

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, and Greater London

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

Welcome to new members

Recently joining us are Ms.S.Medlam and Messrs. P.Baker, J.Eveleigh, T.Jones, and A.Liddle in London, A.Lane in Bedford, R.Johnston in Cowden, M.Westbrook in Epsom, and A.Freeman in Lewes.

Branch campaign calendar

Our quarterly review of some key activities since the previous December newsletter, which can be viewed in the London and South East branch area of the national website www.railfuture.org.uk/Local+action

On **1 December** Surrey Division met in Redhill with over 20 participants addressed by County Council Assistant Director Iain Reeve, speaking about Surrey's development of a County Rail Strategy.

On **2 & 3 December** three members in our "Bridge the gap: connect East Sussex" campaign visited Devon to meet District and County Council officers working on their Bere Alston – Tavistock re-opening project.

6 December Sussex & Coastway met in Newhaven.

On **Monday 10 December** we canvassed support from Uckfield commuters for a new, larger station car park on part of the former station site, its transfer from BRB(R) Ltd to Network Rail to build it by March 2014, and for reinstating the rail link with Lewes.

17 January Sussex & Coastway met in Edenbridge,

On **21 January** our Vice-President Lord Tony Berkeley hosted consultants submitting Expressions of Interest in developing a positive business case for a scheme based on re-opening the Uckfield – Lewes link.

On **31 January** L & SE and East Anglia branches were at First Capital Connect's latest Stakeholder Forum.

On **4 February** we participated in LOROL's first Stakeholder Forum with new MD Peter Austin.

On **11 February** the branch Vice-Chairman accepted an invitation to BRAG – ie speak to the Bexhill Rail Action Group, one of four affiliates in the East Sussex Rail Alliance (ESRA), about our "Bridge the gap: connect East Sussex" campaign and other activities.

Now some new **dates for your diaries/calendars** – further details in this newsletter or in the Events page of the national website at www.railfuture.org.uk/events

Thursday 7 March Sussex & Coastway Division at 'The Station', Uckfield.

Wednesday 13 March Eastern Division in Stratford.

Friday 22 March should see publication of lists of candidates for May's County Council elections.

Thursday 28 March Office of Rail Regulation station usage estimates for 2011-12 – www.rail-reg.gov.uk – by how much has use of your station grown in a year?

Thursday 4 April Sussex & Coastway Division at the Crown Inn, Lewes.

Saturday 20 April L & SE Branch AGM, near London Bridge station – see page 7 for further details.

Tuesday 30 April Final copy date for *rairse* 120, and for L & SE branch Local Action in Railwatch 136 – all contributions to branch Chairman Keith Dyal.

Tuesday 30 April Final date for members' early-bird discount for our 22 June national conference in Taunton. Book at www.railfuture.org.uk/conferences

Wednesday 1 May Closing date in postal ballot for four Railfuture national Board Directors.

Thursday 2 May Sussex & Coastway Division; also County Council elections.

Tuesday 7 May final copy date for Railwatch 136.

Wednesday 8 May Eastern Division in Stratford.

Saturday 11 May Railfuture national AGM in Durham – details at www.railfuture.org.uk/AGM+2013

Saturday 18 May Kent Division in Sevenoaks.

Thursday 6 June Sussex & Coastway Division.

Saturday 22 June Railfuture conference in Taunton.

Further details are always available in the London and South East pages of www.railfuture.org.uk/branches

Rail infrastructure investment – RUS, IIP, HLOS, SoFA, & SBP

A three-year **Periodic Review** process is overseen by the **Office of Rail Regulation** [ORR]. See www.rail-reg.gov.uk/pr13 We campaigners ignore it at our peril.

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

Development phase

2011

May – ORR starts the 2013 Periodic Review [PR13] with first consultation document ['13' is the end year]

July – ORR stakeholder consultation events

September – ORR consultation closes

September – Network Rail publishes Initial Industry Plans – www.networkrail.co.uk/IIP.aspx

October-November – ORR seeks views on IIPs

Formal review phase

2012

March – ORR advice to Ministers on PR13

July – DfT publishes High-Level Output Specification [HLOS] and Statement of Funds Available [SoFA] – www.dft.gov.uk/publications/hlos-2012

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

2013

January – Strategic Business Plan [SBP] – www.networkrail.co.uk/publications/strategic-business-plan-for-cp5 - published by Network Rail

January – ORR seeks stakeholder comments on SBP

February – ORR stakeholder workshop on SBP

February – closing date for comments on SBP

12 June – ORR publishes its draft determination on the SBP and draft strategic regulatory statement

4 September – close of ORR consultation on its draft determination

31 October – ORR final determination of PR13 and strategic regulatory statement

Implementation phase

2014

By 31 March – Network Rail publishes its Delivery Plan for Control Period 5, 2014 – 2019

1 April – implementation of PR13 determination and start of Control Period 5.

Network Rail's Long-Term Planning Process – LTPP

Previous coverage of this post-RUS process is on pages 3 and 4 of *raipse* 116 for June 2012. See www.networkrail.co.uk/Long-Term-Planning-Process for background, and for a Spring 2013 consultation www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/market-studies on long-distance services. Others will follow.

Ten route studies and cross-boundary analysis are also elements in the LTPP – learn more at

www.networkrail.co.uk/long-term-planning-process/faq

– **this will inform the HLOS for CP6, 2019-24.**

Franchise renewals – 'paused' OJEUs, PINs, Eols, ITTs, etc etc

Dogged efforts to maintain our forensic focus on re-franchising, since August 2011 when the DfT announced its original programme for re-letting franchises, were blown away on 3 October 2012. The West Coast Main Line re-franchising process was cancelled, those for the other three furthest advanced – Essex Thameside, Great Western and Combined Thameslink – were 'paused', the rest were in limbo.

Then followed: the start of negotiations with Virgin Trains on 15 October, the reports of inquiries by Sam Laidlaw on 29 October [interim] and on 6 December [final] when a further 23-month franchise for Virgin Trains to November 2014 was announced, a report by Richard Brown on 10 January, and most recently the re-start of three 'paused' franchises from 31 January. See www.gov.uk/government/news/rail-franchising-future-programme

The new programme, all of interest to our branch, is:

Essex Thameside – the furthest-advanced of the three, [a new 15-year franchise was expected to start this May], a revised Invitation To Tender [ITT] will be issued 'over the summer' to the four existing short-listed bidders - Abellio, First, MTR, National Express - for a new 15-year franchise. Meanwhile an interim franchise for up to two years will be negotiated with c2c operator National Express.

Great Western – for the next in line, [also with a new 15-year franchise expected and due to start this July], the existing competition, like West Coast, has been cancelled. Now a 28-week franchise extension to this October will be followed by a two-year interim franchise negotiated with existing operator First Great Western.

Combined Thameslink [with Southern and Great Northern] – an ITT will be issued to the five existing short-listed bidders - Abellio, First, Govia, MTR, Stagecoach - for a seven-year term and expected to be more of a management-style contract than a franchise. Meanwhile a 28-week franchise extension from this September will be followed by an interim franchise for up to two years negotiated with existing Thameslink operator First Capital Connect.

Still on hold, awaiting a further announcement in 'the Spring' ie May according to informed sources, are InterCity East Coast, South Eastern, Greater Anglia, the latter pair of interest to the Mayor of London and his executive agency Transport for London for the next stage of decentralisation with a TfL concession to operate the 'inner' or 'metro' services.

Meanwhile, it was announced in early-February that the existing seven-year TfL concession for London Overground Rail Operations Limited [LOROL] has been extended by two years to November 2016.

You can stay in touch at:

www.gov.uk/government/topics/transport

Missing links, and preserved lines as public transport

These phrases are taken from sections of our website. The links are www.railfuture.org.uk/Missing+Links and www.railfuture.org.uk/Preserved+lines+as+public+transport. They bring together two of our core interests, adding capacity to the rail network and bringing the heritage sector more into the mainstream. Neither set of listings is complete but they illustrate at least some of the scope for network growth.

If we consider ourselves at the mid-point in a century of rail development, we expect that 'the reshaping of British railways' will continue unabated. We should be anticipating how to influence developments over the next five decades, even as we reflect on a half-century of progress since a legendary official report heralded an era of widespread network retrenchment. By the centenary of that report, should our campaigns have seen the opening or re-opening of another 50 stations, likewise another 100 miles of route, in London and the Home Counties, as in the past 50 years?

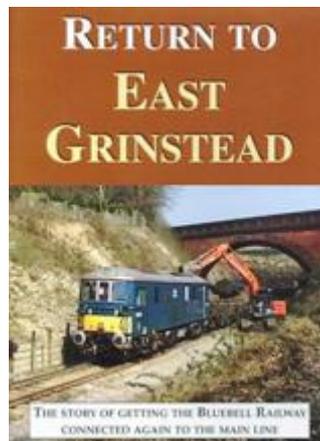
These necessary rail transport developments will be because population and employment growth, with generally rising prosperity, disposable incomes and desire to travel despite advances in other forms of communication, and environmental imperatives such as air quality and land-take, will combine to put pressure on transport networks which only sustained railway development can accommodate. Are we ready to respond? The population of London and the South East increased by 16%, almost 2.5 million people, in the past 20 years.

'**Connecting Communities: expanding access to the rail network**' was published by the Association of Train Operating Companies [ATOC] in June 2009, and made reference to 16 potential link lines in England. While not providing new rail access to towns over 15,000 it was apparent that some might provide new journey opportunities not currently possible by rail, as well as diversionary routes, bringing added resilience to the network to support the Seven-Day Railway.

Those in or near our regional branch area included:
+ Bishop's Stortford – Braintree [Stansted Airport recently showed interest in an east-facing rail link]
+ Chessington South – Leatherhead
+ Lewes – Uckfield [now our 'Bridge the gap: connect East Sussex campaign']
+ Oxford – Bletchley [now part of the 'electric spine']
+ Willingdon Chord [recent advocacy from Bexhill met stiff opposition from Eastbourne, estimated in 2010-11 to be about the 100th-busiest station in the country]

As fully reported on the next page, the DfT recently announced a fund to support new stations, to be overseen by Network Rail. Meanwhile Network Rail's Strategic Business Plan has a fund for 'CP6 development'. Our 'missing links' campaign in East Sussex highlights the need for another new DfT fund to support initial scheme development to the point where it can secure 'programme entry' for that Network Rail 'CP6 development' fund.

Saturday 23 March 2013 will be a momentous day on the former route between East Grinstead and Lewes, with the re-opening from Kingscote to East Grinstead almost exactly 55 years after closure. This is the latest completion of a 'missing link' between the mainline and a preserved line, and follows the extension of the Spa Valley Railway to Eridge two years ago. It epitomises the aims of the 1954-founded Society for the Reinvigoration of Unremunerative Branch Lines [UK] in preserving closed lines for eventual re-integration with the mainline network.



This video shows how the final obstacle, a cutting filled with refuse, is being cleared; for part of this operation a Class 73 electro-diesel was hired. It is seen at work during this presentation along with an open day at East Grinstead and footage of the new station being built.

Available from www.bluebell-shop.co.uk

Network RUS – Alternative solutions

A scoping document for Network Rail's **Network RUS – Alternative solutions to efficiently deliver passenger demand** was published in February 2012. See www.railfuture.org.uk/submissions for Railfuture's April response. The Draft for Consultation was then published in September; and responses were due by late-November. The draft, and scoping document, can be seen at www.networkrail.co.uk/asp/4449.aspx and Railfuture's November response is viewable as above, under Network Rail – Route Utilisation Strategies.

Frank Tomlins RIP

It was with great sadness that we learned of the passing of Frank Tomlins in mid-January. Described by many as one of our more colourful members, he was known to some as a 'useful import' from the Railway Development Association when it merged with the Railway Invigoration Society in 1978 to become the Railway Development Society. A Chairman of the former London and Home Counties branch, he was succeeded by John Barfield [still active as Secretary to our branch's Eastern Division and on the Railwatch Editorial Group].

With our now Vice-President, former national Chairman, Steve Wilkinson, Frank gave evidence at the Stansted Airport Inquiry to ensure rail links from north and south. He was active with another Vice-President, formerly President, Dr. Michael Caton in the National Council on Inland Transport, founded by Lord Stonham in 1962 after Dr. Beeching's appointment and before his eponymous report a year later.

Britons' Growing Railway – evidence beats assertion

Further public evidence of growth in passenger use of the nation's railways will become available soon after this newsletter has been published. The latest annual estimates from the Office of Rail Regulation for every one of the country's well over 2500 stations will cover the year 2011-12. Find out about your local stations here: www.rail-reg.gov.uk/server/show/nav.1529 Look too for third quarter rail usage data [passenger kms, journeys]: www.rail-reg.gov.uk/server/show/nav.1527

As one of Railfuture's largest branches, and in the most populous and economically active region with almost 30% of all National Rail stations, dissecting the data in more detail can equip us with a persuasive campaigning tool. As an example, a seven-year tabulation for 10 stations on the Uckfield line, and for comparison on some adjacent routes, has proved its value in generating a simple message which resonates with opinion-formers and decision-takers. In that case, it's the fastest-growing route in the area with an estimated 56% passenger increase over that period.

The ORR data is amenable to sorting into local authority areas. Although not a perfect fit with our regional branches or local divisions, it's at least a start. As a basis for branch and divisional projects, here's an initial categorisation, the **Railfuture A to Y guide to 739 rail stations in London and the South East**:

Bedfordshire – 14, from Arlesey to Stewartby
Brighton and Hove – 8 from Aldrington to Preston Park
East Sussex – 38, from Battle to Winchelsea
Essex – 57, from Alresford to Wrabness
Hertfordshire – 47, from Apsley to Welwyn North
Kent – 98, from Adisham to Yalding
London – 329, from Abbey Wood to Worcester Park
Luton – 3, from Leagrave to Luton Airport Parkway
Medway – 7, from Chatham to Strood
Southend – 9, from Chalkwell to Westcliff
Surrey – 84, from Adlestone to Worplesdon
Thurrock – 7, from Chafford Hundred to Tilbury Town
West Sussex – 38, from Amberley to Worthing

Like 'missing links', new stations is also a campaign focus, and it has another section in our website here: www.railfuture.org.uk/New+stations Again it does not pretend to be a comprehensive list, but gives some pointers to where we aim to achieve another of our core objectives, to improve access to the rail network.

We have short-term targets for additional stations at:
+ Beam Reach [c2c route between Rainham and Dagenham Dock]
+ Beaulieu Park [Greater Anglia's Great Eastern main line between Chelmsford and Hatfield Peverel]
+ Glyne Gap [Southern's East Coastway route between Bexhill and Collington]
+ Lea Bridge [Greater Anglia's Lea Valley route between Stratford and Tottenham Hale]
+ Maiden Lane [London Overground route between Camden Road and Caledonian Road & Barnsbury]
+ Surrey Canal Road [London Overground's new route between Surrey Quays and Queen's Road Peckham]

There are also further possibilities on London Overground routes at Primrose Hill and in Brixton. Readers are invited to let us know of other potentially credible propositions.

The ATOC 'Connecting Communities' report identified seven towns [of 15,000 or more] which could be served by new park and ride stations on existing lines. Although none are within our regional branch area two are relatively nearby. A new Rushden station on the Midland main line between Bedford and Wellingborough would be on the site of the former Irchester station, serving the towns of Rushden and Higham Ferrers. On the Great Western main line between Didcot and Swindon the former Wantage Road station site could serve Wantage and Grove.

In January the DfT announced a £20million fund, to be administered by Network Rail, for new stations. See: www.gov.uk/government/news/government-provides-funding-for-new-train-stations Intended for proposals at an advanced stage of development, bids for up to 75% of scheme costs had to be submitted within a month of the announcement, with recommendations due by the end of March. Waltham Forest's Lea Bridge station might be just such a candidate.

As used by the 2009 ATOC report, the planning threshold for community size to be rail-served should be 15,000 in order to bring easy rail access to a greater proportion of the population. While 45% of the UK population live in towns and cities of over 50,000 another 30% live in towns of 7,500 to 50,000. We need to ensure that no medium-sized town, or larger small town, is left off the rail network.

Lea Valley Rail – better access to jobs and homes



An impression of the re-opened Lea Bridge station, from Waltham Forest Council's consultants' report.

Railfuture-affiliated Chingford Line Users Association now has its new website which can be found here: www.railfuture.org.uk/Rail+User+Groups It hosts the report carrying the above title by JR Consulting, which was made possible with a grant from Railfuture's Fighting Fund. The related slide presentations to the CLUA 2012 AGM and a Town Hall meeting of businesses local to Lea Bridge station are also available, together with the consultants' full report referred to above, as now is the January press release from Waltham Forest Council.

Bridge the gap: connect East Sussex

Our campaign to develop a viable scheme based on reinstating the rail link between Uckfield and Lewes is a clear challenge, but it need not be difficult. We and others have a wealth of national experience to draw on. Recent and current examples around the country have inspired a shared belief in the achievable and then gone on to demonstrate the art of the possible.

One is in South West England and comparisons reveal similarities and transferable lessons. Re-opening the line from Bere Alston, a junction on the Tamar Valley Line which boasts the Calstock viaduct, to Tavistock had, until the 'pausing' and subsequent cancellation of the re-franchising of the Great Western, seen it develop as far as a 'priced option' in last year's Invitation To Tender [ITT]. That is the position we aim to reach for the next-but-one, post-Thameslink Programme, franchise early in the next decade.



As a result of the advert we placed in December's 'Modern Railways' inviting Expressions of Interest, and other approaches, we have established contacts with a dozen consultancies across a broad spectrum of skills and experience. As illustrated above, they were invited to a briefing/information session ten days before their submissions were due in to us.

We have since reviewed the range of responses submitted, and charted the next steps in our campaign seeking to capitalise on the interest generated. A core theme, reflecting one of the lessons from Tavistock and elsewhere, is mobilising and harnessing active support from strategic stakeholders across all sectors. This is 'the practical politics of projects' – drawing in a diversity of interests to share a common vision.

Network Rail's Strategic Business Plan published in January is the latest step in the three-year journey towards infrastructure investment in Control Period 5 between 2014-19. The SBP includes a £57million fund for 'CP6 Development'. "The fund will be used to develop schemes which are considered likely to be required and funded for delivery during CP6 as part of the next periodic review." It has been estimated informally that to develop our project through Network Rail's GRIP stages 3-5 during CP5, for CP6 delivery, might require of the order of £3million.

Meanwhile we are encouraged by the investment the SBP identifies for the Uckfield line in CP5. Train lengthening is allocated £11m, for a scheme to allow 10-car Turbostar trains to serve the eight stations [12 platform faces] between Uckfield and Edenbridge. Noteworthy is this reference: "The scheme should make passive provision (e.g. when moving signal infrastructure) for future electrification of the route served by 12-car x 20m vehicles."

Not long after this newsletter is published the formal preparations for the next four-yearly County Council elections will begin in earnest with publication of the lists of constituency candidates. This will be a vital opportunity for prospective elected representatives to be briefed on strategic choices facing them and where in four years' time they might aim to have reached.

Our original campaign leaflet, launched at the Uckfield Festival's Big Day last July, set out a coherent 10-year project timeline aligned with established rail industry planning processes. Translated into four-year time-bands, it is clear that if our ambition to see works on site in 2021 is to be achieved, then overt commitments in 2013 are required from County stakeholders to 'lock-on' to those rail industry planning processes and drive the project to 2017. During those next four years there is opportunity, especially with support from that 'CP6 Development' fund, to progress from Output Definition and Feasibility through Option Selection and into Single Option Development and Outline Design. That would be ready to dovetail with the Office of Rail Regulation's next Periodic Review starting in 2016, and Network Rail's next Initial Industry Plan [for 2019-24] later that year. By 2017 a scheme should be sufficiently embedded in rail infrastructure investment planning that later that year the outputs it will deliver will feature in the High-Level Output Specification and in early-2018, just five years hence, be referenced in the next Strategic Business Plan.

That is not just a measure of the task ahead, it is an indication of the mandate with which new and re-elected County representatives must be empowered. There is a very clear place where this campaign can be in four years' time, and a very clear path with milestones to reach it. Whether you are in East Sussex, Kent, or even Surrey – all counties having stations with Uckfield line services and their potential extensions – local constituency candidates can be reminded of the pivotal role their commitment to rail development has for the next four years.

Through the Uckfield Town Centre Transport Hub Working Group we learn mid-March will see a public exhibition on implementing the first town centre traffic improvements. We expect there will be measures worthy of our support – an upgraded bus station to enhance interchange, a High Street less dominated by traffic, and a sorely-needed station car park on the former station site owned by BRB(R) Ltd. All parties are now hopeful that following recent representations the site will transfer into Network Rail's ownership so they can build the car park by March 2014.

Register your support and stay in touch with the campaign at: www.railfuture.org.uk/Uckfield+Lewes

Passenger satisfaction scores

Results of the latest **National Rail Passenger Survey** based on fieldwork in autumn 2012 were published at www.passengerfocus.org.uk in late-January 2013.

The improvement in passenger satisfaction compared with a year ago – a national average, excluding four non-franchised operators, of 85% rather than 84% – is reflected in many upwards-pointing green arrows in the various tables and few downwards-pointing red arrows. There are 15 satisfaction indicators under Station Facilities with the addition of 'provision of shelter facilities' and 'availability of seating'. There are 19 indicators under Train Facilities with the addition of 'Overall satisfaction with the train'. It will be a year before comparisons can be made for those three.

In London and the South East, with 10 franchised and two non-franchised operators, overall satisfaction was also at 85%, up from 83% a year ago. Of the 13 Station Facilities indicators, only one ['How request to station staff was handled'] declined across the year, by 1% to 84%; the biggest improvement of 7% to 56% was 'The station facilities and services'. Of the 18 Train Facilities indicators, none declined across the year, while the biggest improvement of 7% to 43% was 'How well train company deals with delays'.

Before we go on, let's answer the So What? question. Our mission is **to be the number one advocate for the railway and rail users**. These cold numbers are the definitive, industry-recognised, evidence-base for our, and our affiliated rail user groups', campaigning on behalf of those users. Behind the national, London & SE, and TOC-based averages, with detailed variations, are 79 routes for 23 franchised and non-franchised national operators – 39 for our 12 operators – which enable more forensic analysis of the key five of the over-30 satisfaction indicators. This assumes added significance as the national re-franchising process, involving half of our operators, re-starts.

Looking at our 12 operators' **overall satisfaction** in more detail, now [national ranking in brackets] and last year, and bearing in mind the national and London & SE averages of 85%, up 1% and 2% respectively:

- 1st [3rd] Heathrow Connect 94% - up 2%
- 2nd = [4th] c2c 93% - up 2%
- 2nd = [4th] Heathrow Express 93% - no change
- 2nd = [4th] London Overground 93% - no change
- 5th [10th] Chiltern Railways 91% - up 3%
- 6th [15th] South West Trains 85% - up 2%
- 7th [17th] Southeastern 84% - up 2%
- 8th = [18th] First Great Western 83% - no change
- 8th = [18th] Greater Anglia 83% - up 6%
- 8th = [18th] London Midland 83% - down 2%
- 11th [21st] Southern 82% - down 1%
- 12th [22nd] First Capital Connect 81% - up 1%

Value for money for the price of your ticket

- National 47%, London & SE 43%, both up 1%
- 1st [6th] London Overground 57% - up 3%
- 2nd [10th] First Great Western 53% - no change
- 3rd = [12th] Heathrow Connect 52% - down 6%
- 3rd = [12th] London Midland 52% - no change
- 5th [15th] Chiltern Railways 50% - down 1%

- 6th [[17th] c2c 46% - up 3%
- 7th [18th] Southern 42% - no change
- 8th [19th] Heathrow Express 40% - up 4%
- 9th = [20th] First Capital Connect 38% - no change
- 9th = [20th] Southeastern 38% - up 2%
- 11th = [22nd] Greater Anglia 37% - up 4%
- 11th = [22nd] South West Trains 37% - down 1%

Punctuality/reliability [trains arrive/depart on time]

- National 83% - up 2%, London & SE 83% - up 3%
- 1st = [1st] c2c 96% - up 4%
- 1st = [1st] Heathrow Express 96% - up 2%
- 3rd [6th] Chiltern Railways 90% - up 8%
- 4th [10th] London Overground 88% - up 5%
- 5th [13th] Heathrow Connect 86% - down 4%
- 6th = [15th] South West Trains 85% - up 2%
- 6th = [15th] Southeastern 85% - up 5%
- 8th [17th] Greater Anglia 83% - up 6%
- 9th [19th] First Capital Connect 81% - up 4%
- 10th [20th] First Great Western 79% - no change
- 11th [21st] Southern 77% - down 1%
- 12th [23rd] London Midland 75% - down 3%

Sufficient room for all passengers to sit/stand

- National 69%, London & SE 68%, both up 1%
- 1st [3rd] Heathrow Express 88% - down 1%
- 2nd [4th] Heathrow Connect 86% - down 4%
- 3rd [9th] London Overground 76% - down 4%
- 4th [10th] Chiltern Railways 74% - down 3%
- 5th [12th] London Midland 73% - up 5%
- 6th [14th] Greater Anglia 70% - up 3%
- 7th [16th] Southeastern 68% - up 5%
- 8th [17th] South West Trains 67% - no change
- 9th = [18th] c2c 66% - up 1%
- 9th = [18th] Southern 66% - up 1%
- 11th [20th] First Great Western 65% - down 3%
- 12th [22nd] First Capital Connect 61% - no change

Overall satisfaction with the station

- National 80%, London & SE 79%, both up 2%
- 1st [3rd] Heathrow Express 88% - no change
- 2nd = [6th] c2c 87% - up 1%
- 2nd = [6th] Chiltern Railways 87% - down 3%
- 2nd = [6th] London Overground 87% - up 6%
- 5th [12th] Heathrow Connect 80% - no change
- 6th = [15th] First Capital Connect 79% - up 3%
- 6th = [15th] First Great Western 79% - up 2%
- 6th = [15th] Greater Anglia 79% - up 6%
- 9th = [18th] South West Trains 78% - up 4%
- 9th = [18th] Southern 78% - no change
- 11th [22nd] London Midland 76% - no change
- 12th [23rd] Southeastern 75% - down 3%

How well train company dealt with delays

- National 44%, up 6%, London & SE 43%, up 7%
- 1st [5th] Chiltern Railways 51% - up 12%
- 2nd = [8th] First Great Western 48% - up 3%
- 2nd = [8th] South West Trains 48% - up 7%
- 4th [10th] London Midland 46% - up 5%
- 5th [11th] Greater Anglia 44% - up 12%
- 6th [13th] London Overground 42% - no change
- 7th [15th] Heathrow Connect 41% - down 4%
- 8th [16th] Southeastern 40% - up 14%
- 9th [18th] Southern 39% - up 4%
- 10th [20th] First Capital Connect 33% - no change

[c2c and Heathrow Express sample sizes too small]

Branch AGM 2013 – Notice 2 of 2

The **Annual General Meeting** of the London and South East regional branch of Railfuture will be held on **Saturday 20 April 2013**, starting at 14.00.

A members' morning meeting with speakers is planned for 11.00-13.00; doors open for refreshments [voluntary contributions please] from 10.30. This year's dual theme is the Thameslink Programme in general, and London Bridge station in particular. Network Rail's Lead Development Manager, London Bridge station, Investment Projects – Andrew Hutton – will talk to us: www.networkrail.co.uk/asp/12179.aspx

This year's venue is 'The Bridge', 81 Southwark Bridge Road, London, SE1 0NQ. This is not to be confused with the adjacent City Bridge House, on the corner of Southwark Bridge Road with Southwark Street.

Details available on the London & South East page of our national website at www.railfuture.org.uk/branches

In the **election** for members of the coming year's branch committee, our Electoral Returning Officer Paul Krebs received 10 valid nominations for the 10 elected branch committee positions by the closing date. He had received two nominations for the post of Hon. Treasurer, but incumbent Trevor Jones then withdrew his and had not wished to continue instead as a committee member for another year. Other candidates are therefore all elected unopposed.

The four elected branch committee officers for 2013:
Chairman: Keith Dyall – proposed by Norman Bradbury, seconded by Howard Thomas
Vice-Chairman: Roger Blake – proposed by Graham Morrison, seconded by Ray King
Hon. Secretary: Chris Fribbins – proposed by Norman Bradbury, seconded by Howard Thomas
Hon. Treasurer: Howard Thomas – proposed by Norman Bradbury, seconded by Chris Fribbins

The six other elected branch committee members:
David Berman, proposed by Howard Thomas, seconded by Graham Morrison
Norman Bradbury, proposed by Howard Thomas, seconded by Chris Fribbins
Graham Larkbey, proposed by Ray King, seconded by Maggie King
Graham Morrison, proposed by David Berman, seconded by Chris Fribbins
Chris Page, proposed by Roger Goring, seconded by Stephen Jeffery

Other members are Division Conveners not already elected, Dick Tyler and Ian Killbery, and editors of Railwatch/Rail Action Ray King and John Stanford.

By the same closing date no Motions on Branch organisation, policy or strategy had been received. This provision does not prevent the acceptance of emergency Motions by those present at the AGM, and at the discretion of the Chairman, in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of conventional Motions.

The CVs and election statements of returning committee officers Keith Dyall, Roger Blake, Chris Fribbins and members David Berman, Norman Bradbury, Graham Morrison, and Chris Page can be reviewed in newsletter 115 for March 2012 at www.railfuture.org.uk/Branch+news

Incoming Hon. Treasurer Howard Thomas's CV:

Retired lecturer BA, DipEd, MRSPH, MCMI, MifL, CertTESOL. Member of Railfuture 25 years. Served Railfuture as: Board Member; Member and Chair of Passenger Committee; Member of International & European, and Policy, Lobbying & Campaigns Committees; London & South East Branch Chair, Vice-Chair, Treasurer and Committee Member; Chair of Eastern Division. Wrote responses on behalf of Railfuture re: House of Commons Transport Committee enquiry into fares (2005); White Paper: *Delivering a Sustainable Railway* (2007); proposal to abolish the Disabled Persons Transport Advisory Committee. Served in public life as: councillor; community health council chairman; magistrate.

Howard's election statement:

"More and more people are turning to the railways for their travel solutions because of increasing congestion and concerns for the environment. To cope with this, there must be commitment to increase capacity in terms of train length, station facilities, and track configuration. To keep the railway attractive to its customers, attention will have to be given to details such as: toilets on trains and at stations; better crowd control and management at key stations; and fares that don't frighten people off the railway. If elected, I will work hard to campaign on these issues."

Incoming committee member Graham Larkbey's CV:

Age 60. Retired Civil Servant. Member of RDS-Railfuture since early '80s. Former London-SE branch committee member in the '90s, including period as Campaigns Coordinator. Founder member and Secretary of SoLLTA (South London Line Travellers' Association) 1987-circa 2000. Executive Committee member, Barking-Gospel Oak Line User Group from mid-'90s to present (with a break between 2008-2012). Member, London Transport Users' Committee, 2001-2004. Member and supporter of numerous other rail groups (eg Heart of Wales, Settle-Carlisle, Cotswold Line, South East Lincs, Epping-Ongar, W. Somerset).

Graham's election statement:

"I have been an active rail campaigner since the '80s, including helping secure improvements on the South London Line ('80s/'90s), Barking-Gospel Oak ('90s-'00s) and Chiltern Suburban (regular off-peak services restored at Sudbury Hill (2004) after 40-year gap; that campaign continues!). Now I am retired, I have more time for such activities, and would like to become involved in the Branch again. I feel the Branch needs to improve its communications and links with members, rail users (and potential users) and their representative groups, and raise its profile generally, and I should like to help play a part in that process."

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

Eastern [s. Essex and n. & e. London] – usually meet bi-monthly on the second Wednesday of odd-numbered months, at 18.30 in **Stratford** – next on 13 March, then 8 May and 10 July. Contact Chairman Howard Thomas at howard.thomas@railfuture.org.uk or 24 South Primrose Hill, Chelmsford, CM1 2RG, or phone 01245 280503 before 21.00 hours.

Herts & Beds – the first meeting of 2013 to be confirmed, probably in St. Albans. Contact Chairman Keith Dyall at keith.dyall@railfuture.org.uk for details.

Kent – usually meet quarterly on the third Saturday afternoon, in a different venue around Kent – next on 18 May in Sevenoaks, then 17 August. Divisional Conveners are Branch Secretary Chris Fribbins at chris.fribbins@railfuture.org.uk or 5 Englefield Crescent, Cliffe Woods, Rochester, Kent, ME3 8HB, or tel: 01634 566256; and Ian Killbery of www.trains4deal.com at ian.killbery@railfuture.org.uk



www.srta.org.uk/Sevenoaks%20Station%20Upgrade.htm

Surrey – the next meeting is likely to be in the summer and will be notified direct to local members, on the website or/and in the next newsletter. Contact Division Convenor and Branch Membership Secretary Chris Page at chris.page@railfuture.org.uk or 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR, or phone 01344 778643.

Sussex & Coastway – usually meet monthly on first Thursdays [except in mid-July, then in September] at 18.00. Next on 7 March at 'The Station', Uckfield, then 4 April in the Crown Inn, Lewes, and then 2 May and 6 June. Contact Chairman Dick Tyler at richard.tyler@railfuture.org.uk or 27 Windsor Road, Bexhill-on-Sea, 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 **railse** issue 120, due to be published in June 2013, will be Tuesday 30 April 2013
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 Branch 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' websites can be seen in www.railfuture.org.uk/Local+action Note that for East Anglia branch this also leads to their own website.

And finally, RUG websites

The Railfuture-affiliated Marsh Link Action Group has a new website at www.mlag.org.uk A new group is MetTimes, a campaign to improve Metropolitan line services – see www.mettimes.org The Railfuture-affiliated Marylebone Travellers' Association is now here: www.bucksconnect.org.uk/ms/marylebone-travellers-association/marylebone-travellers-association.aspx Contact Branch Membership Secretary Chris Page with other examples.

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

Hon. Secretary: Chris Fribbins, 5 Englefield Crescent, Cliffe Woods, Rochester, Kent, ME3 8HB; tel: 01634 566256; chris.fribbins@railfuture.org.uk

Hon. Treasurer: Trevor Jones, 67 Guildford Park Avenue, Guildford, Surrey, GU2 7NH; tel: 01483 565319; htrevor.jones@railfuture.org.uk

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