

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

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

Rail transport for new homes at Hoo

This latest opportunity for our influence to be exerted closed as this newsletter was about to be published. Our response can be found in our regional branch's web page, within Kent Division.



The draft Development Framework specifically for Hoo looks forward 30 years to 2055; the new Medway Local Plan will look ahead to 2037. The Executive Summary declares *“There is potential for the area to grow by 10,000 homes over the next thirty years. The increased population will secure demand for new services such as a new passenger rail station, and a new and upgraded highways network. There will also be an attractive and extensive cycling and pedestrian network. New development will be planned to improve travel choice and reduce the need to drive.”*

The draft Development Framework has a worthy Vision and Guiding Principles, while for Railfuture the driving forces are the inexorable demand for additional homes in an imperfect housing market coupled with the unarguable case for a rail transport infrastructure which reflects those long-term aspirations rather than inevitable short-term budget limitations which enforce a pragmatic and incremental approach to their fulfilment.



See the website: 'Campaigns / consultation responses.'

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

COP27 role-model: ticket to ride, Sir?



A developed country is not a place where the poor have cars. It's where the rich use public transportation. – Gustavo Petro

Little doubt that he's travelling in an electric, 750v DC 3rd rail, train of a type unlikely to be seen on the new Hoo Peninsula Railway! While the limitations of a finite Housing Infrastructure Fund budget are exerting heavy negative pressures on the specification for the new line, its rolling stock and its opening service, there may be signs of encouragement for cautious optimism.

First is the recent tender notice from Southeastern inviting expressions of interest in a contract to supply up to 570 (possibly 640) electric multiple unit cars for main line and suburban services by October 2027. One of the key requirements is *“inclusion of options for traction batteries with capability for operation in depots and sidings without the need for external power supply, and with the capability to operate on the main line where power supply is not available due to isolations or incidents, or for non-electrified line sections of up to 20 miles.”* Is it mere coincidence that such a distance is just about the same as a return working between Gravesend and the new Hoo St. Werburgh station?

Second is completion of the Rail Safety and Standards Board's research project T1214 *“DECARB: 21st-century DC electrification infill”* and publication of its 12 reports! In all good newsagents now is the November issue of a journal with a review article *“Third rail, third party”* by regular columnist 'Pan up' who concludes that it's for the Office of Rail and Road to take the right decision.

Control Period 7 (2024-29) beckons



Every five years, around this time, the Office of Rail and Road acting as Network Rail's regulator conducts what's known as a periodic review (PR) of Network Rail's outputs and funding for the next Control Period (CP). Currently PR23 (the year when the ORR's review concludes) is for CP7, the Control Period starting on 1 April 2024 and ending 31 March 2029.

Why is this important for Railfuture? Where are the opportunities for us to seek to exert our influence, bearing in mind that government funding of Network Rail is for OMR only – operations, maintenance and renewals, not for enhancements (quite another story!)

According to the ORR's timeline, these events should occur during the currency of this newsletter, bearing in mind that we are in Phase 1 (2022) of 3 in which:

- ~ Network Rail develops initial view of CP7 funding and outputs:
- ~ ORR advises funders, to inform HLOSs/SOFAs*
- ~ DfT and Transport Scotland produce HLOSs & SOFAs. (* HLOS = High Level Output Specification, SOFA = Statement of Funds Available)

Specifically during October-December:

- ~ ORR concludes on charges and incentives frameworks for PR23
- ~ Secretary of State provides its HLOS and SoFA
- ~ Scottish Ministers provide their HLOS and SoFA
- ~ ORR publishes policy framework decisions
- ~ ORR publishes 'Conclusion of Phase 1' update.

Specifically during January-March:

- ~ Network Rail publishes its Strategic Business Plan.
- # Only when we get to April-June 2023 do we see this:
 - ~ ORR publishes and consults on its draft determination for England & Wales and Scotland.

'Running the railway / Long-term planning' 'Regional planning documents / Southern'

Following the above-named links in Network Rail's website will lead to this: "*The job of Strategic Network Planning Teams is to understand:*

- ~ *how the railway contributes to national and regional economic growth, improvements in social well-being;*
- ~ *what the railway is capable of and how it delivers a service to passengers and freight users;*
- ~ *what the likely changes to demand, passenger needs and patterns of train service will be in the future;*
- ~ *what kind of changes to the railway as a whole we should make in future."*

and these recent publications:

'South London Rail Strategy' = South London and Thameslink Service Improvement, Long Term Strategic Study, + Summary, published Summer 2022.

North and East Kent Connectivity Study – imminent.

Step-free 'street-to-seat' in part of Southeastern-land within 5 years?

Friday 9 December marks the closing date for the submission of expressions of interest to SE Trains Ltd, owned by DfT OLR Holdings for the DfT, in bidding to supply and maintain a substantial fleet of new trains. Next year SET will hold bidder engagement sessions and issue an Invitation to Pre-Qualify and then, to only the most suitable bidders, an Invitation to Negotiate.

The full fleet "*must be manufactured and introduced into full, unrestricted operational service by October 2027.*" The new trains will replace the class 465 and class 465 Networker fleet, currently comprising 588 vehicles, built 1991-94 so around 35 years old by the time they're replaced. That fleet is 86 vehicles less than before 5-car class 707 trains have come over from South Western Railway, 18 transferred so far with 12 more to come. The new fleet will comprise between 350 and 570 vehicles, with a further 70 optional.



the ups and downs of accessible train travel, so 20th-century



Why does any of this matter for Railfuture? One of several reasons is this extract from the tender notice: "*The key requirements of the new vehicles will include (but not be limited to): full compliance with all applicable accessibility regulations (PRM NTSN)*" = Persons with Reduced Mobility, National Technical Specification Notice. Railfuture Kent members should write to Southeastern MD Steve White and Network Rail's Kent Route Director Fiona Taylor to make the case for a level boarding fleet and platform alterations.

Our regional branch AGM in April heard from the Rail Safety and Standards Board's Principal Infrastructure Engineer Prof. Bridget Eickhoff on "*Towards step free journeys: the challenge of platform - train interface*" (reviewable in the branch web page under "What's on").

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

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

October

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

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

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

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

November

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

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

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

~ Ebbsfleet International opened on the 19th in 2007.

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

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

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

~ Stratford International opened on the 30th in 2009.

December

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

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

~ London St. Pancras International's Thameslink platforms opened on the 9th in 2007.

~ London Marylebone services extended between Oxford Parkway and Oxford on the 11th in 2016.

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

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

Community Rail in and around L&SE

The annual Community Rail Awards were presented in Manchester on 6 October, with another very strong performance by groups in and around our branch area.

Involving Children and Young People – sponsored by London North Eastern Railway
THIRD: Kent CRP and partners – Youth Engagement / Shaping the Future.

Involving Diverse Groups – sponsored by East Midlands Railway
JOINT THIRD: Essex & South Suffolk CRP – Total Inclusion.

Community Creative Projects and Station Arts – sponsored by Transport for Greater Manchester
THIRD: New River Line CRP – Art@ at the Station.

Small Projects – sponsored by Community Rail Lancashire
FIRST: Kent CRP and Five Acre Wood – Sunflower Mural / Let's Celebrate Differences.

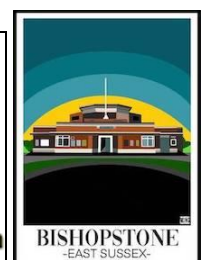
Most Effective Communications Campaign – sponsored by CrossCountry
FIRST: Southeast CRP – Go Green by Train CO2 Savings.

Best Community Engagement Project – sponsored by Go-Ahead
SECOND: Essex & South Suffolk CRP – Dementia Friendly Music Train.

Photo Competition: capturing the essence of Community Rail – sponsored by Porterbrook
THIRD: Southeast CRP – "a Royal Tour of the 1066 line – what will they think of next?"

Outstanding Contribution to Community Rail – **JOINT FIRST:** Essex & South Suffolk CRP

A month later, Friday 4 November 2022 was a very special day for the **Friends of Bishopstone station**, on Southeast CRP's South Downs Line, as the official opening of their community hub in the listed building now restored and re-purposed.



FoBS on Facebook and Twitter. Image (R) Geoff Stonebanks

Engaging communities in their railways – for the monthly "Community Rail News" sign-up [here](#).

Sub-National Transport Bodies for London & South East

Railfuture's regional branch area for London and the South East spans three of England's seven 'SNTBs.'



While Transport for the South East dominates as the largest with its five counties and 11 unitary authorities,



the county of Hertfordshire and the three unitaries of Luton, Central Bedfordshire and Bedford in England's Economic Heartland are within our sphere of interest,



as too are the county of Essex and the two unitaries of Southend-on-Sea and Thurrock in Transport East.



Transport strategies are the current name of the game, with TfSE moving on from theirs in mid-2020 to a Strategic Investment Plan adopting in March 2023. EEH's Regional Transport Strategy of early-2021 is supported by an Investment Pipeline and Connectivity Studies, while Transport East launched their Transport Strategy this September. Railfuture is an active contributor as our website's 'Campaigns' / 'Consultation responses' / 'Sub National Transport Bodies' illustrates.

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

It is understood that Network Rail's Strategic Outline Business Case for the Kent & East Sussex Coastal Connectivity Programme is now officially 'paused.' The arrival of local MP Huw Merriman as the latest Rail Minister is not thought to make any material difference to that, just as MP Norman Baker's arrival in the DfT in 2010 made no practical difference to prospects for an Uckfield-Lewes link. It should be noted however that as local MP, not Transport Minister, Baker secured a visit in 2013 from his boss Patrick McLoughlin. That led to the 2016 London & South Coast Rail Corridor Study, published in 2017, with its 'New Approach to Lewes-Uckfield' which Railfuture has broadly adopted.



While we await a similar possibility between Merriman (L) and his boss Mark Harper (R) there continues to be some local gossip about the perceived power of private finance for the programme's East Sussex element. The basis on which any private sector partner would fund the several £millions required for the essential next-step Outline Business Case remains unclear in the absence of any identified development opportunities uniquely dependent on a high-speed rail service.

The evident and understandable frustration in some quarters with the lack of practical progress is also spilling over into suggestions of cherry-picking different components of what is the holistic programme which makes a viable business case, just because they are seen, mistakenly, as deliverable more simply, quickly and cheaply. Ever since a Network Rail presentation in 2014 it has remained the case that just doing some line-speed improvements, or just doing some track re-doubling, or just electrifying the line – all of which are inputs not outcomes – are all recipes for dismantling the underlying logic of the business case assembled at public expense by local authorities with Network Rail.



High-Speed Hastings – on the slow line, or shunted into a siding?

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


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

For all the extensively-publicised shortcomings of the housing ‘market’ and the multiplicity of ‘what-about’ suggestions as supposed alternatives to building any more new homes, few if any contend with credibility either that just building yet more new homes will in and of itself ‘solve the housing crisis’ or that not doing so will somehow force a different solution to emerge.



As Railfuture’s core business is ‘a bigger better railway’ for the no-less well-rehearsed – and long-established – economic, social, environmental, and cultural benefits of the improved connectivity which access to the rail network brings, aligning the location of future housing growth (despite efforts of modern King Canutes) with rail transport infrastructure is a basis for best-practice integrated planning of development and transport.

While the next, and increasingly-delayed, stages in Wealden and Lewes District’s new Local Plans are awaited, Eastbourne Borough Council’s response to its own housing pressures is a consultation on a Growth Strategy to inform its next Local Plan for the 2019-39 period. The full extent of the pressures is clear, the Council calculating an ability to provide for 6,401 new homes against a government requirement for 14,760!

Just as Lewes District is expected to meet some of Brighton & Hove’s unmet housing need so too is Wealden expected to meet some of Eastbourne’s unmet housing need! Just as part of Lewes District is also within the South Downs National Park and therefore excluded from consideration, so too is Eastbourne Borough similarly constrained. The need to plan pro-actively for growth of this magnitude, and to locate it where it can best be served by transport infrastructure of equal impact, could not be clearer.



**EASTBOURNE LOCAL PLAN:
GROWTH STRATEGY CONSULTATION**

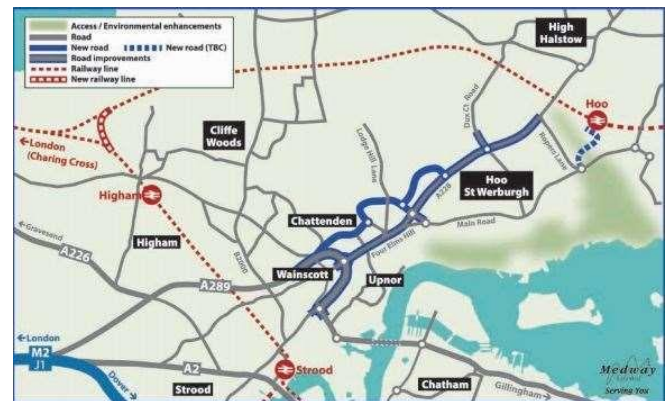
“Eastbourne Local Plan: Growth Strategy consultation” until Friday 20 January 2023. Help inform Railfuture’s response via londonandsoutheast@railfuture.org.uk

TfSE’s Strategic Investment Plan is due for adoption by the Partnership Board on 13 March 2023, for submission to Whitehall. The Delivery Plan sees the London to Sussex Coast Rail Reinstatements Package (an Uckfield-Lewes link will also benefit Eastbourne) at pre-SOBC stage, with a medium-term timeframe ie during the 2030s, and the next step a feasibility study (not another one!) Railfuture anticipates working with TfSE on the brief for said study, and also with East Sussex County Council as they review and refresh their first Rail Strategy and Action Plan for the county.

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

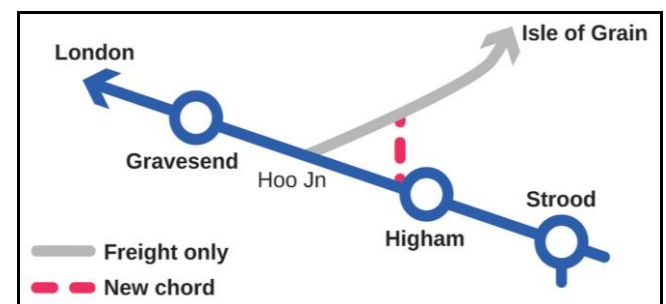
TfSE rail – north Kent: HMK-GRV-DFD-ABW-GNW-LBG HMK-HGM-SOO-RTR-CTM-GLM-RAI HMK-HGM-SOO-SDA-MDB-PDW-TON

Network Rail have completed their North & East Kent Connectivity Study, with input from Railfuture, which makes many favourable references to ‘Grain branch’ aka Hoo Peninsula Railway both as a line restored for passenger services and with better freight capability.



While Medway Council grapples with the challenges of a public hostile to what is experienced as imposed not locally-driven change to accommodate substantial and sustained housing growth, the Council and the rail industry are confronted by a cash-limited Housing Infrastructure Fund allocation for rail of £63 million.

A tried and tested rail enhancements strapline is ‘success through incremental development.’ The first increment’s limited capabilities is a concern given the ambition an additional chord for freight as well as passenger services direct to the Medway Valley line.



Simplified diagram of new/currently-unplanned Higham chord

You can subscribe to receive updates on Hoo Peninsula here: <https://www.medway.gov.uk/futurehoo>

See <https://www.railfuture.org.uk/Kent> for more details.

Thomas Brassey (Chester to Catsfield)

“Let us now praise famous men.” Railway engineering contractor Thomas Brassey, the largely unsung hero of 19th-Century railway-building, has some London and South East connections! He died on 8 December 1870 in the Victoria Hotel, St. Leonards-on-Sea, and is buried at St. Laurence’s Church in the village of Catsfield, which is three miles south-west of Battle.



He had a hand in building Digswell (Welwyn) Viaduct and oversaw the building of the branch line to Ongar. He was born in 1805 near Chester and has a bust in the cathedral and a plaque at Chester station which he built. A revived [Brassey Society](#) is fund-raising for a statue to be erected outside Chester station.

Campaigns calendar, London & SE

Railfuture had a stall in Ashford International station on Saturday 19 and Sunday 20 November as part of the “Ashford 180” station anniversary celebrations run by Ashford International Model Railway Education Centre

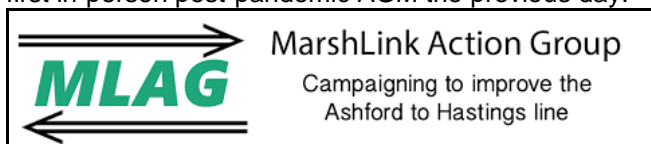


along with Southeast Communities Rail Partnership



and Thames Gateway Tramlink Ltd (KenEx Tram).

Railfuture-affiliated MarshLink Action Group held its first in-person post-pandemic AGM the previous day.



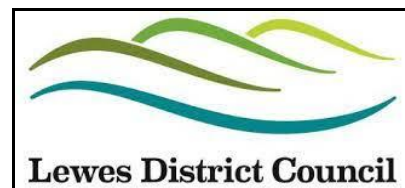
It heard that any progress with Network Rail’s Strategic Outline Business Case for the Kent and East Sussex Coastal Connectivity Programme is officially ‘paused.’

“We were not assigned, we were requested”



We were represented in South East Councils’ Summit to discuss Levelling-up, the challenges and pressures facing local government, and planning for growth.

We have continued our **campaigning** through responding to **consultations** and **calls for evidence** and making other **submissions**, for example to local planning authorities and to the Planning Inspectorate.



Railfuture L&SE continues to be heavily engaged with a number of planning applications to Lewes District Council, and two subsequent appeals to the Planning Inspectorate, on proposals for significant numbers of new homes at Ringmer. Since the previous *raise* no.157 in September, Railfuture has sent a submission to the Planning Inspectorate for an appeal against the refusal by the District Council of an application for outline planning permission for up to 68 homes on a key gap site between Ringmer and Broyle Side, to which Railfuture had objected in March. This is the same site where the intending developer had previously applied for up to 97 new homes, to which Railfuture objected in July 2021 and the Council’s Planning Committee subsequently refused.

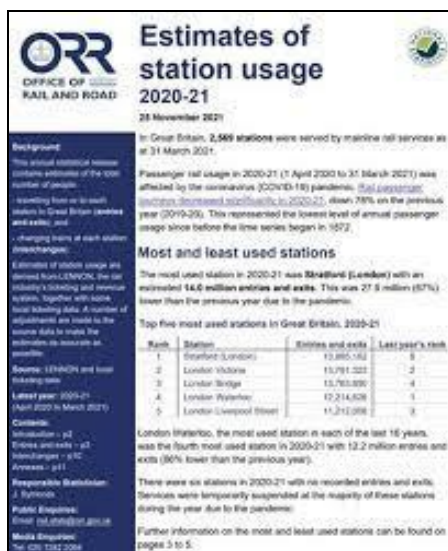


The second appeal has given Railfuture a further opportunity to set out in its submission to the Planning Inspectorate the full background to our interest in Ringmer, reinforced by TfSE’s Strategic Investment Plan and its Rail Reinstatements Package. The appeal was conducted through a hybrid hearing which was held in Lewes on 22 November.

Meanwhile, Railfuture L&SE’s objection to another application for outline planning permission on a central Ringmer site, previously refused for 200 new homes but this time reduced to 75 new homes, has yet to reach the Planning Applications Committee. The next available scheduled meetings are on 7 December and 11 January; see the next *raise* for any further news.

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

The Office of Rail & Road's latest (pandemic-affected) estimates of station usage for 2021/22 were published on Thursday 24 November, just before this newsletter.



The link to the Office of Rail and Road's website is <https://dataportal.orr.gov.uk/statistics/usage/estimates-of-station-usage> Analysis and implications for our regional branch campaigning is planned to be featured in the next, March 2023, newsletter.

Since the previous newsletter for September, *railse* no.157, the regional branch committee has overseen two consultation responses, both involving proposed extensions of passenger services but one of a heritage branch line, the other over a freight-only branch line: extensions to Ardingly, Hoo St. Werburgh respectively.



Current consultations of specific and general interest to our London and South East regional branch area are shown in the **"What's on"** section of the website, within 'Rail dates', and linked [here](#). *Your opportunity* to influence our responses and policy development is by emailing londonandsoutheast@railfuture.org.uk

Two current consultations are by East Sussex County Council and by Eastbourne Borough Council, on



respectively draft Local Transport Plan 4, closing on Friday 9 December, and on the draft Growth Strategy for the next Local Plan to 2039, closing on 20 January.

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

Forthcoming diary/calendar dates

Thursday 1 December Sussex & Coastway Division evening social, Lewes. [Invite non-members!](#)

Thursday 1 December *"Creating successful stations to meet the needs of the future."* Evening talk and social, London.

Saturday 3 December Thames Valley branch stall at the all-day Oxford Green Fair in the Town Hall.

Saturday 3 December East Anglia branch open afternoon meeting, Cambridge.

Wednesday 7 December *"Transport-related social exclusion."* Lunchtime [webinar](#).

Thursday 8 December Thames Valley branch open evening meeting, with guest speaker, and AGM.

Tuesday 13 December Herts & Beds Division evening meeting, [online](#). [Invite non-members!](#)

Wednesday 14 December *"Trams the lifeblood of cities."* Evening [hybrid](#) talk.

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

Wednesday 11 January Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Saturday 21 January Herts & Beds Division morning meeting, in-person planned. [Invite non-members!](#)

Friday 27 January Copy date for your campaign news / reports for the London & South East branch Local Action column in April's *railwatch* no.175, and for March's *railse* no.159. Send to londonandsoutheast@railfuture.org.uk

Saturday 28 / Sunday 29 January London & South East regional branch stall at rail exhibition in Longfield.

Tuesday 31 January Copy date for your campaign news, letters, articles, photos to appear in April's *railwatch* no.175. Send to editor@railwatch.org.uk

Thursday 2 February Sussex & Coastway Division evening meeting, [online](#). [Invite non-members!](#)

Saturday 18 February Kent Division afternoon meeting, [online](#). [Invite non-members!](#)

Saturday 18 February East Anglia branch open afternoon meeting and AGM, Bury St Edmunds.

Thursday 2 March Sussex & Coastway Division evening meeting, [online](#). [Invite non-members!](#)

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

Saturday 18 - Sunday 19 March London & South East branch stall at rail exhibition in Alexandra Palace.

Saturday 22 April L&SE regional branch members' morning open meeting, and afternoon AGM, London.

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

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

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, at 19.00 – next due on **11 January**, then 8 March. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets about monthly – next on **13 December**, then 21 January. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

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

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

Surrey – meetings usually held jointly with Sussex & Coastway Division (below). Surrey Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets monthly 11 times annually on Thursdays, at 18.00. Next **1 December**, then 5 January, 2 February. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Robert Cheesman at robertcheesman@btinternet.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

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

raise online

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

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.159, due to be published in March 2023, will be Friday 27 January 2023. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk

railfuture

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

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

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Railfuture campaigns (noun, and verb!)

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

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

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

Neighbouring and other branches

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

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

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

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

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

inter-raise

Our two-page monthly e-newsletter, by email (as a [pdf or link](#)) on request from roger.blake@railfuture.org.uk