

Railfuture in London and the South East

quarterly branch newsletter

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

Railfuture campaign wins reopened east London station at Lea Bridge

Between Stratford and Tottenham Hale, opened on 15 September 1840, closed 8 July 1985 with the end of Stratford-Tottenham Hale shuttle services, reopened 31 years later on 15 May 2016 (officially on 16 May).



Lea Bridge station – looking south, towards Stratford

This is the culmination of a campaign which local Railfuture members, individual and affiliated, can justly claim as their own. That is not to detract from the vital contributions of others, be they in Waltham Forest Council, Network Rail, Transport for London, Abellio Greater Anglia, Stratford Transport Implementation Group, and elsewhere. STIG was an officer group who oversaw the allocation of £5.5million 'planning gain' from Stratford City Westfield to kick-start the project.

Local Railfuture members heard that transport officers in neighbouring Hackney Council, a STIG authority, had found in 2011 that the £5.5million could be used to reopen the station just across their Borough boundary. Next steps were to establish a business case for it, so the Waltham Forest-based Chingford Line Users' Association affiliated to Railfuture to gain access to our Fighting Fund to commission an independent report.

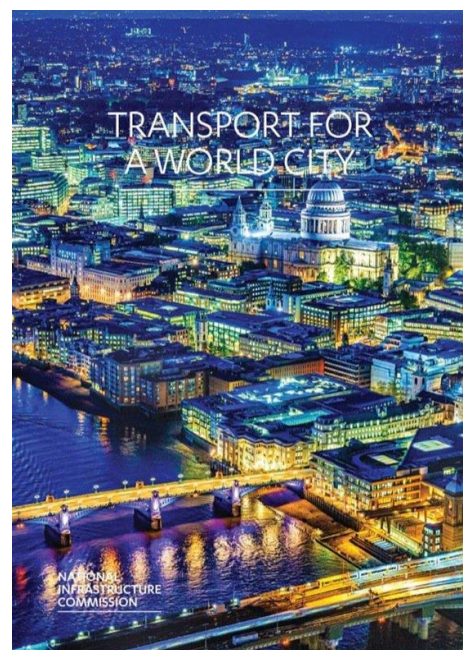
Jonathan Roberts Consulting published '*Lea Valley Rail – better access to jobs and homes*' which identified high levels of multiple deprivation associated with poor accessibility in the potential station's catchment area. The report also developed the STAR project [Stratford-Tottenham Hale-Angel Road] to add a third track and double the service frequency, generating over a million Lea Bridge station entries and exits annually by 2031.

Our next priority is to ensure that Network Rail deliver the third track in time for the December 2018 timetable, and that the next Anglia franchise doubles the services!

National Infrastructure Commission wants Crossrail 2 hybrid bill in 2019

Lord Adonis and his team of seven Commissioners may only have been appointed since last October, and the CEO since December, but their output and current casework is already substantial. For London and the South East there has been last November's Call for Evidence on London's Transport Infrastructure, to which Railfuture responded in January, and which in March resulted in two reports: '*Transport for a World City*' and, from an independent panel of experts, the supporting '*Review of the case for large scale transport investment in London*' both of which include a specific focus on Crossrail 2.

The NIC calls for a hybrid bill deposit in autumn 2019 for line opening in 2033, to coincide with HS2 opening to Leeds and Manchester and the need for the double-ended Euston St. Pancras station to add distribution capacity. It also advocates deferral of the £4billion New Southgate branch, noting that it would enable the proposed eastern extension to be considered when the second phase of the scheme is planned. It "would be more expensive, but could bring greater overall benefits, particularly in relation to its impacts in unlocking housing and economic growth in the east of the capital." The 'East London Riverside Route' from Hackney to Stratford, Barking and Essex Thameside is promoted by east London and Essex authorities, and could support 33k more homes than all of Crossrail 2.



See <https://www.gov.uk/government/organisations/national-infrastructure-commission>

Office of Rail and Road (ORR) starts 3-year countdown to CP6

“A more efficient, safer, and better used network for passengers and freight customers”. With this opening summary the ORR has launched its initial consultation on the **2018 Periodic review of Network Rail (PR18)**. If this sounds drab remember that this is the three-year process which determines most of what Network Rail will do to improve and expand our railway in the next investment period, Control Period 6, from 2019-24.

The consultation plots draft high-level milestones, such as ORR advice next February to Network Rail on its strategic business plans, then in May/early-June the government requirements for CP6 and likely funding available, and Network Rail's Strategic Business Plan next October. Other important steps include Network Rail's Initial Industry Plan (IIP) due out this September. At every stage there is consultation, which for us in Railfuture means opportunities to inform and influence.

Surrey County Council have recently published their Infrastructure Study. It follows their Rail Strategy published in September 2013, both being based on the Surrey Infrastructure Capacity Project begun in 2008. A bigger better **North Downs Line** service is a priority. In **South East England Councils'** report *Missing links - how better South East transport links can improve UK economic potential* it is one of their 'headline five', key to a strategic east-west orbital Oxford-Ashford corridor.



Surrey Infrastructure Study, January 2016, by AECOM

Meanwhile in CP5 long-awaited electrification works on the **Gospel Oak-Barking** line are now serious with full closure until next February, except an enhanced week-day service west of South Tottenham until September. Wires over the connections to Midland Main Line and London Gateway and Tilbury are not within the scope of the works, one of the original justifications for them!

Who said there's no such thing as integration between bus and rail? Wait for ages then three come along at once – and so it is with Network Rail's **Route Studies!** Just before Easter those for Anglia, East Midlands and Wales were published in final form, after consultations to which Railfuture responded – find **Network Rail** in www.railfuture.org.uk/Submissions South East Route/Sussex Area, Wessex and Western have already been published. Next for consultation, of interest to us, will be West Midlands & Chilterns and South East/Kent Area. All can be found in www.networkrail.co.uk/long-term-planning-process/route-studies/

New DfT franchising schedule; TfL devolution now a Khan-do

In May the DfT published the latest half-yearly update of its **Rail Franchise Schedule**.

In April Transport for London signed the contract with Arriva London Rail Ltd to run **London Overground** from this November. Thanks LOROL, and farewell!

The new **East Anglia** franchise is due to be awarded around the time this newsletter is published. Short-listed bidders Abellio, First or National Express will be awarded the nine-year contract (with a one-year extension option) which is due to start on 16 October. Will there be bi-mode trains for Lowestoft, Wisbech?

The Invitation to Tender for the next **South Western** franchise was expected in April, since revised to May so something else due as this newsletter goes to print. Short-listed bidders First or incumbent Stagecoach will be awarded the contract next February, to start in June. Shall we see Driver-Controlled Operation introduced?

Three short-listed bidders for the next **West Midlands** franchise, due to be awarded next June and start in October 2017, were announced in April. They are:
~ London and West Midlands Railway Ltd, a subsidiary of Govia Ltd (a joint venture between Keolis and Go-Ahead Group) – in effect the incumbent operator;
~ West Midlands Trains Ltd, currently a wholly-owned subsidiary of Abellio Transport Group Ltd with newcomers East Japan Railway Company and Mitsui & Co Ltd as minority partners; and
~ MTR Corporation (West Midlands) Ltd, a wholly-owned subsidiary of MTR Corporation (UK) Ltd.
The Invitation To Tender (ITT) is due out this July. Will passengers on the Watford Junction-St. Albans Abbey and Bedford-Bletchley services get a better deal?

In May the DfT launched its consultation on the next **InterCity West Coast** franchise, due to be awarded in November 2017 and start in April 2018. Expressions of Interest (Eoi) were due to be invited from prospective bidders in June, and the ITT is due out this November.

One of the more notable changes in the DfT's new Rail Franchise Schedule is the four-month delay to the start of the next **East Midlands** franchise. The Direct Award has been extended by five 'reporting periods' at the Transport Secretary's discretion, so Expressions of Interest from potential bidders will not be invited until this December, with the ITT due to be issued next May.

The two-year process leading to the start of the next **South Eastern** franchise, and probable new TfL concession for its Metro network to become part of the **London Overground**, now involves a different Mayor of London – and a new Greater London Assembly Transport Committee to scrutinise them both. This will be the first test of the new partnership between the DfT and TfL consulted on earlier this year, and intended to include a stronger role for local authorities, Local Enterprise Partnerships and 'other local and regional bodies'. Might Railfuture's London and South East regional branch be considered as one of the latter?

AGM 2016 – reports on 2015 (1)

Full annual reports for 2015 were presented to members who attended the branch's AGM in April. If you'd like a copy please contact the Secretary, page 8. What follows here and on page 6 are edited highlights.

Elections: A new committee member, **Charles King**. **CV:** London commuter for 20 years. Still regular user of rail services in London and across UK, Europe and USA. Member of London Travelwatch for 25 years and deputy chair for 6 years. I wrote first draft of London Overground for London Travelwatch. Was member of a TUC committee on integrated transport. I was seconded to DEFRA and produced "Greening the Workplace". I am chair of a Local User Group.

Election statement: Always been interested in public transport and rail in particular. Was annual rail season ticket holder for 20 years until retired in 2010. During last job as Research Officer was responsible for transport including, bus, rail, tram, aviation and shipping. Also undertook research into energy, the environment and climate change. Completed a project for DEFRA and the TUC on "Greening the Workplace". Was then and am still frequent user of public transport rail services both London and across UK. I have experience of rail systems across Europe, USA and Canada. Was a member of London Travelwatch and its predecessors for 25 years and in last 6 years on London Travelwatch I was deputy Chair. Am also chair of local user group covering Boroughs of Croydon, Sutton and north-east Surrey. Have a good understanding of integrated transport needs. Contributed to our Rail Manifesto for London 2016.

Chairman: In our region the reputation of the railways has suffered. At the beginning of the year flooding closed lines for long periods; over the Christmas period two very high profile engineering works over-ran. These unexpected delays were not well managed by the industry. Lessons appear to have been learned.

Our major campaign for the reopening from Uckfield to Lewes and electrification and enhancements of the Uckfield route has won us a lot of support and the agreement of the DfT to re-evaluate the scheme. The branch has also been campaigning for step-free access to stations within the Home Counties.

The branch has dealt with a number of consultations: Crossrail 2, extension of London Overground to Barking Riverside, Bakerloo line extension, Overground stations at Old Oak, GTR timetable consultation, Southeastern timetable consultation, Hertfordshire rail development consultation, Hertfordshire long term transport vision 2050, TfL capacity upgrade for Camden Town, and East Sussex Local Transport Plan. Meeting Network Rail to discuss long term strategy to 2043 for Midland Main Line. We also met bidders for East Anglia franchise (with East Anglia branch) and attended stakeholders meetings for South East Trains, Govia Thameslink Railway, South West Trains, London Midland.

The branch has enhanced the reputation of the society by working constructively with county and other local authorities, train operators and also TfL and Network

Rail. Through our divisional structure we are working with rail user groups to form a common policy and also trying to get all of them to affiliate with us. We are also persuading the user groups to work with each other on matters of common interest and advising some on new ideas for solving some of their transport needs.

The branch is represented on all of the national committees with all our people taking an active part in deliberations and forming national policy. The branch committee has worked well but is short of active participants which has put a major load on members with a lot of national responsibilities falling on their shoulders. I would like to thank all of the committee for their hard work and devotion to duty as without that the branch would not be where it is today.

Treasurer: A surplus at the beginning of the year of £305.89 increased as a result of underspends against budgets to a surplus of £932.20 at year-end.

Membership: We gained 31 new members during the year (including three new affiliated Rail User Groups - Dartford Rail Travellers Association, Trains4Deal and the East Surrey Transport Committee), up from 29 new members in 2014. We lost 21 members. At the end of 2015 we had 486 members, a net gain of 10.

Branch newsletter railse: Four eight-page colour issues were published during 2015, in what has evolved to become a familiar format, and were as usual distributed with each *railwatch*. In addition, downloads are available from the branch web page www.railfuture.org.uk/London+and+South+East+branch+news

Each issue notifies copy dates and contacts for items to be considered for publication in *railse* and in the branch's Local Action column in *railwatch*, as well as for letters and articles to appear in *railwatch*.

Campaigning: Our own campaign to reconnect Brighton and East Sussex coastal communities with their Wealden cousins and London with an additional coast-capital route, by reinstating the missing link between Uckfield and Lewes, had a fourth active and eventful year in 2015. Specifically mentioned in both Budgets during the year, first under the coalition government with a commitment to funding a new study, then under the new majority government with a wider study scope, the issues of capacity and connectivity in the London and South Coast Rail Corridor are now firmly established on central government's radar.

We maintained our active support for the campaign to rejuvenate the coastal economies of Hastings and Bexhill by extending HS1 services from Ashford across MarshLink via Rye, symbolised by a Javelin train visiting both towns for the local MP's second Rail Summit in January 2015.

Our other principal campaigning activity has been responding to the steady flow of consultations throughout the year. Experience in our branch and others is that evidence of active campaigning is one of the surest ways of attracting new members.

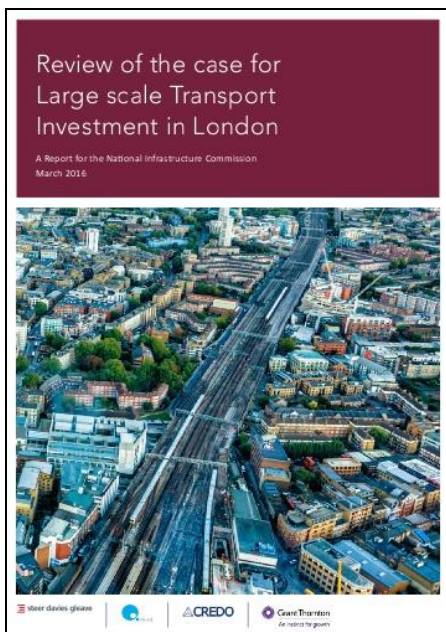
London and South Coast Rail Corridor – study completed

Informed sources indicate that the study commissioned by the government last autumn, and undertaken by consultants WSP|Parsons Brinckerhoff, has been completed and submitted to the DfT. It is expected to be published along with a government announcement this autumn, which may coincide with the Chancellor of the Exchequer's Autumn Statement in late-November.

This timescale is several months later than originally anticipated, but is taken as an encouraging sign that the study is a foundation for further development work. As the Office of Rail and Road (ORR) begins its Periodic Review for Network Rail's next Control Period 2019-24 when an initial scheme is required, the role of potential private finance interest must be factored-in.

For the fifth successive year Railfuture will have a stall at the annual **'Big Day' in the Uckfield Festival** week, on **Saturday 9 July** in Luxford Field, Civic Approach, off Uckfield High Street. Our campaigners will be on hand to offer the latest analysis, and ways forward.

The National Infrastructure Commission's March report *Review of the case for large scale transport investment in London* declared: "There is currency in the view that there is a case for a third Crossrail scheme and one version of this would be to extend the existing Lea Valley line southwards from its end-point at Stratford to the Isle of Dogs and then southwards across the Thames to connect with the national rail network, possibly connecting with the Brighton Main Line and providing congestion relief to it." That is an alternative north-to-south view of the London end of our **Thameslink 2** proposition, and we're very grateful for the official recognition!



We must not overlook the potential significance of another government announcement, expected this summer, on airport expansion. A second runway at Gatwick will add to the need for improved connectivity.

Read more at www.railfuture.org.uk/Thameslink+2

All stations great and small – platforms for growth

Platform-lengthening at all stations on the Uckfield line is due for completion and commissioning in July, ready for the introduction of 10x23m-car Turbostar diesel trains in the weekday peak hours from Monday 25 July.



Platforms at Ashurst extended by 114m, looking south

Platforms at Edenbridge Town, Hever, Cowden, Ashurst, and Buxted have all been extended by 114m/115m, at Eridge by 100m, Crowborough by 87m, and at Uckfield by 56m. These are estimated to be enough for use by 12x20m-car Electrostar trains in due course.

These works represent the first investment in the line, of any major significance, for many decades. The previous major change for the line as a whole was the replacement with the air-conditioned Turbostars of the slam-door 'Thumper' trains just over a decade back – trains which can still be seen on the historic route at the heritage Lavender Line at Isfield and at the Spa Valley Railway between Eridge and Tunbridge Wells West.

The primary driver for all the investment in the line's longer platforms, to enable the longer trains to run, is of course to add sorely-needed peak-period capacity between London Bridge and East Croydon. Regular commuters, especially at the line's last inbound station Edenbridge Town, will have no complaints about their improved chances of getting a seat! Over the decade since the Turbostars replaced the Thumpers combined usage of the line's eight stations has trebled, and at the busiest, Uckfield, quadrupled to well over a half-million.

Uckfield's new station car park could add a carriage-full of commuters on each of the three high-peak 10-car trains, and in coming years 1000 new homes will be added to the south-west of the town. Wealden District Council is drafting its new Local Plan (we responded to its Issues, Options and Recommendations consultation last autumn) with plans for several thousand homes at Hailsham – with no realistic prospect of a rail service. As an example, 5000 of those new homes instead added to existing settlements along the Wealden line, with a 'roof tax' of £10k each, would raise £50million to help 'Bridge the Gap' between Uckfield and Lewes!

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

Electric shock for MarshLink!

The overall objective is to revitalise the East Sussex coastal economies of Hastings and Bexhill, improving the prosperity and prospects of those communities and individual citizens. One means to do so is to better connect them with the capital city by transforming rail journey times between them and London, adding them to the network of HS1 services in a similar way to east Kent coastal towns such as Deal and Sandwich.

For the third year the local MP for Hastings and Rye hosted, in March, a Summit as a very public way of maintaining the momentum towards the goal of seeing an all-day and every-day hourly service of Javelin trains calling at Rye, Hastings, St. Leonards, and Bexhill. In the two years since Network Rail first announced their ideas about how to upgrade the MarshLink route to enable those shorter journey times it has been taken as a given that electrification of the route was included.

Imagine the shock, stunned silence, then mutters when Network Rail announced that their work now indicates no rail business case to electrify the MarshLink route! The same message was repeated at the AGM in Rye of our affiliated rail user group MarshLink Action Group. While route electrification is a visible commitment of investment in a line and brings the prospect of 'the sparks effect', it is just a means to an end and in our case that end is shorter journey times. If the same end can be secured by other means, it is not in jeopardy.

Omitting route electrification from MarshLink's upgrade takes out considerable cost, making it more affordable and better value-for-money, and in simplifying the project makes it more CP6-deliverable too. The focus switches to the next South Eastern franchise and its Invitation To Tender due next April, after consultation expected later this year. We know that extra HS1-type trains are required for Kent capacity growth so what's required for Bexhill is less likely to be a small sub-fleet.

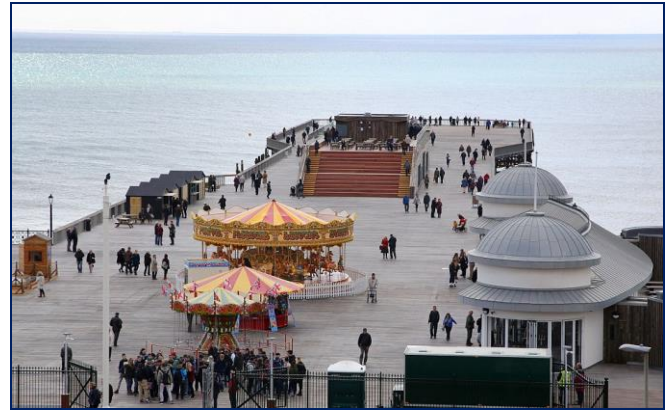


Bi-modes for Bexhill? Image of Hitachi's AT300 trains

Hitachi's class 395 Javelins are the prototype AT300. Great Western Railway and TransPennine Express now have the electro-diesel bi-mode version on order, and Hull Trains want some to replace their Adelantes. The short-listed bidders for the next South Eastern franchise will compete to offer the best 'fit' with the performance specification, which will include HS1 compatibility and 90mph capability across MarshLink.

Read more at www.railfuture.org.uk/Marshlink

Pier review



Hastings Pier officially reopened, 27 April 2016



Built 1872, closed 2008, torched in 2010, now expected to attract an extra 300,000 annual visitors to Hastings – that's an average of an extra 6000 every single week!

The people of Hastings and their Council probably want most of them to come by train to avoid the congestion and frustration of the A21 and A259 roads. Nothing more has been heard however about the prospect of bi-mode Electrostar trains to replace MarshLink's two-car Turbostars, first mentioned six months ago, as a potential short-term capacity boost for the link off HS1. With route electrification now firmly off the agenda, this option becomes all the more important to pursue.

At Kent County Council's 8th Rail Summit in mid-May Network Rail were asked for assurances that the MarshLink upgrade for HS1 services would be in their Initial Industry Plan for CP6 in September, as the draft Kent Area Route Study is only due the same month. Responses to both will inform the ORR's advice to Ministers early next year about what to include in their High-Level Output Specification for CP6 next summer.

Network Rail did confirm that their much-delayed and long-awaited national Electrification Strategy refresh will be published for consultation this year, but will focus on the major schemes of strategic national significance. Infills such as our three – MarshLink, Uckfield, even the hitherto-favoured North Downs Line – should not therefore expect anything other than in the long term. That could mean as far away as replacing 750v DC third rail with 25kV AC overhead wires!

Finally, GTR's 2018 timetable consultation is imminent.

AGM 2016 – reports on 2015 (2)

Eastern Division: The Division has been involved in preparing responses to consultations on Network Rail's draft Anglia Route Study, their 'Improving Connectivity' study, and the new East Anglia franchise. Some of this has involved working with the East Anglia Branch.

Probably the most important development of the year was the start of construction work to reopen Lea Bridge station. But for campaigning by the Railfuture-affiliated Chingford Line Users' Association, supported by Eastern Division, and a grant from Railfuture's Fighting Fund for an independent report making the case for the station, this work would not have started.

Herts and Beds Division: Three St. Albans meetings were well attended, with representatives from most local rail user groups and from GTR and Herts CC. We invite all to give support and advice and we get advice and information from the officials who attend. As a result the St. Albans Abbey branch is to get a later service, and Hadley Wood may get step-free access to the suburban platforms. Pressure for step-free access at Mill Hill has seen the chairman arrange meetings between the local authority, GTR, Network Rail, and the local MP. Members appreciate Division meetings as a useful tool for getting cooperation.

Kent Division: Resilience and performance continue to be issues for the Division and local rail user groups. Chris Fribbins met Southeastern to discuss concerns, and our Disruption report. At Christmas the line between Dover and Folkestone was severed, which disrupted both Mainline and Highspeed services (including the new loop service which was proving very successful). The local Trains4Deal group led a campaign to provide alternative rail services as a preference to bus substitution.

The Division responded to an early 'wider stakeholder' consultation on the Kent Route and stressed the need for improving reliability and performance as a priority. A low-cost project to establish a passenger service between Strood and the Hoo peninsula on the existing Hoo Junction to Grain freight line was also suggested (the area will see significant developments in the next 10 to 20 years). There have already been discussions about the future franchising of the Kent network from 2018, with meetings to discuss issues around TfL taking over the Metro routes. The consensus is that the benefits demonstrated elsewhere outweigh the problems, subject to safeguards to prevent domination of the inner paths at the expense of longer distance services and some democratic input from the Kent County areas that would be included in these.

Division meetings continue to look for activities that we could campaign on. A response was sent to a consultation on the proposed 'Paramount Leisure Park' near to Ebbsfleet/Northfleet station.

The Division continued to be represented at Kent CC's Rail Summit, Southeastern Stakeholder Forums, and on the Kent Community Rail Partnership and the subsidiary Medway Valley Line CRP. Chris Fribbins was elected as Vice Chair of the Kent CRP in June.

Metro Division: This offers a basis for activity around all TfL rail services - London Underground, London Overground, Docklands Light Railway, London Trams. Towards the end of the year a group of some branch committee members began work on drafting a rail manifesto for candidates in the May 2016 elections for Mayor of London and the Greater London Assembly.

There was further consultation on Crossrail 2, mainly on site-specific station construction matters. There were also further consultations on the Barking Riverside Extension of the Gospel Oak line, which we supported as a London Overground extension, with design provision for an additional intermediate station.

Surrey Division: Members attended a meeting hosted by Sussex & Coastway Division addressed by Mike Smith, Network Rail's Route Enhancements Manager for the Sussex Area. Another meeting collected comments on the South Western franchise and Crossrail 2 consultations. Railfuture has since responded to those consultations, including comments made by Surrey members. The responses may be downloaded from www.railfuture.org.uk/submissions

Sussex & Coastway Division: The division met monthly across West and East Sussex from Worthing to St. Leonards including Brighton, attracting ten members on average. We held a joint meeting with Surrey Division at Haywards Heath to which we invited Mike Smith and Paul Best of Network Rail to speak about their current projects in Sussex. Attended by representatives of a number of affiliated local rail user groups, it was a useful evening for all concerned.

Our two on-going campaigns have been reinstatement of the Wealden Line (Uckfield-Lewes) and extension of HS1 services to Bexhill via MarshLink (Hastings to Ashford) for both of which we produced new leaflets.

We again had a stall at the Uckfield Festival in July and the March local trade fair in Lewes Town Hall. We continue to be encouraged by the support shown for the long Wealden Line project and trust that the review initiated in the 2015 Budgets, widened into the London and South Coast Rail Corridor Study, will recommend the desired result. We are pleased with the lengthening of platforms along the existing route.

We were delighted that our support for reinstatement of all-day Sunday services to Three Oaks and Winchelsea stations (from the start of the December timetable) on the MarshLink was successful.

We have been represented at Southern (now GTR) stakeholder events, and the Hastings rail summit organised by Amber Rudd MP, and a meeting with Network Rail, Southern and Southeastern and local rail user groups organised by East Sussex CC. We are represented at the Uckfield Railway Line Parishes Committee and the two LEPs covering East Sussex.

We have continued our relationship with Sussex Community Rail Partnership and are represented at all five line groups in our area, and supported the nationally organised "Community Rail in the City" event at London Blackfriars in May.

L and SE Campaigns Calendar

We close with a review of our Branch's key campaign activities, since March's newsletter, plus a preview of some interesting/important events. Details of all our consultation responses in www.railfuture.org.uk/submissions

We published our **Rail Manifesto for London** early in March, ahead of May's elections for Mayor of London and members of the Greater London Assembly. See www.railfuture.org.uk/London+and+South+East

In mid-March our '**Bridge the gap: reinstate Uckfield-Lewes/Thameslink 2**' joint campaigns took a stall at the annual Lewes Enterprise Expo in Lewes Town Hall.

In mid-March we responded to the joint **DfT/TfL** consultation **New approach to rail passenger services in London and the South East**.

In March TfL reported results of consultations (all of which we responded to) on **Camden Town station capacity upgrade, New river crossings in east and south-east London** (Gallions Reach and Belvedere) which secured near-90% support with strong support for potential public transport options (including ours!), and the latest for **Crossrail 2** with a response to the issues and concerns raised due in the summer.

In late-March Railfuture had a stall at north London's Alexandra Palace during the annual London Festival of Railway Modelling. Good quantities of our leaflets and other publications used two single tickets, not returns!

In mid-May we supported TfL's application for a Transport and Works Act Order for **Barking Riverside Extension** which could see services running in 2021.

We have continued active participation in a wide variety of meetings and events run by partner organisations, such as the five line CRPs within Sussex Community Rail Partnership, Kent CRP, Tunbridge Wells Public Transport Forum, Brighton Transport Partnership, Uckfield Railway Line Parishes Committee, the local MP's third annual Hastings Summit, the eighth Kent Rail Summit, and train operators' stakeholder forums.

Welcome to more new members

It's a year since we welcomed newcomers to our midst. Since last June's **raillse** 128 we've been joined by: East Surrey Transport Committee, Christopher Benson and M. Thompson of Epsom, Neil Peter of Gillingham, John Belson of Bognor Regis, Michael Rawson of Cheshunt, Philip Stevens of Pevensey, Denis Hawkins of Hanwell, Ken Allbod of Seaford, David Faulkner of Chorleywood, Peter Hoggins of East Grinstead, Mrs. J. Jacobie of Epping, Nicholas Wren of Lancing, John Holloway of New Romney, Tom Browning of Otford, Brian Abbott of Tunbridge Wells, Paul Russell of Eastbourne, Richard Woodger of Pinner, D.S.J. Gregory of Folkestone, Philip Ridley of Enfield, Alan Simons of Northwood, David Spencer-Sandercock of Canvey Island, and Ian Roberts, Oliver Gilmour, Nick Frank, John Crompton, Brian Lynch, Klaus van der Kerkoff, Duncan Watry, Edward Lucas, and Roger Friendship all from London.

Forthcoming dates for your diaries and calendars

Find further details in www.railfuture.org.uk/events

Friday 10 June Network SouthEast 30th anniversary.

Saturday 18 June Summer conference, Scotland.

Wednesday 29 June Free evening talk in Guildford – "Opening a new railway – a 21st century challenge".

Thursday 30 June Transport Focus publishes results of Spring 2016 National Rail Passenger Survey.

Tuesday 5 July Free evening talk in Lewes – "Crossrail – moving towards the operational railway".

Saturday 9 July Uckfield Festival's Big Day, with Railfuture stall in Luxford Field, off Civic Approach.

Wednesday 13 July Eastern Division.

Thursday 21 July Sussex and Coastway Division.

Saturday 23 July Herts and Beds Division.

Tuesday 26 July London and SE Branch committee.

Saturday 30 July Final copy date for **raillse** 133, and for London & SE branch Local Action in **railwatch** 149. Send campaign news to rf-southeast@railfuture.org.uk

Saturday 20 August Kent Division, Sevenoaks.

Wednesday 31 August Final day of members-only discount for autumn conference, and presentation of annual Rail User Group Awards, in Birmingham.

Wednesday 31 August Final copy date for your letters and articles to appear in October's **railwatch** 149. Send them direct to editor@railwatch.org.uk

Saturday 3 September Closing date for nominations for fifth annual **Rail User Group Awards**, 2016. See www.railfuture.org.uk/RUG+Awards

Thursday 8 September Sussex & Coastway Division.

Wednesday 14 September Eastern Division.

Saturday-Sunday 17-18 September Haywards Heath station 175th anniversary celebrations.

Tuesday 27 September L & SE Branch committee.

Monday 3 October Free evening talk in Ashford – "London Bridge update".

Thursday 6 October Sussex and Coastway Division.

Saturday 12 November Autumn conference, Birmingham, including presentation of RUG Awards. See www.railfuture.org.uk/conferences

Saturday-Sunday 26-27 November Railfuture stall at annual national railway exhibition, NEC Birmingham.

Full details always in www.railfuture.org.uk/events

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

Eastern [s. Essex and n. & e. London] – meets on the second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **13 July** and **14 September**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – next meet **Saturday 23 July**, in **St. Albans**, AL1 4JP. Division 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 **20 August** in **Sevenoaks**. Contact Division co-Conveners Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256; and Ian Killbery at ian.killbery@railfuture.org.uk or at 11 Western Road, Deal, Kent, CT14 6RX, or tel: 01304 362569. See www.railfuture.org.uk/Kent

Surrey – meets twice-yearly. Division Convener Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly, usually on the first Thursday at 18.00, in varying Sussex venues. Next on **21 July** then **8 September** and **6 October**. Contact our Minutes Secretary Michael Davies at michael.j.davies21@btinternet.com or at 17 Linden Grove, Lindfield, Haywards Heath, West Sussex, RH16 2EE, or tel. 01444 482024. See www.railfuture.org.uk/Sussex+and+Coastway

Railfuture annual RUG Awards



Closing date 3 September, presentations 12 November in Birmingham. www.railfuture.org.uk/RUG+Awards

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *raillse* issue 133, due to be published in September 2016, will be Saturday 30 July 2016. Items for this newsletter and our branch Local Action column in *railwatch* to be sent to rf-southeast@railfuture.org.uk

railfuture

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

Follow **Railfuture** and **railwatch** on [twitter](#) @Railfuture and @Railwatch

The Railway Development Society Limited is a not-for-profit Company Limited by Guarantee Registered in England & Wales no.5011634. Registered Office: 24 Chedworth Place, Tattingstone, Suffolk IP9 2ND

Four neighbouring branches

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

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk
Board liaison is via Director Jerry Alderson.
East Midlands – contact is Secretary Roger Bacon – 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 is via Director Roger Blake (below).
Wessex – contact is new Branch Secretary Tony Smale – wessex@railfuture.org.uk
Board liaison is via Director Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, held at 14.00 on alternate fourth Tuesdays in London. The next will be on **26 July** then on **27 September**. Please give advance notice to our Secretary, 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: Graham Morrison, 13 Listria Park, Stoke Newington, London, N16 5SW.
tel: 020 7502 1062; graham.morrison@railfuture.org.uk

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