITT), due last October/ November, with submission of their Best and Final Offers (BaFOs) originally due this March/April, with contract award due this November and start of the new franchise due on 1 April 2019. Meanwhile DfT have agreed a new one-year Direct Award franchise with Virgin Trains from this April.

Also 'slipping to the right' is the next **South Eastern** franchise. The next-step Invitation To Tender (ITT) <https://www.gov.uk/government/publications/south-eastern-franchise-2017-invitation-to-tender> was eventually published in late-November, with submission of bidders' Best and Final Offers (BaFOs) due in mid-March, then contract award due this November and the new franchise not now due to start until 1 April 2019.

The consultation on the next **East Midlands** franchise attracted particular criticism of its suggestions for future service patterns affecting our branch on the Midland main line. Next steps will be re-confirmation of the short-listed bidders, then issue of the Invitation To Tender (ITT) due in April, submission of bidders' Best and Final Offers (BaFOs) in July, then contract award a year later and the new franchise starting August 2019.

The DfT launched a consultation in late-November on the future of the next **Great Western** franchise: <https://www.gov.uk/government/consultations/great-western-rail-franchise> Already assumed to have a year's extension until April 2020 of the current Direct Award expiring March 2019, a new two-year Direct Award franchise is now planned until 2022. Of direct interest to our branch are the suggested transfer of Greenford line services to Chiltern, which we welcome (for the prospect of High Wycombe-Old Oak Common services), and of the Southampton-Brighton leg of the occasional through Bristol services to Southern, which we don't. Our February response to the DfT is here: <https://www.railfuture.org.uk/Consultation+responses>

In launching "*Connecting people: a strategic vision for rail*" – see <https://www.railfuture.org.uk/article1763-Fixing-our-creaking-railways> – a week after last November's Budget, the Transport Secretary confirmed the splitting of the **Thameslink/Southern/ Great Northern** management contract in 2021; formal processes are currently due to start in November 2019.

Find franchise dates in www.railfuture.org.uk/Events

Celebrating our successes

Just days before the new timetable for Thameslink and other GTR services starts in May, London will celebrate the 30th birthday of the reopening of **Snow Hill tunnel** to restore a cross-river connection between lines north and south of central London lost for two decades.

At the same time we shall celebrate a 35th anniversary – of **Dalston Kingsland** station's reopening on the North London line. That's the same, hard-to-believe, time-span during which there was no passenger service at all on the North London line between Dalston and Stratford, between 1944 closure and 1979!

In each case Railfuture's predecessors and others had campaigned vigorously in support of the restorations and, in the case of Dalston Kingsland station, against the closure of the line itself in the 1960s and 1970s. The ORR's first station usage estimate in 1997-98 was just 452k; the most recent for 2016-17 was 6.2million!



Dalston Kingsland station – site in 1966, new in 2017!

These are just a couple of examples of successful campaigns leading to exactly the kind of restoration of lost capacity and connections mentioned in last November's "*Strategic vision for rail*". Others coming up later in the year can be found in the sixth edition of Railfuture's A-Z guide to station and line openings and re-openings '*Britain's Growing Railway*' published last year and still available, postage/packing included, here: <https://www.railfuture.org.uk/shop/books.php>

Looking forward, we continue to support and lobby for **new, extended and reopened lines**: completion of the Metropolitan Line Extension from Croxley to Watford Junction (although that is beset by a major funding shortfall), Barking Riverside Extension, the Bakerloo line extension to Lewisham (should that become the BakerLew line?), the Bicester-Bedford/Bletchley-Aylesbury section of East-West Rail, (now dubbed the CaMKOx corridor), Crossrail 2 – with an eastern arm, and of course Uckfield-Lewes and Thameslink 2.

New/reopened stations at Beam Reach, Beaulieu Park, Camberwell, two at Old Oak Common for London Overground's routes south of Willesden Junction – at Hythe Road and Old Oak Common Lane (also serving potential Hounslow-West Hampstead/Hendon services too), Park Barn/Guildford West, Surrey Canal Road (New Bermondsey), and Cassiobridge and Watford Vicarage Road on the Metropolitan line extension as and when completed? These are just some of the examples but they don't just happen; they need strong, skillfully-managed local campaigns. Do let us know how you are (or maybe are not) getting on with yours!

<https://www.railfuture.org.uk/Current+London+and+South+East+campaigns>

Celebrating their successes

Community Rail is becoming ever more established – more funding through franchises, more openings for local engagement, more rewarding results. These links from ACoRP's monthly "*Train on Line*" demonstrate:

<https://acorp.uk.com/rail-partnership-on-track/> MarshLink CRP AGM attracted big-name speakers

<https://acorp.uk.com/new-initiative-encourages-car-free-travel-to-uks-top-attractions/> Car-free visits

<https://acorp.uk.com/ore-transport-group-get-gardening/> MarshLink station transformed by volunteer

<https://acorp.uk.com/oxted-plants-the-seeds-for-station-improvement/> Uckfield/East Grinstead lines

<https://acorp.uk.com/cleaning-for-a-brighter-uckfield/> more attractive Uckfield and Oxted stations

<https://acorp.uk.com/a-new-year-for-trying-the-train/> Try a (Southern) train, and Hurst Green station

<https://acorp.uk.com/seven-line-challenge-success/> Anything they can do; can we do better in our region?

<https://acorp.uk.com/sussex-walkers-pointed-in-the-right-direction/> North Downs line walking links

<https://acorp.uk.com/north-downs-line-joins-scenic-rail-britain/> along the Reigate-Guildford line

<https://acorp.uk.com/the-rail-journey-to-recovery/> Life-changing station. This powerful video is a Must-Watch!



<https://acorp.uk.com/women-in-community-rail/> ACoRP

Get "*Train on Line*": <https://acorp.uk.com/contact-us/>

Hidden under the RUG no more

Our regional branch area includes about six dozen local groups of rail users, about a third of which are our affiliated members. Our various Divisional meetings around the branch are chances for shared learning on what makes for successful local campaigning. By now regular readers will be familiar with Railfuture's annual **Rail User Group Awards**. Let's also hear about your campaigns and their successes in **Rail User Express**.

<https://www.railfuture.org.uk/Rail+User+Groups>

A Brighton Mainline Campaign

The Local Enterprise Partnership whose area covers most of the Brighton Main Line – Coast to Capital – last November launched a **Brighton Mainline Alliance** to lobby for investment in the line to protect the region's economic potential. Railfuture is an Alliance member.



<http://www.coast2capital.org.uk/brighton-mainline-campaign>

In February the Greater Brighton Economic Board <https://greaterbrighton.com/> gave its backing to Network Rail's plans to add capacity at East Croydon station, with two new platforms and about 20% extra peak-time throughput in the several junctions to its north with more grade-separations and dive-unders. The current 36 trains per peak hour will rise to 42-44.

The DfT's "*Connecting people: a strategic vision for rail*" launched by the Transport Secretary in late-November includes this pertinent passage:
"Our investments will meet demand for more capacity on the network, adding new links, restoring lost capacity and connections, and supporting the Government's Industrial and Housing Strategies. This will include continuing to look at opportunities to restore capacity lost under Beeching and British Rail cuts of the 1960s and 1970s, where this enables new housing or economic development, or eases congestion elsewhere on the transport system, and offers value for money. We will also bring more private sector finance, funding and expertise on board to help provide capacity for the future."

A number of important pointers in there, and we await with mounting interest any output from the private sector consortium introduced to him over a year ago.

Enterprising Newhaven, now with a Zone of its own



Newhaven-on-Ouse, East Sussex, looking north

See <http://newhavenenterprisezone.com/> where the new Port Access Road can be seen already serving Eastside North, and is due to reach East Quay in 2019/20. No other transport improvements appear to be planned, the town remains otherwise dependent on its half-hourly rail shuttle service to/from Lewes and Brighton, and has at least managed to retain its single daily up morning and down evening peak period direct trains to/from London in the new Southern timetable.

How much better-connected would Newhaven feel if a reinstated Lewes-Uckfield link could offer regular, not a single, direct peak-period service to and from London?

 [@Uckfield_Lewes](https://twitter.com/Uckfield_Lewes)

See more at www.railfuture.org.uk/Uckfield+Lewes



South Downs Local Plan – Extracts from pre-submission consultation, September-November 2017:

6. PEOPLE CONNECTED TO PLACES 6a. SUSTAINABLE TRANSPORT Strategic Policy SD20:

Walking, Cycling and Equestrian Routes

3. The following corridors, as shown on the Policies Map, are safeguarded for future restoration to their respective historic uses. Development proposals will not be permitted where they would adversely affect their future potential for such restoration. Proposals for restoration to their historic uses will be supported:

- a) The original course of the former Lewes-Uckfield railway line; and
- b) The Wey and Arun Canal.

Restoration of abandoned routes

6.21 The National Park Authority supports restoration of the short sections of the Lewes-Uckfield railway (near Hamsey) and the Wey and Arun Canal to railway and canal use respectively, and will safeguard these routes. Proposals for such restoration should provide suitable routes for non-motorised travel alongside the new railway or canal, wherever feasible. Should proposals for a non-motorised transport route (as described in criterion 2) come forward on the route of the Lewes-Uckfield railway, before it is restored to railway use, these will also be supported.

See <https://www.southdowns.gov.uk/planning/national-park-local-plan/> Our consultation response noted that, if the original rail route is to be re-instated, a deviation will be necessary in the Hamsey area if new residential development on Whitfeld Lane is to be avoided.

The Local Plan is being submitted to the Secretary of State for Housing Communities and Local Government in March, with final adoption expected this September.

Meanwhile last December the Authority published a Register of Brownfield Sites which may be suitable for housing; across the whole National Park 49 sites are identified. The 18 sites in Lewes, of 15.46 hectares in total, could support at least 660 homes; 450 of those are on three sites already with planning permission, so could not count towards any new business case for a transport investment such as a reinstated railway line.

It's now a year since publication of the report of the London and South Coast Rail Corridor Study, which recommended "**A new approach to Lewes-Uckfield**" based on new growth to support a new business case: <https://www.railfuture.org.uk/article1737> Worth noting then that Brighton's full Objectively-Assessed Housing Need to 2030 is 24,000 homes, of which 13,200 are planned for the city itself. Supposing about half the rest were to be located somewhere in the catchment of a new Brighton/Newhaven-Lewes-Uckfield rail corridor!

Read coverage in previous issues of newsletter *raillse* in www.railfuture.org.uk/London+and+South+East

Signals from Amber to Green

Poor connectivity and poor economic activity go hand-in-hand. Taking our cue from Network Rail's own London and South East Passenger Market Study <https://www.networkrail.co.uk/running-the-railway/long-term-planning/> published in October 2013, we continue to advocate the primacy of the twin strategic goals of capacity and connectivity and means to deliver them.



See GTR's May timetables: <https://www.railplan2020.com/>

Capacity can be addressed by increasing train length and/or service frequency, and the new timetable along the East Coastway corridor from May will provide both! While the Ashford-Brighton through service will pass into history, at least for the time being, its successors are a sixth hourly train between Brighton and Lewes at the west end, a fourth hourly train between Eastbourne, Bexhill and Hastings/Ore at the east end, and longer trains on more services. The exception between Ashford and Ore will continue to be the poor relation – for the time being. Roll on the new franchise in 2021!

Connectivity is business-to-business as well as employee-to-employer, and reducing journey times is the key ingredient for both. The new timetable from May delivers reductions in generalised journey times (which includes the time spent waiting for a train and a penalty if an interchange is required) in these ways:

- ~ for St. Pancras journeys, much shorter interchange times at Ashford International
- ~ for London Bridge/Cannon Street/Charing Cross journeys, the increased likelihood of a convenient interchange at St. Leonards Warrior Square
- ~ for East Coastway/Marshlink journeys, half-hourly limited-stop services between Brighton and Hastings, two other services per hour between Eastbourne and Hastings/Ore giving increased opportunities to travel especially for Bexhill, minimised inconvenience of interchange en route with same-level platform changes at Eastbourne, and retention of through services from Ashford across Ore/Hastings/St. Leonards (combined footfall c.3million) as far as Eastbourne (similar usage).

What began as a reactive, defensive campaign against a proposal matured to a proactive, creative negotiation around an alternative concept pioneered by Railfuture which captured the imagination of all the local rail user groups who then became so invested in a successful outcome that they became its most ardent champions!

Find out more at www.railfuture.org.uk/Marshlink

May timetable's slicker connections between HS1 and MarshLink services at Ashford International – up to 20 minutes less – are the first practical step in the journey towards demonstrating the investment case for shorter journey-times by rail between London and rural and coastal communities in the east of East Sussex. Next?

The next potentially-available step won't change actual journey-times but, were it to happen, would transform passengers' experience of changing trains at Ashford between MarshLink and HS1 services. Network Rail's presentation to the Fourth Hastings Rail Summit last October set out a programme for taking advantage of planned, but as yet unfunded, track renewals in Ashford station to establish a new link between HS1 and platform 2, the other face of the island platform currently used by MarshLink services. A now-funded costed design should be available this summer, which subject to further funding could lead to full development work on the scheme from this November. Subject to the funding for the physical works being secured, they would be completed over the festive period in 2020-21. The benefit for MarshLink passengers would then be cross-platform interchange, possibly in January 2021, with HS1 services to/from Dover diverted away from the very busy platforms 5/6.

Before HS1 services could run through via MarshLink, it will need very significant expenditure to upgrade it to accommodate the extra services while retaining the existing all-stations services. The next big campaign challenge will be to justify that investment, for further passenger and economic benefits of saving 10 minutes



Ashford International station – platform 1 for MarshLink services left, platform 2 for Dover HS1 services right

Best and Final Offers from bidders for the next South Eastern franchise were due in to the DfT just days before this newsletter is published. Now the wait until November for contract award to the winning bidder. <http://www.networkrailmediacentre.co.uk/news/more-housing-and-more-train-passengers-network-rail-sets-out-30-year-plan-to-cater-for-growth-in-south-east-london-and-kent> Any juicy morsels for MarshLink?

And finally: HS1 boosts Kent tourism economy: <https://www.railbusinessdaily.com/news/hs1-adds-72-million-to-kent-economy-in-2016-as-leisure-journeys-increase-nine-fold/> The east of East Sussex next?

Read coverage in previous issues of newsletter *railse* in www.railfuture.org.uk/London+and+South+East

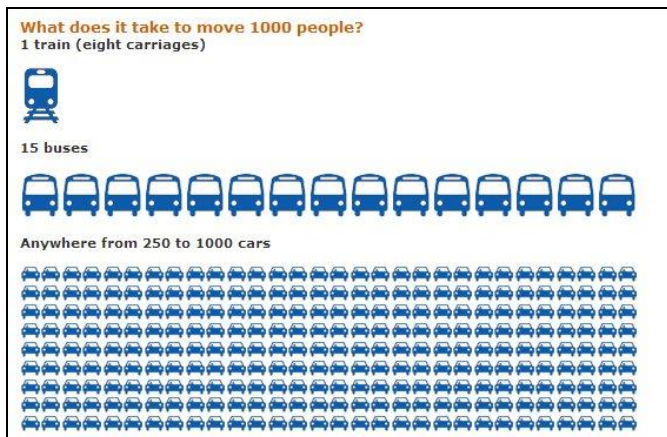
Local elections in May 2018



Polling 'stations' seem to come in all shapes and sizes!

Before and after 3 May are opportunities for our members, as private citizens, to raise local rail matters with their candidates/councillors - in London Boroughs, Boroughs/Districts/Unitaries of Basildon, Brentwood, Broxbourne, Castle Point, Crawley, Elmbridge, Epping Forest, Harlow, Hastings, Maidstone, Mole Valley, N. Herts, Reigate & Banstead, Rochford, Runnymede, Southend, St.Albans, Stevenage, Tandridge, Thurrock, Tunbridge Wells, Watford, Welwyn-Hatfield, Worthing.

Please let your branch officers know of any rail matters which you wish Railfuture to raise with local candidates.



Feel free to use this graphic to help illustrate our case!

Remember *railondon*?

That's right, the predecessor to *railese* – which can be read either with the 'lse' standing for London and the South East, or just the 'se' for the South East, or rails with a French 'e' (just as the Anglo-French Concorde had to have one) since we're the only British branch with a physical connection to the mainland of Europe.

The point is? We're trying to assemble a complete physical archive of all our branch newsletters, and are now trying to fill gaps with the help of you our branch members. The biggest single gap is numbers 1 to 33 up to late-1989/early-1990, then numbers 35, 42, and 44-48 between autumn 1991 and late-1992/early-1993.

If you can help in any way please contact branch Vice-Chairman Roger Blake. If you have only a single copy and would like to retain it, that can be accommodated; just a brief loan to enable a copy and scan will suffice.

Branch AGM 2018 – Notice 2 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in central **London** on **Saturday 28 April 2018**.

We shall start with an **open morning meeting** with guest speakers for members and visitors. This year's **Light Rail** theme will feature **KenEx Thames Transit** – a public transport **Lower Thames Crossing** – and an example from East Anglia – **Cambridge Connect**: see <http://www.cambridge-connect.uk/>

The branch page of our website (below) will carry the most up-to-date information available on our speakers and AGM Agenda as we approach Saturday 28 April.

Our venue will be Wesley's Chapel & Leysian Mission, 49 City Road, London, EC1Y 1AU. It's a short walk south of Old Street roundabout and station, served by Northern line's City branch and weekend services on Great Northern's Moorgate branch. Exit 2 – City Road South (East side) is ours. Buses 21, 43, 76, 141, 214, 271 stop on City Road very close to the venue.

Doors open 10.30 for 11.00–12.30 morning session. Refreshments will be available; voluntary contributions are strongly encouraged, please, to help us defray costs. Lunch is at members' own arrangements again this year, hence the generous time for our lunch-break.

In the **elections** for officers and other members of the coming year's branch committee, Electoral Returning Officer Dick Tyler received single nominations for three of the four principal officer posts, and four nominations for the six others (Membership Secretary is unofficial).

The branch committee officers, elected unopposed, for 2018 are therefore:

Chairman: Keith Dyal – proposed by Tony Sheward, seconded by John Davis;

Vice-Chairman: Roger Blake – proposed by Michael Turner, seconded by Trevor Davies;

Secretary: no nomination received;

Treasurer: Howard Thomas – proposed by Gordon Pratt, seconded by Peter Woodrow;

The other elected branch committee members are:

* John Fowden – proposed by Roger Blake, seconded by Chris Page;

* Charles King – proposed by Roger Blake, seconded by Chris Page;

* Neil Middleton – proposed by Chris Page, seconded by Roger Blake;

* Chris Page – proposed by Richard Tyler, seconded by Peter Hillier-Palmer.

Other members of the branch committee are Division Conveners not already elected, namely Chris Fribbins for Kent and Nigel Denton for Sussex and Coastway, plus the London-based editor of Railwatch Ray King.

By the same closing date as for branch committee nominations, no **Motions** had been received for debate at the AGM on branch organisation, policy or strategy.

www.railfuture.org.uk/London+and+South+East

London & SE Campaigns Calendar

Our www.railfuture.org.uk/London+and+South+East page includes **current consultations** of specific and general interest to the London and South East region.

GTR's third and final phase of consultation on their planned **timetable for 2018** closed on 20 December. See <https://www.railplan2020.com/>

South Western Railway's consultation on their **December 2018 timetable** closed on 22 December. See <https://www.southwesternrailway.com/contact-and-help/timetable-consultation>



Scotland & East Midlands Chairs recruiting at the NEC

Hertfordshire County Council's consultation on their **Local Transport Plan LTP4** closed on 23 January. See <https://www.hertfordshire.gov.uk/about-the-council/consultations/transport-and-highways/proposal-to-introduce-local-transport-plan-ltp4.aspx#>

DfT's consultation on **Future of Community Rail Strategy** closed on 28 January. See <https://www.gov.uk/government/consultations/future-of-community-rail-strategy>

ORR's consultation on **Improving Assisted Travel** closed on 31 January. See <http://orr.gov.uk/rail/consultations/open-consultations/improving-assisted-travel-consultation>

Network Rail's consultation on **East-West Rail Western section phase 2** closed on 9 February. See <https://www.networkrail.co.uk/our-railway-upgrade-plan/key-projects/east-west-rail/western-section/>

DfT's consultation on the **future of the Great Western franchise**, closed on 21 February. See <https://www.gov.uk/government/news/the-future-of-the-great-western-franchise>

Mayor of London's consultation on his **draft new London Plan**, closed 2 March. See <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan>

The **National Infrastructure Commission's Call for Evidence for a Freight Study**, closed 5 March. See <https://www.nic.org.uk/publications/freight-study-call-evidence/>

Network Rail's draft **East Coast Main Line Route Study**, closing on 16 March. See 'LNE & EM planning' in <https://www.networkrail.co.uk/running-the-railway/long-term-planning/>

Forthcoming diary/calendar dates

Saturday 17 March Herts & Beds Division, St. Albans.

Monday 19 March Free evening talk on New trains from Europe, in London.

Tuesday 20 March Free evening talk on Windsor Link Railway, in High Wycombe.

Wednesday 21 March Free evening talk on London's newest trains for Crossrail, in Chatham.

Wednesday 21 March Free evening talk on London Bridge redevelopment, in Ashford.

Saturday 24-Sunday 25 March Railfuture stall at annual railway exhibition, Alexandra Palace, London.

Thursday 5 April Sussex & Coastway Division.

Thursday 5 April Free evening talk on How the industry forecasts demand, in London.

Tuesday 17 April Free evening talk on Extensions to the Underground: past, present, proposed, in Redhill.

Tuesday 17 April Free evening talk on East-West Rail central section preferred corridor, in Peterborough.

Saturday 21 April Thames Valley branch AGM.

Wednesday 25 April Free evening talk on History of the Old Dalby test track, in Chichester.

Saturday 28 April London & South East branch AGM.

Monday 30 April Final copy date for *railse* 140, and London & SE branch Local Action in *railwatch* 156.

Send news to londonandsoutheast@railfuture.org.uk

Monday 30 April Free evening talk on Joint Control of Trains and Infrastructure, in London.

Monday 30 April Final date for members-only 'early-bird' bookings for our Carlisle conference on 23 June.

Thursday 3 May Sussex & Coastway Division.

Tuesday 8 May Final copy date for your letters, articles and pictures to appear in July's *railwatch* 156. Send them direct to editor@railwatch.org.uk

Wednesday 9 May Eastern Division, Stratford.

Saturday 12 May Our national AGM in Edinburgh.

Wednesday 16 May 'Community Rail in the city' day.

Saturday 19 May Kent Division.

Tuesday 22 May Free evening talk on How the rail industry has to respond to mobile customer, in London.

Tuesday 5 June Free evening talk on Creating Desire to travel, in Lewes.

Thursday 7 June Sussex & Coastway Division.

Saturday 23 June Our national conference in Carlisle.

Saturday 30 June Herts & Beds Division, St. Albans.

Up-to-date details in www.railfuture.org.uk/events

Branch divisions' meetings – open to all branch members, visitors welcome

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **9 May**, then **11 July**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – meets on Saturdays at 10.45 in **St.Albans**, next on **17 March**, then **30 June**. Convener is Keith Dyall (opposite). See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **19 May**. Contact Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256. See www.railfuture.org.uk/Kent

London Metro – a new Division to cover all TfL rail modes: Underground, Overground, London Trams, DLR, and TfL Rail (becoming Crossrail/Elizabeth line). Contact Branch Chairman and Vice-Chairman (opposite). See www.railfuture.org.uk/London+Metro

Surrey – meets occasionally. Convener Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly, except August, usually on first Thursdays at 18.00, in varying Sussex venues. Next on **5 April**, then **3 May**, **7 June**. Convener is Nigel Denton at nigeldenton@talktalk.net or at 18 Southway, Littlehampton, West Sussex, BN17 6QW, or tel. 01903 722622. See www.railfuture.org.uk/Sussex+and+Coastway

Company name changed – eventually!

The Railway Development Society Ltd is no longer the registered name of our limited company. We are now registered as Railfuture Ltd. Cheques continue to be payable to 'Railfuture'. We do however offer, and strongly encourage, alternative electronic methods of payment, via <https://www.railfuture.org.uk/shop/>

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue 140, due to be published in July 2018, will be Monday 30 April 2018. Items for this newsletter and our branch Local Action column in *railwatch* to londonandsoutheast@railfuture.org.uk

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www.railfuturescotland.org.uk www.railfuturewales.org.uk www.railwatch.org.uk

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Our four branch neighbours

These and other branches' websites, with their **events** and **newsletters**, in www.railfuture.org.uk/branches

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

East Midlands – contact is Secretary Steve Jones – eastmidlands@railfuture.org.uk
Board liaison via national Finance Officer David Harby.

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

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk
Board liaison with branch via Director Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, usually held on alternate fourth Tuesdays in London. Next on Wednesday **28 March**, then Tuesday **22 May**. Please give advance notice to our Chairman, below.

London and SE Branch officers

Branch Chairman: Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB.
Tel: 020 8959 7147; keith.dyall@railfuture.org.uk

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

Secretary: Vacant.

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
Tel: 01344 778643; chris.page@railfuture.org.uk