

Railfuture in London and the South East

quarterly branch newsletter

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

In the east a new STAR is risen

Five years since “*Lea Valley Rail – better access to jobs and homes*” was published by Railfuture, there is now tangible progress with the infrastructure needed to add capacity to the Lea Valley line. Service frequency between Stratford and Tottenham Hale via Lea Bridge will double to 4tph each way, and better serve the new Meridian Water development at Angel Road in Enfield.



Artist's impression of Meridian Water station – Network Rail

Preparatory and enabling works for a third Lea Valley line track between Lea Bridge station (exclusive) and Angel Road station (inclusive) are on site. Works at Tottenham Hale station began on 8 May, and works for a footbridge at Northumberland Park began on 1 July.

See <https://www.networkrail.co.uk/running-the-railway/our-routes/anglia/lee-valley-rail-programme>

<https://www.networkrailmediacentre.co.uk/news/work-to-begin-at-two-north-london-stations-and-nearby-level-crossing-to-be-replaced-by-footbridge> on 2 May, <https://www.networkrailmediacentre.co.uk/news/residents-invited-to-information-sessions-about-closure-of-tottenham-level-crossing-as-part-of-railway-improvements> on 12 June, <https://www.networkrailmediacentre.co.uk/news/tottenham-level-crossing-closed-to-make-way-for-major-railway-improvements> on 3 July, and <https://www.networkrailmediacentre.co.uk/news/extra-track-to-be-installed-in-lee-valley-this-autumn-for-a-bigger-and-better-railway> on 1 August.

The **STAR** project is the second success for Railfuture campaigning in the Lea Valley, after the reopening last year of **Lea Bridge station**, both based on the initial evidence in a Fighting Fund-backed report by an independent adviser. Aspirations became deliverable only when they demonstrably best met identified needs.

See <http://www.railfuture.org.uk/CLUA-JRC+Report>

A result for Railfuture support

“Redundant industrial sites from the 20th century are giving way to new residential sites for the 21st century in London Riverside – and they’re rail-connected.” March’s newsletter highlighted c2c’s Beam Park and London Overground’s **Barking Riverside** stations, and in June’s newsletter Lea Bridge was featured.

On 4 August came the Secretary of State’s 14-page decision granting conditional approval to TfL’s application for a Transport & Works Act Order and deemed planning permission for the **Barking Riverside Extension** of the Gospel Oak-Barking line: <https://www.gov.uk/government/publications/london-overground-barking-riverside-extension-order-decision> Light relief compared with the Inspector’s 112-page report! They followed last October’s Public Inquiry, to which Railfuture had submitted a letter of support for the scheme following our previous positive responses to public consultations in October 2014 and June 2015. All the various and changing objections from one individual were dismissed. The Mayor of London and TfL published their welcomes together on 8 August: <https://tfl.gov.uk/info-for/media/press-releases/2017/august/london-overground-extension-to-barking-riverside-gets-the-green-lig>

Read more: www.railfuture.org.uk/Barking-Gospel+Oak

Overnight Overground

A month earlier the Mayor of London had announced <https://www.london.gov.uk/press-releases/mayoral/24-hour-night-services-for-london-overground-line> the start of 24-hour weekend London Overground services from December, between Dalston Junction and New Cross Gate, as did TfL: <https://tfl.gov.uk/info-for/media/news-articles/overground-to-run-overnight> Next year services will extend north to run as far as Highbury & Islington, connecting with the Victoria line’s Night Tube services.

Crossrail 2 – a way forward?

Added pressure for government authorisation for the £32 billion project came in April from business group London First: <http://londonfirst.co.uk/crossrail-2-why-were-calling-for-it-what-were-doing-about-it-2> The Transport Secretary and the Mayor of London have developed an agreed position, announced on 24 July: <https://www.gov.uk/government/news/crossrail-2-a-way-forward> London First identified three main points: <http://londonfirst.co.uk/a-strong-signal-from-government-on-crossrail-2> One strategic campaign lesson: No more ‘Why do it?’ Just ‘How to pay for it?’

Rail infrastructure plans – CP6

The High Level Output Specification (HLOS) <https://www.gov.uk/government/speeches/rail-infrastructure-funding-2019-to-2024> was published on 20 July, along with statutory Guidance to the ORR: <https://www.gov.uk/government/publications/railways-guidance-to-the-office-of-rail-and-road> The Statement of Funds Available (SoFA) is delayed to mid-October.

ORR: towards CP6, 2019-24

The industry regulator issued a sixth revised timetable for PR18, in July. See <http://orr.gov.uk>

West Midlands and Chilterns final Route Study published

In early-August Network Rail published the final Route Study. See <https://www.networkrail.co.uk/running-the-railway/long-term-planning> under 'LNW planning' for the 10Mb download.

Draft Route Study for Kent Area

Network Rail held a 'wider stakeholders' meeting in late-August; final publication is expected this autumn.

National Infrastructure Commission

The NIC has a new website <https://www.nic.org.uk> which is required, if occasional but regular, reading.

The final report on the **Cambridge-Milton Keynes-Oxford growth corridor** is expected this autumn. In March came publication of the responses to last year's Call for Evidence, and Analysis reports on Transport, Economic, Property Market, Funding & Investment. In the week after the General Election Lord Adonis highlighted the continued need to invest in infrastructure. However, East-West Rail was in neither the NIC's Top Twelve post-election priorities: <https://www.nic.org.uk/publications/post-election-statement-priority-actions-government> nor mentioned three days later in "*Reclaiming the Victorian spirit*": <https://www.nic.org.uk/publications/reclaiming-the-victorian-spirit-speech-by-lord-adonis>

After launch of the Oxford to Cambridge Connection Ideas Competition <https://www.nic.org.uk/supporting-a-competitive-growth-corridor> in June, four short-listed bidders were announced in late-August: <https://www.nic.org.uk/news/shortlist-of-ideas-announced-for-the-future-of-the-growth-corridor>

Following last year's Call for Evidence to shape the development of the first National Infrastructure Assessment <https://www.nic.org.uk/our-work/national-infrastructure-assessment> we've been expecting a summer 2017 consultation on 'Vision and Priorities': <https://www.nic.org.uk/consultation-consideration-vision-priorities-national-infrastructure-assessment-2017> ahead of the full NIA in 2018.

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

Rail franchising developments

On 22 June the DfT announced four short-listed bidders for the next **South Eastern** franchise: a joint venture between Abellio Transport Group/East Japan Railway Company/Mitsui & Co., Govia, Stagecoach, and Trenitalia, but the latter has since withdrawn. Next steps will be issue of the Invitation to Tender (ITT) in September, submission of bidders' Best and Final Offers (BaFOs) in December/January, then contract award next August and new franchise start on Sunday 8 December 2018. Railfuture's response to the DfT's franchise consultation can be viewed/downloaded at www.railfuture.org.uk/Consultation+responses

On the same date three short-listed bidders were announced for the new **West Coast Partnership**: joint ventures between First/Trenitalia, MTR/Guangsheng Railway Co, and Stagecoach/Virgin/SNCF. Next steps will be issue of the Invitation to Tender (ITT) in November, submission of bidders' Best and Final Offers (BaFOs) in March/April, then contract award next November and new franchise start in April 2019.

The DfT issued its latest **Rail Franchise Schedule** <https://www.gov.uk/government/publications/rail-franchise-schedule> and accompanying OJEU notice <https://www.gov.uk/government/publications/rail-franchising-pqq-passport-ojeu-notice> on the last day in July before the Parliamentary summer recess.

The Transport Secretary opened public consultation for the next **East Midlands** franchise on the same day: <https://www.gov.uk/government/consultations/future-of-east-midlands-rail-franchise> He also re-opened the franchise competition for a month for Expressions of Interest from Passport Holders who had not previously applied, in view of repeated changes to the franchising schedule. Next steps will be issue of the Invitation to Tender (ITT) in April, submission of bidders' Best and Final Offers (BaFOs) in July, then contract award a year later and a new franchise start in August 2019.

West Midlands, to start this December, was awarded on 10 August to Abellio, ousting the incumbent Govia: <https://www.gov.uk/government/news/more-seats-for-rail-passengers-as-nearly-1-billion-is-invested-in-midlands-services> Some timetable improvements start this December but most in May 2021, such as Sunday services on the Bedford-Bletchley Marston Vale line.

The longest-running franchise ended on 20 August when Stagecoach's South West Trains was superseded by First/MTR's **South Western Railway** <https://www.southwesternrailway.com> It's a seven-year franchise, with an additional 1-11 reporting periods at the discretion of whoever is the Secretary of State for Transport in the two years preceding expiry in 2024.

14 November will mark the 10th anniversaries of the start of **Eurostar** services at Ebbsfleet International, and at St. Pancras International following a successful overnight transfer from Waterloo International, on what we call HS1 but used to know as the Channel Tunnel Rail Link, the first phase opening in September 2003.

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

Bridges in Brockley get brighter



<https://www.networkrailmediacentre.co.uk/news/network-rail-works-with-street-art-festival-to-turn-brockley-bridges-into-works-of-art> which includes a video.

Two small stations' tears, of joy

As promised in the June newsletter, the annual May survey of rail usage by the Railfuture-affiliated Rail Users' Group at Cambridge Heath and London Fields stations showed sharp rises. Two years after inner West Anglia services and stations transferred from Abellio Greater Anglia to London Overground, peak periods usage has risen 29% at Cambridge Heath and 13% at London Fields. Daytime inter-peak usage is up by 45% at Cambridge Heath, by comparison a modest 14% at London Fields. Overall, peak and inter-peak usage at both stations has risen 20% in just two years!

According to the Transport Focus Spring 2017 National Rail Passenger Survey, passenger satisfaction levels on London Overground West Anglia have risen from their nadir in Abellio days to near or above the general averages for London Overground overall – another TfL transformational turn-around.



Passengers deserve better than one half-width shelter per platform at rapidly-growing Cambridge Heath

"Passenger needs at smaller stations" is the title of a recent report from London TravelWatch. See http://www.londontravelwatch.org.uk/documents/get_lo_b?id=4401&field=file

Transport for the South East

Devolution spreads to the southern Home Counties. In shadow mode now, it anticipates a formal start in 2019.



See more in: <https://transportforthesoutheast.org.uk/>

New members of Railfuture

An overdue welcome to many newcomers since the previous update in the June 2016 *raillse*.

Mrs S. Furnas, K. Pimblett, L. Pierson, S. Carruth, C. Roffey, R. McKie, I. Sesnan, T. Sayers, R. Mongay, J. Perham, G. Lees, London; L. Blake, Kingston; Ms J. Woodruffe-Peacock, Esher; J. Welby, Hayes Mddx; M. Adams, Worcester Park; R. Dilbert, F. Field, M. Lawrence, Brighton; M. Stubbs, Godalming; S. Lee, Worplesdon; M. Hurst, Bedford; R. James, Watford; N. Middleton, Harpenden; J. Gray, S. Rolph, Redhill; A. Brice, Hollingbourne; D. Richards, Sidcup; M. Eardley, Hastings; W. Cheney, Haywards Heath; C. Skinner, East Hoathly; S. Smewing, Glynde; R. Cullingham, West Wittering; R. Toots, Horsham; Cooksbridge Station Partnership, Sutton Rail Users Forum, Ore Transport Group, Hatfield Association of Rail Travellers, English Regional Transport Association

New Members of Parliament



Polling 'station' with a difference! Pic: Steve Davies

The 8 June General Election gave us seven new MPs in our regional branch area after former Members stood down: for Brentwood & Ongar, Chelmsford, Chichester, Clacton, Hitchin & Harpenden, Hornchurch & Upminster, Lewisham West & Penge. Elsewhere, there have been changes at Battersea, Bedford, Brighton Kempton, Canterbury, Croydon Central, Eastbourne, Enfield Southgate, Kensington, Kingston & Surbiton, Richmond Park, and Twickenham. Others of interest were in East Anglia where the outgoing Member for Saffron Walden (Audley End) was Chairman of the West Anglia Task Force, and his successor was on the GLA's Transport Committee; Aldershot, Oxford East and Slough also have new MPs

See <http://www.railfuture.org.uk/article1742-Our-brief-to-aspiring-MPs>

Electrify Uckfield!

The long-awaited Gibb report on the Southern rail network, completed in December, “*Changes to improve the performance of the Southern network and train services, and restore passenger confidence*” and the government’s response to it were published on 22 June <https://www.gov.uk/government/news/gibb-report-on-southern-rail-network-government-response>

Of its 163 pages, the 14-page Appendix 5 “*Modernising the Uckfield line*” is of central interest here. Its two key recommendations are to electrify the Uckfield line from Hurst Green, and to establish a new depot on railway land at Crowborough to accommodate four 12-car Electrostar dual-voltage class 377 electric trains.



Picture if you will the dual-voltage Electrostar instead!

The local MP for Wealden Nus Ghani, concerned since she was a candidate to succeed Sir Charles Hendry in 2015 about her constituents’ train services, put down three written questions to the Transport Secretary, answered by Rail Minister Paul Maynard on 4 July. See <https://www.nusghani.org.uk/campaigns/holding-government-account> for the questions and answers, and <https://www.nusghani.org.uk/news/nus-ghani-welcomes-gibb-reports-recommendations> on 27 June. This <https://www.nusghani.org.uk/news/secretary-state-accepts-nus-ghanis-invitation-meet-local-rail-campaigners> on 18 July came after Railfuture had met her, and this <https://www.nusghani.org.uk/news/nus-ghani-chairs-roundtable-attended-key-local-rail-stakeholders> on 26 July anticipates an autumn Wealden Rail Summit (before the Autumn Budget?)



Electrostar 377/2 at Watford Junction, for Brighton – and not a Chris Gibb mast on the trackbed in sight!

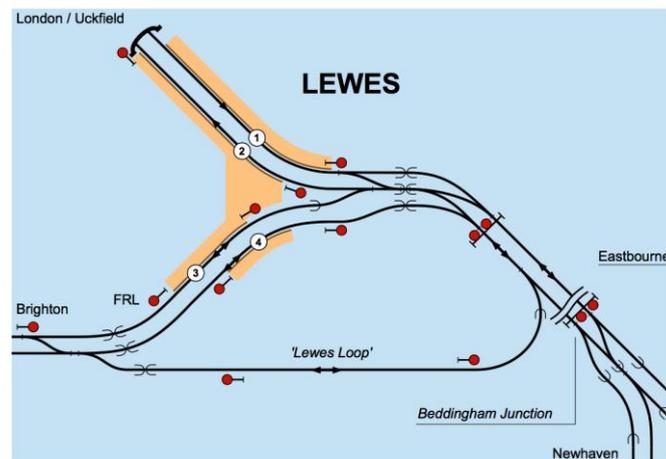
Read our article www.railfuture.org.uk/article1744-Southern-could-be-buzzin for our views on Gibb.

While we await news of developments from the private sector **London and Southern Counties Railways Consortium** <http://newsussexrail.com> and their reaction to Gibb’s recommendations, the Deputy Chairman of the NIC Sir John Armitt has welcomed moves by Network Rail to offer opportunities for companies to work on railway projects across the country: <https://www.nic.org.uk/news/armitt-new-measure-will-bring-innovation-rail-network> On 31 July, this coincided with publication of the independent **Hansford Review** <http://thehansfordreview.co.uk> looking at third party investment and infrastructure delivery. We responded to the Review; read it in www.railfuture.org.uk/Consultation+responses under Network Rail in ‘Other consultations’. Gibb pointed to the Keolis/SNCF part of the Govia joint venture for GTR as a potential funding and delivery vehicle for the electrification; is the new Consortium another? Either will have to face the realities of overcoming the serious inadequacies of power supplies in the National Grid.

Following on from the platform extensions and then introduction of longer peak-period trains, next year will see another step forward – a **new timetable for 2018**. All trains, bar one, will start from London Bridge and terminate there (no more evening peak Eridge shuttles), all trains will call at all stations (better for Hever, Cowden, Ashurst) with standard journey times (80 minutes ‘up’, 75 minutes ‘down’), all trains will depart at the same times from Uckfield (bar one) and London Bridge throughout the day, and both four-hour peak periods will have regular, clockface-departure half-hourly services. The hour-later last train planned for MarshLink services encourages optimism for the long-awaited hour-earlier first Uckfield train on Sundays

You can still swell the ranks of our supporters for our campaigns for electrification and reinstatement of the missing Uckfield-Lewes link, via our web page below. Remember - Where there’s a Weald there’s a way!

Meanwhile, a diagram of a potential **Lewes loop** has emerged, complementing our map illustrating a way of linking Brighton, Falmer and Uckfield via Lewes station:



from “*Ian Sergeant’s rantings: Uckfield to Lewes*” 2013 copyright of Mark Townend. See <http://crooked-cottage.blogspot.co.uk/2013/06/uckfield-to-lewes.html>

 @Uckfield_Lewes

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

Shaping MarshLink's future

The DfT's recent public consultation on the next franchise for South Eastern "Shaping the future" <https://www.gov.uk/government/news/south-eastern-franchise-consultation-launched> gave the opportunity to formally register the shared ambition for South Eastern High Speed services to extend from Ashford to Rye, Hastings, Bexhill, and quite possibly Eastbourne as the more natural destination and easier turning-point.



UK Railtours' Regency Javelin, 12 November 2016

The next-step Invitation to Tender (ITT) is due to be published by the time you're reading this, or soon after!

In parallel Network Rail consulted on their draft of the Route Study for the Kent Area of South East Route <http://www.networkrailmediacentre.co.uk/news/more-housing-and-more-train-passengers-network-rail-sets-out-30-year-plan-to-cater-for-growth-in-south-east-london-and-kent> which includes the MarshLink and the St. Leonards Warrior Square-Tonbridge lines. With a fair wind it too should be ready in time for the fourth annual Hastings Rail Summit in early-October.

Our developing story about the MarshLink programme has identified the infrastructure interventions needed to enable two trains per hour to operate each way and throughout every day – a new limited-stop HS1 through service and an all-stations local service. They include:

- ~ line-speed increases (40 up to 60mph Ore-Doleham, 60 up to 90mph Doleham-Ashford International)
- ~ new dynamic loop from extending the existing Rye station passing loop to Winchelsea or Appledore
- ~ level crossings (foot and road) made safe eg through closure/consolidation, including A259 diversion to avoid two level crossings at East Guldeford north-east of Rye
- ~ connection at Ashford International station between HS1 and MarshLink, probably via platform 2 and with overhead electrification for change-over in the station, with operational benefits for High-Speed services via Folkestone and de-congestion benefits to platforms 5/6
- ~ new passenger rolling stock capable, like the Hitachi Javelin class 395 trains, of operating on HS1 and the MarshLink/East Coastway line as far as Eastbourne; this may, or may not, include route electrification to Ore

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

The pragmatic realism which is such a hallmark of Railfuture's independent campaigning points us to a logical sequence of incremental steps towards the eventual completion of the full MarshLink route and service improvement programme.

One place that sequence is starting is the timetable changes GTR have been proposing for May 2018. In our responses to the autumn 2016 and summer 2017 consultations Railfuture first championed the cause of the Ashford International-Brighton through service but with a rolling stock solution to add the much-needed extra capacity, and alternatively advocated an 'overlapping split' rather than a single fault-line at either Eastbourne or Hastings if the through service was to be jettisoned after just over a decade of operations. When it became clear that there was to be no rolling stock solution to enable retention of the through service, our attention focused on mobilising support for the proposition that while a 4-car Electrostar could replace the 2-car Turbostar from Brighton as far east as Hastings, the latter should continue to operate as far west as Eastbourne in order to maintain all-important connectivity across the whole Bexhill-St. Leonards-Hastings-Ore urban economic area, and including links further eastwards with the smaller stations and Rye onwards to Ashford. All six local rail user groups in the Rother and Hastings area bought into the proposition, which would bring 4 rather than the current 3 tph to Bexhill, as did the two local MPs. It was not lost on them that the Eastbourne-Ashford International service is an HS1 service in embryonic form! Coupled with shorter connection times into and out of Southeastern high-speed services at Ashford International also being proposed by GTR, there is now a potentially very firm foundation for developing an East Coastway/MarshLink towards London St. Pancras International travel market

In parallel, Network Rail already have renewals of track and signal interlockings at Ashford International station as part of their planned if as yet unfunded works, which offers a unique opportunity for synergy and economies of scale by including the HS1-MarshLink connection. That must be our next lobbying target, followed by case-making for the line-speed increases, the Rye dynamic loop and the various level crossing works.

Looking forward to all-day/every-day hourly MarshLink services at Ore from GTR's 2018 timetable changes, it's those two at it again! See <https://acorp.uk.com/ore-station-is-blooming-marvellous>



Sussex CRP's Kevin 'Taff' Barry (l), OTG's Trevor Davies (r).

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

Elizabeth line, then a QEII train

Isambard who? On 13 June 2017, 175 years after IKB accompanied Queen Victoria on the first train trip by a British monarch, between Slough and Paddington, his great-great-great-grandson Mr I. Thomas accompanied today's Head of State, her great-great-grand-daughter, on the same route. On arrival at the London terminus she unveiled the driving unit's name: Hers!



"One's carriage awaits"

See <https://www.gwr.com/about-us/media-centre/news/2017/june/hm-the-queen-names-new-intercity-express-train-queen-elizabeth-ii> and <http://www.telegraph.co.uk/news/2017/06/13/queen-recreates-first-ever-royal-rail-journey-175-years-train>

Community Rail Awards 2017

The short-list for the 13th Awards includes these entries from CRPs and partners in our regional branch area:

Involving children & young people –
Abbey Line CRP: Oaklands College Marketing Project

Involving diverse groups – Essex and South Suffolk
CRP: Acorn Village travel with confidence

Community art schemes, permanent projects –
Sussex CRP: Tonbridge station underpass



Tonbridge station underpass: www.sussexcrp.org

Community art schemes, renewable and smaller
projects – St. James Street Walthamstow: Farah Ishaq

Most enhanced station buildings and surroundings –
Snodland station development

Best community engagement event – Abbey Line CRP:
Fun Day; Swale Rail/Kent CRP: ambulance train event

Innovation in Community Rail –
Marston Vale CRP: Bedford River Festival

It's your station – Friends of Ally Pally station

The ACoRP Community Rail Awards 2017 will be on
5 October: <https://acorp.uk.com/eventsawards/cra17>

Community Rail Partnerships

May's Community Rail in the City Day saw a new
Scenic Rail Britain website and logo being launched.



<https://www.scenicrailbritain.com>

Reports from 17 May's Community Rail in the City:
<https://acorp.uk.com/community-rail-in-the-city-report>
<https://acorp.uk.com/community-rail-in-the-city-waterloo-highlights>
<https://acorp.uk.com/rail-volunteers-join-forces-to-promote-east-anglia-as-a-tourist-destination>

Now other recent news from around CRPs in our area:
<https://acorp.uk.com/marston-vale-line-announces-timetable-improvements> Marston Vale early-birds

New partner for MarshLink: <https://acorp.uk.com/new-station-partner-on-track-in-rye>

The Art of Uckfield: <https://acorp.uk.com/bridge-arts-exhibition-at-uckfield-railway-station>

Fun on the line at St. Albans Abbey:
<https://acorp.uk.com/fun-for-all-the-family-at-st-albans>

Next generation Go-Learn in Sussex with GTR:
<https://acorp.uk.com/sussex-school-children-go-learn-on-the-train>

<https://acorp.uk.com/lewes-volunteers-have-help-from-civil-friends> No longer off their trolley in Lewes; with Station Manager Mr Gardner [!] what could go wrong?

Doing thyme in Uckfield: <https://acorp.uk.com/station-partners-are-putting-the-thyme-in>

Sussex partners party <https://acorp.uk.com/gtrs-station-partnerships-gather-on-heritage-line-at-eridge>

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

Following publication of their Community Stations
report, ACoRP will be hosting a 1-hour webinar on
11 October, "Getting started with station buildings".
Register via <https://acorp.uk.com/eventsawards>



<https://acorp.uk.com/research-projects/communitystationsreport>

A London case study: <https://acorp.uk.com/research-projects/communitystationsreport/banner-repeater-broadening-access-to-the-arts> 'Banner Repeater'.

Network Rail's page on Community Rail is here:
<https://www.networkrail.co.uk/communities/community-rail>

London & SE Campaigns Calendar

We close with a review of some of our campaigning activities since June's newsletter, and some current consultations' closing dates. Our main national campaigns are in www.railfuture.org.uk/Campaigns

Draft **Airports National Policy Statement** – response from Railfuture in May, also from South East England Councils www.secouncils.gov.uk/2017/06/seec-june-2017-newsletter/#3

The Sustainable Business Partnership CIC, based in Brighton, held a **Sustainable Travel** event on 13 June in Burgess Hill – and Railfuture's stall was on display.

DfT consultation on the next **South Eastern franchise**, due to start in December 2018, closed after extension on 30 June, as did Network Rail's consultation on their draft **South East Route: Kent Area Route Study**. As you would expect, we responded to both.

The annual **Uckfield Festival** had its usual **Big Day** on Saturday 8 July and for the 6th successive year we were there with our stall, this year with a locally-themed static model rail display and to launch our latest **Bridge the gap** leaflet and an updated **Electrify Uckfield!**

GTR's latest phase of consultation on their planned **timetable for May/December 2018** closed on 27 July. Keep in touch at <https://www.transformingrail.com> and <https://www.transformingrail.com/download-timetables>

On 31 July Network Rail published the independent **Hansford Review** which it had commissioned last December; Railfuture had contributed to it in February.

We responded in August to Network Rail's consultation on the next western phase of **East-West Rail** between Bicester/Aylesbury and Bedford, for Oxford-Bedford/Milton Keynes and London Marylebone-Milton Keynes via Aylesbury services by 2023/24.



The Mayor of London's **draft Transport Strategy 2017** <https://consultations.tfl.gov.uk/policy/mayors-transport-strategy> consultation is open until **Monday 2 October**. Press releases here <https://www.london.gov.uk/press-releases/mayoral/fairer-greener-healthier-more-prosperous-city> from the Mayor of London, and here <https://tfl.gov.uk/info-for/media/press-releases/2017/june/gla---mayor-sets-out-bold-transport-vision> from Transport for London.

DfT consultation on the next **East Midlands franchise** is open until **Wednesday 11 October**.

DfT consultation on a **draft Transport Accessibility Action Plan** is open until **Wednesday 15 November**.

Responses to consultations, calls for evidence etc are in www.railfuture.org.uk/Consultation+responses

Forthcoming diary/calendar dates

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

Wednesday 4 October Free evening talk in Ashford on "Eurostar – update on current state, future plans."

Thursday 5 October Sussex & Coastway Division.

Tuesday 10 October Free evening talk in Croydon on "Brighton Line Capacity Upgrade."

Monday 16 October Evening talk in Shenfield on "The InterCity story" by Chris Green.

Saturday 21 October Railfuture's annual Branches and Groups Day, Birmingham.

Monday 23 October Free evening talk in Maidenhead on "Mail Rail – The London Post Office Railway."

Tuesday 31 October Copy date for *railise* 138, and for London & SE branch Local Action in *railwatch* 154. Send campaign news to rf-southeast@railfuture.org.uk

Tuesday 31 October Final copy date for your letters, articles, photos to appear in December's *railwatch* 154. Send them direct to editor@railwatch.org.uk

Thursday 2 November Sussex & Coastway Division.

Saturday 4 November Railfuture's annual national autumn conference, including presentation of 6th annual Rail User Group Awards, Leicester.

Tuesday 7 November Free evening talk in London on "Waterloo: capacity update."

Tuesday 7 November Free evening talk in Watford on "Disconnected! Broken links in Britain's rail policy."

Wednesday 8 November Free afternoon talk in London on "Crossrail – moving London forward."

Wednesday 8 November Eastern Division.

Wednesday 8 November Free evening talk in London on "Docklands Light Railway."

Tuesday 14 November Free evening talk in West Drayton on "Crossrail update: the Elizabeth line."

Saturday 18 November Kent Division.

Wednesday 22 November Evening talk in Ashford on "The Regional Railways story."

Saturday 25 November Herts & Beds Division.

Saturday 25-Sunday 26 November Railfuture stall at annual national railway exhibition, NEC Birmingham.

Monday 27 November Free evening talk in Maidenhead on "Disconnected!" by Chris Austin OBE.

Tuesday 28 November Free evening talk in Woking on "Getting on/off trains at stations".

Tuesday 28 November L & SE Branch committee.

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

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

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **8 November**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – meets in **St. Albans** on Saturday **25 November**. 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 **18 November**. Contact Division co-Conveners are 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

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

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

Sussex & Coastway – meets monthly, except August, usually on first Thursday at 18.00, in varying Sussex venues. Next on **5 October** and **2 November**. Convener is Nigel Denton at nigeldenton@talktalk.net or at 18 Southway, Littlehampton, West Sussex, BN17 6QW, or tel. 01903 722622. See www.railfuture.org.uk/Sussex+and+Coastway

Railfuture's many media outlets

See 'News and Views' www.railfuture.org.uk/articles
Read our www.railfuture.org.uk/Press+releases
See www.railfuture.org.uk/Railfuture+in+the+news

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue 138, due to be published in December 2017, will be Tuesday 31 October 2017. Items for this newsletter and our branch Local Action column in **railwatch** to be sent to rf-southeast@railfuture.org.uk



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Our four branch neighbours

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

East Anglia – contact 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 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. Next ones on **26 September** and then **28 November**. Please give advance notice to our Chairman, below.

London and SE Branch officers

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

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

Secretary: Vacant.

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

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