

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

London and South East draft Route Utilisation Strategy consultation

Network Rail published this volume in mid-December, with responses due by 18th March. The full document can be viewed and downloaded at <http://www.networkrail.co.uk/asp/4449.aspx> It is the third of their 'second generation' RUSs, taking a longer term view [up to 30 years] and not being geographically defined.

It builds on the series of first generation RUSs, published between 2005 and 2010, covering routes into and around the capital. Given the length of time which has passed since some of those earlier publications, and the current circumstances which apply, updates are needed in several areas which this second generation RUS examines. As a result it represents the latest analysis with respect to an appropriate strategy to 2031 for the South East England railway network as a whole.

The RUS forecasts an increase of over 30% in the numbers of commuters using National Rail services into the capital during the weekday morning peaks up to 2031. The strategy includes:

- an assessment of demand into each of London's capital stations and proposes interventions to meet this demand
- a detailed study of the South Hampshire and Solent area, which was only partially covered by the 2005 South West Main Line RUS. This section has been developed closely with the local authorities and train operators using this part of the network
- consideration of improved connectivity across the region
- consideration of requirements to cater for forecast growth in freight
- synergy with industry plans for High Speed 2 and other committed rail schemes such as Crossrail and Thameslink.

The draft RUS's 'Emerging Conclusions' are in four main parts.

Two in existing strategy:

- a major ongoing programme of investment in currently committed schemes affecting peak

capacity on routes into and around the capital, such as Crossrail, Thameslink Programme, Chiltern's Evergreen 3, London Overground

- previous strategy rolled forward including a number of schemes not currently funded, such as additional rolling stock and platform lengthening, Intercity Express Programme, Great Western and Midland Main Lines electrification, freight upgrades including Gospel Oak-Barking electrification.

Two in further development:

- opportunities for further incremental capacity upgrades on key routes, such as development of the West Anglia route especially to Stratford, additional trains on the Windsor lines including Airtrack, 8-car platforms on the West London Line, a fast outer Thames Valley to Paddington peak shuttle, development of the Great Western Main Line by extending Heathrow Express into Crossrail, a Crossrail extension onto the West Coast Main Line, improved rail access to Heathrow, freight upgrade of the Bury St. Edmunds route, and re-opening Bicester-Bletchley
- longer-term issues requiring further analysis to identify solutions, such as robust means on increasing capacity on the Great Eastern and South Western Main Lines, whether any future heavy rail-compatible tunnels across London are required [eg Chelsea-Hackney line/Crossrail2], extensions to the TfL network [eg Bakerloo line extension], optimising the strategy for High Speed Rail including local links to Old Oak Common, and the use of fares and land use policy to distribute passengers especially in the high peak hour.

Network Rail and its industry partners believe that this RUS provides a robust strategy for the rail industry in the coming years. Network Rail expects to publish the final RUS in summer 2011.

It has been worth noting that recently established RUSs were not to be re-visited, only the earlier South West, Cross London and Greater Anglia RUSs were open to review. The focus of this

regional RUS has been very tightly concentrated on demand into the main line London termini in the weekday morning peak period in general and the peak hour [08.00-09.00] in particular. 'Predict and provide' appears to be alive and well!

This Branch is taking the lead in framing a unified response on behalf of the Society and our four neighbouring Branches – East Anglia, East Midlands, Thames Valley, and Wessex – have fed in their responses to us for editing.

Imitation, it is said, is the highest form of flattery, and so it was that the idea of a gathering of rail users groups from across the region mentioned in our previous issue was instead taken on by Passenger Focus and London Travelwatch, with a briefing from Network Rail in January.

Consulting West Anglia

Stansted Express services are soon to see the introduction of a new fleet of 30 four-car class 379 electric trains. The class 317 trains released, 21 four-car trains, will be used to strengthen other services, mainly on West Anglia.



Class 379001 arrives at Norwich on test

In June 2009 National Express East Anglia issued a formal consultation on these changes, and others on the Mainline, Metro and Rural routes. At that time the consultation on West Anglia and Stansted Express explicitly said "These plans do not involve any changes to the timetable." The sole issue on which views were sought then was around the prospect of using some of the new trains on peak London-Cambridge services, and possibly some of their off-peak and weekend services.

In November 2010 NXEA issued a further formal consultation. In part the covering letter said "We have listened to the feedback we received [from

2009] and we have now developed more detailed proposals for deployment of the extra trains and associated service improvements. This consultation paper continues the formal consultation process on a revised "Service Level Commitment". It summarises the major improvements for the West Anglia and Stansted Express services which will be delivered following the arrival of 30 new 4 car electric multiple units in 2011 and **seeks your views** on some further enhancements we aim to deliver, but which will require alterations to some services to enable them to be implemented."

The detailed proposals then went on "We have developed some new ideas to deliver even more improvements for passengers following the introduction of the new trains. We would, therefore, appreciate your comments on the following proposals:

1. To introduce a faster, hourly off peak service between Cambridge and London, using the new class 379 trains, which calls only at Whittlesford, Audley End, Bishop's Stortford and Tottenham Hale.
2. To switch the hourly Stratford to Stansted Airport service to a twice an hour Bishops Stortford to Stratford service with connections to Stansted Airport (except for special services during the Olympics and Paralympics period)
3. To reduce Stansted Express journey times by looping the Hertford East service at Broxbourne to allow a Stansted Express service to pass it (this will add around 3 to 4 minutes into the journey time of the Hertford East service)
4. To run, in the morning peak, 3 x 12 car services with new trains from Cambridge to London or, alternatively use the same new trains to run 2 x 12 car services from Cambridge and 1 x 12 car service from Stansted Airport
5. To introduce a new service from Cambridge or Ely to Stansted Airport on the opposite half hour to the Cross Country service."

So what's really wrong with any of that? Looping the Hertford East service at Broxbourne, adding 3 to 4 minutes into its journey time. Now go back and re-read that fatal final phrase at the end of the preceding paragraph. What's that about "alterations to some services"? When Andrew Munden, Network Rail's Route Director for the Anglia region addressed the Chingford Line Users Association AGM in January he used the phrase "a complete timetable re-write from scratch" to describe the West Anglia changes. Somewhat different from the 2009 "do not involve any changes to the timetable". The Railfuture-affiliated Cambridge Heath and London Fields Rail Users Group sought assurances from NXEA that the 'alterations to some services' did not mean any cuts in the existing level of service, considerably improved by the previous timetable change in

December 2005. No such assurances have been forthcoming.

The joint response from London & South East and Anglia branches was generally welcoming of the five published proposals. It had to make it clear to NXEA however that such support would be withdrawn if it became apparent that they were being achieved at the expense of detriment to existing services.

Focus on passengers

The latest National Passenger Survey for autumn 2010 <http://www.passengerfocus.org.uk/> suggests that overall satisfaction nationally is 1% up to its highest-recorded level at 84%, and for the 12 London and South East operators it was up by the same to 83%. Averages conceal, specifics reveal.

The three worst-performing TOCs were all in our region - First Capital Connect on 76%, National Express East Anglia on 79%, and Southeastern on 80%; Southern and First Great Western were in a group of three all on 82%. At the better end of the national league our best TOCs were Heathrow Express joint 3rd on 93%, Heathrow Connect 6th on 92%, c2c 7th on 91%, and Chiltern 8th on 90%.

There are now five ways for passengers to be officially satisfied!

1. Value for money for the price of your ticket - national average 49%, our average 44%. Our best performers were Heathrow Connect on 65% and London Overground on 59%. Our worst performers were also bottom of the national league: National Express East Anglia on 35%, First Capital Connect on 38%, Southeastern on 39%, Heathrow Express on 41%, Southern and South West trains on 43%.

2. Punctuality and reliability of the train - national average 82%, our average 81%. Our best performers were national league leaders Heathrow Express on 95%, c2c on 94%, Heathrow Connect on 93%. Our worst performers were national league 'supporters' First capital Connect on 71%, London Overground on 76%, First Great Western and Southeastern on 79%, National Express East Anglia and Southern on 80%.

3. Sufficient room for all the passengers to sit/stand - national average 68%, our average 67%. Our best performers were national 3rd place Heathrow Connect on 91%, 4th place Heathrow Express on 89%, and London Midland on 74%. Our worst performers were bottom-of-the-league First Capital Connect on 60%, Southeastern on 62%, and National Express East Anglia on 64%.

4. Overall satisfaction with the station [new measure] - national average 76%, our average 75%. Our best performers were Chiltern Railways on 85% and Heathrow Express [with how many stations?] on 84%. Our worst performers were First Capital Connect on 70%, National Express East Anglia on 72%, and Southern on 74%.

5. How well the train company dealt with delays - national average 40%, our average 37%. There is no data for three of our operators due to insufficient sample size. Our best performer was Chiltern Railways on 52%. Our worst performers were London Overground on 28%, First capital Connect and Southeastern on 34%, and Southern on 35%.

These individual train operator averages are further disaggregated by route, so that specific local interests can be followed up in the details of for example London Overground's and First Capital Connect's 4 routes each, National Express East Anglia's 6 routes, and South West Trains 9 routes!

As if all that wasn't enough, there are national and regional results for 30 specific indicators of satisfaction, 12 with 'station facilities' and 18 with 'train facilities'. Be prepared to be surprised, because across our region 5 of the 12 are better than a year ago and none worse, and 13 of the 18 are better and none worse. Individual operators' data again reveals variations, and the usual oddities. London Overground clearly need to do much better if only 18% of their passengers are satisfied with the train toilets!

Despite the survey being conducted as recently as September to November last year, many of the results will appear at odds with more recent and current passenger experience. Factors such as the late-November/early-December severe weather, the mid-December timetable changes, and the January fare rises will all have exerted influence which the Spring NPS may reflect. All-in-all, plenty of material for users groups to sink their teeth into.

Southern discomfort

Perhaps National Express East Anglia should take note. Southern are the latest operator to have gone out to public consultation on a set of proposals which they then largely withdrew, ostensibly in the face of adverse public and stakeholder reaction. As if that wasn't enough, the Office of Rail Regulation then stepped in at the last minute to scotch their planned fourth hourly London-Brighton service due in December's timetable.

Rail Action Plan for Kent

Kent County Council has already held a couple of rail summits, and the final Plan flowing from the results of the public consultation launched in December will be presented to a third, in County Hall Maidstone on 19th April. Responses were due by 28th February, and our Kent division discussed it at their meeting in Tonbridge on 19th February.

The central focus of the plan is the next Integrated Kent Franchise due in April 2014. It's unfortunate perhaps that the map of the county's rail network extends no further than the county boundary! There is little more than passing reference to other services for Kent such as those operated by Southern between Tonbridge and Redhill/Reigate and Brighton-Ashford International, although engagement from Medway Unitary Authority and East Sussex County Council is acknowledged.

Commenting on the existing franchise, the draft plan notes that "In 2006 Southeastern introduced new early morning and late evening services to target increased demand in the shoulder-peaks, and further improvements were made in 2007 to improve capacity and punctuality. The greatest change was the introduction of a completely new timetable in December 2009 which included the delivery of the full Class 395 High Speed service using HS1 to London St Pancras from a range of stations in Kent, and the consequential recasting of mainline services to the other London termini. It is this last element of the timetable change which has caused serious concerns among RUGs and Passenger Focus, and it is these concerns - amongst others - that KCC wishes to address in this Rail Action Plan for Kent."

It goes on to note "There is one further change to the existing service level agreement which has been proposed by the Mayor of London and Transport for London (TfL) for introduction in December 2012. The Mayor and TfL have requested that additional stops at Denmark Hill and Peckham Rye in south London be included on Maidstone East line trains to Victoria. These proposed stops are intended to replace in part the withdrawal of the south London line service between Victoria and London Bridge from this date, when the London Overground service will be extended from New Cross Gate [*actually Surrey Quays – ed*] to Clapham Junction. KCC has already objected to this proposal in the strongest possible terms, as it would have an extremely detrimental effect on rail passengers using the Maidstone East line. This route has already become the cinderella of the Southeastern rail network; to impoverish it still further with these additional stops and longer journey times would cause serious further hardship for the many Kent

residents whose daily journeys to and from London on this line are already far longer than appropriate for the county town of Kent." A classic case of trying to mediate a balance of conflicting interests.

"KCC's key requirements for each route of the new franchise are listed below. They do not refer to every section of route within Kent, but reflect the principal causes of concern raised by MPs, KCC Members, RUGs and individuals before, during and after our Rail Summits held in March and October 2010:

1. There should be a regular peak-period mainline service to designated West End and City stations on each principal rail route in Kent. By West End is meant Charing Cross or Victoria; by City is meant Blackfriars or Cannon Street. There should also be a regular off-peak period service to a designated West End station from each major town in Kent;
2. Connectivity at Dover Priory between mainline from Sandwich/Deal and High Speed to St. Pancras must be improved from the present 49 minute wait during off-peak periods. The extension of High Speed from Dover Priory to Ramsgate via Deal/Sandwich should also be considered for inclusion in the new franchise provided that this can be delivered with existing rolling-stock resources;
3. Connectivity at Ashford between mainline from Dover/Folkestone and mainline via Maidstone East will already have been improved off-peak towards London from the December 2010 timetable change – this principle should now be applied to peak periods in both directions;
4. Connectivity at Sittingbourne between the Sheerness branch and High Speed/mainline services needs to be improved, removing the existing long connection periods;
5. Journey times on mainline between stations on the North Kent line and Victoria/Cannon Street have been greatly increased with the new timetable – there needs to be a realignment of the station stopping pattern to facilitate this, and if demand continues to be very low for the peak period High Speed service east of Faversham consideration may need to be given to the removal of this part of the service from the new franchise, as passengers from Thanet will anyway travel via Canterbury West on High Speed as it is significantly faster;
6. Network Rail has indicated its willingness to engage with KCC in funding GRIP (Governance of Rail Investment Process) [*actually Guide to Railway Investment Projects – ed*] 1-2 studies into route enhancement schemes for Ashford-Thamet and Ashford-Hastings – services between Ashford and Thanet would reflect future infrastructure

improvements which would also serve to reduce running times on High Speed and mainline between London and Thanet;

7. The present level of service provided on the Maidstone East line is completely unacceptable, and the new franchise must address this omission above all else – initially there should be an hourly service all day between Maidstone East and Blackfriars (using paths currently allocated to half of the First Capital Connect service from Sevenoaks via Otford) so as to provide a direct service all day to the City; this would be replaced by an all day half-hourly Thameslink (Key Output 2) service to Blackfriars, Farringdon, St. Pancras and north from 2018;

8. Network Rail has also indicated its willingness to engage with KCC in funding a GRIP 1 & 2 stage study into the feasibility of High Speed services operating along the Medway Valley line from Ebbsfleet via Gravesend to Maidstone West from 2014 – this would help to fill the serious gap that exists in rail provision for the county town of Kent, and should be deliverable with existing rolling stock resources given the reduction that has already been made from 12-car to 6-car formation on the High Speed peak period service on the North Kent line via Faversham;

9. The Cannon Street service from Hastings via Tunbridge Wells, Tonbridge and Sevenoaks should be retained, and not replaced by new Thameslink KO2 service in 2018 – principal Kent termini for Thameslink KO2 service should be Maidstone East (via Otford and West Malling) and Sevenoaks (via Otford and Bat & Ball);

10. Parkway Stations – ‘Growth without Gridlock’ proposed development of parkway stations at Thanet for Manston Airport and Isle of Thanet – Network Rail has already produced GRIP stage 1 report with KCC support for the parkway station, and funding is being pursued by KCC through the Regional Growth Fund (RGF), local businesses and developers; Maidstone - for park and rail to/from Maidstone East and London on mainline service; and Westenhanger - off M20 junction 11; and Appledore - for Romney Marsh and Tenterden;

11. Through Gatwick-Tonbridge-Ashford hourly all day service in partnership with Gatwick Airport Ltd and operator of new franchise for Southern operating area could commence in 2015 – not part of IKF but would affect route between Tonbridge and Ashford;

12. KCC intends to lobby Government to ensure that a requirement to introduce ITSO ticketing is included in new IKF. This would provide the potential for integrated bus/rail ticketing;

13. The County Council would also expect to see ongoing improvements to the station environment (cleanliness, comfort, security, information etc) and to integration with other modes of transport (i.e. the whole journey experience).”

The RAP also refers to the Kent RUS and Network Rail investment in their Control Periods 4 and 5, 2009-14 and 2014-19. In summary, the Kent RUS proposes the following principal interventions between now and 2020, although it should be noted that most of these would be dependent on funding and rolling stock procurement by the existing and new TOCs of the IKF:

- implement CP4 committed schemes as planned, including Thameslink and train lengthening;
- commence detailed development of post-Thameslink timetable, with peak services generally modified to run at 15 or 30 minute intervals;
- further train lengthening in CP5 with approx. 100 extra coaches to ensure all high peak trains and the busiest shoulder peak trains run with maximum capacity;
- improve access to stations and integration with other transport modes;
- prioritise incremental journey time improvements.

For international rail services, “KCC intends to continue to work with other stakeholders to ensure that Kent remains well connected by rail with Europe. There are four principal ways in which Kent has the potential to be connected by rail with mainland Europe, and KCC will continue to be committed to their development for the benefit of all the residents of Kent:

Eurostar - KCC will continue to lobby for the retention and expansion of Eurostar services from Ashford International and Ebbsfleet International, including the now planned through services to Amsterdam in 2014 with the possibility of Geneva in future years.

Deutsche Bahn - KCC will lobby for this service to stop at one of the county’s international stations, preferably Ashford International as it is the only one fully connected to the domestic rail network in the county.

Trans-Manche Metro - KCC will continue to participate in the project known as Trans-Manche Metro (TMM) in partnership with Conseil Regional Nord-Pas de Calais. The concept of TMM is to link together the regions of Kent and Nord-Pas de Calais by providing a regular through rail service that would start at London St Pancras and serve Ebbsfleet, Ashford, Calais Frethun, Lille and Brussels.

Eurotunnel - the company has recently broken its own records of the number of passengers and vehicles carried, and provides an essential part of the total rail service between Kent and the European mainland.”

High-speed lines or high-speed network?

Public attention has been very much on the official route for HS2, its phasing with Birmingham first and Manchester/Leeds later, and how to serve Heathrow airport. Less attention perhaps has been given to the proposal to link HS1 with HS2, and how it might be achieved. After tabling options ranging from a high-speed link from Old Oak Common to east of Barking to a decidedly slow-speed street-based people-mover linking Euston and St. Pancras International, the focus is now on Camden Road station on London Overground's rejuvenated North London Railway! This harks back to the original proposals, which saw Stratford International being the London station for north of London Eurostar services, routed from the western portal of HS1's London tunnel via Camden Road station and the Hampstead Heath tunnel to access the West Coast Main Line.

The route from that western tunnel portal to HS2 is now proposed as via Camden Road station and Primrose Hill to access Old Oak Common. Although the 4-tracking of Camden Road station and its eastern approaches, descoped from Network Rail's North London Railway Infrastructure Project, might be reinstated there remains the bottleneck of the 2-track junction at the west end of the station where the Gospel Oak and Primrose Hill lines converge. Does this have the makings of another Thameslink-style Borough Market viaduct?

Behind the engineering issues lie bigger questions. As none of this will be in place for another 15 years, and then it will have a design life of at least another 100 taking us through to the middle of the next century, how far should we gaze into the crystal ball? With high-speed rail increasingly competitive with air [continental as well as domestic] in an expanding journey time window [three to four even five hour journey times] there is likely to be a developing case for international services to move beyond the confines of HS1. Similarly intra-regional domestic travel by high-speed rail rather than by air or car may see a developing case for a second London terminal for HS1 services at Old Oak Common and a second London station for HS2 services at Stratford International with services terminating a la Olympic Javelins at Ebbsfleet. Idle speculation, or serious proposition?

In that context, there may be fundamental questions about the wisdom of a low-capacity, bi-directional, single-track connection. They go to the heart of the challenges facing decision-makers. HS1 is clearly an international and domestic line. HS2 with a proper link could be that too, and more. The urgency of the challenge is that if such a link is to proceed it must be built at least at the Old Oak Common end as an integral part of the first phase of HS2. That in turn means it will be in the same legal powers seeking process. The formal public consultation on HS2 is expected to have been launched at the end of February.

It has to be said that the foregoing is just one possible interpretation of and reaction to what is understood to be current official thinking.

The HS2 Project documentation upon which the Government will be consulting can be viewed on the DfT website at <http://www.dft.gov.uk/pgr/rail/pi/highspeedrail/proposedroute/>

Railfuture will be organising a summer conference on High Speed Rail. The conference is being held on Saturday 9th July at the historic Bletchley Park, home of 'Station X', the wartime code breaking centre. Details can be found on the Railfuture website at <http://www.railfuture.org.uk/tiki-index.php?page=High+Speed+Conference>

West Midlands and Chilterns draft Route Utilisation Strategy

November saw the publication of this draft for a consultation period, which closed in February. The draft RUS forecast significantly more growth in rail usage over the next ten to thirty years with demand for passenger services in the region set to increase by up to 32% over the next ten years. It set out the priorities for rail investment in the West Midlands and the Chiltern route between Birmingham and London Marylebone for the next thirty years to meet the forecast demand.

The strategy includes:

- Recommendations for train lengthening of a number of peak hour services within the RUS area
- Recommendations for improved connectivity across the region
- Introduction of two additional services in each direction per hour between Tamworth, Birmingham New Street and Worcester/Hereford
- Consideration of requirements to accommodate freight growth.

The unified Railfuture response was led by the West Midlands branch and can be viewed at <http://www.railfuture.org.uk/tiki-index.php?page=Submissions>

Station usage data 2009/10

The Office of Rail Regulation <http://www.rail-reg.gov.uk/> published its latest data in February. This is not the only set of statistics used by the rail industry but if the industry regulator publishes it then one would expect it be reliable - well, wouldn't one? In many cases this is not so, especially in London. Even outside London, where the branch's Coastway division have undertaken recent passenger counts at Southern's Rye and Bexhill for example, the figures raise eyebrows. At Bexhill annual patronage is said to have increased by over 64,000 or just over 5% from 2008/09 - possibly? At Rye however it is said to have increased by only 2600 which is less than 1% - really?

At West Anglia's London Fields patronage has apparently shot up 20% in the one year, whereas at adjoining Cambridge Heath by less than 2%! Both figures are highly questionable, in two ways. First, compared with the observed patronage counted by the stations' rail users group <http://www.railwatch.org.uk/chlfug.html> [for the past 15 years no less] the official latest numbers - 221,754 and 152,816 respectively - are gross underestimates representing only about one quarter of actual observed usage. Second, while usage at both stations grew London Fields was actually 27% and Cambridge Heath 23% comparing weekdays in May 2008 and May 2009.

The West Anglia Routes Group <http://www.westangliaroutes.org.uk/> undertook some sample station passenger counts last autumn to support its response to National Express East Anglia's recent West Anglia timetable consultation. Its conclusions were broadly that compared with the then-available 2008/09 ORR data there had been a doubling in real usage - 125% in inner London, 75% in outer London.

When the latest ORR data asserts that total station entries and exits showed a **decrease** of 0.8% from 2008/09 to 2009/10 yet the Association of Train Operating Companies continues to report increasing passenger journeys, most recently a 6.9% increase in 2010 taking us to highest peacetime levels since the 1920's, we are entitled to ask whether anyone really knows!

Overground comfort

The full northern extension of the former East London line should have opened to the public at the end of February with Crystal Palace and West Croydon services running on from Dalston Junction via Canonbury to Highbury & Islington. The final southern extension, from Surrey Quays to Clapham Junction, is expected to open with the December 2012 timetable change.



Test train 378233 on Platform 2 at Highbury & Islington on 7 January 2011

Final notice and agenda for branch annual general meeting 2011

Eagle-eyed readers will notice the absence from this mailing of any ballot papers. By close of nominations on Saturday 22nd January the four officer and six other committee posts were uncontested.

The next annual general meeting of the London and South East branch will be held on Saturday 9th April at 14.00 at the London Thameside Youth Hostel, 20 Salter Road, Rotherhithe, London, SE16 5PR.

This modern building is little more than a pleasant 5-minute walk, crossing Surrey Water, due east of Rotherhithe Overground station on the East London Railway. Immediately behind the Overground station is the Brunel Museum, open daily between 10.00 and 17.00. As well as connections to New Cross, Crystal Palace and West Croydon the former East London line has recently been extended west from Dalston Junction via Canonbury to Highbury & Islington. Bus routes 381 [Waterloo-Peckham] and

C10 [Victoria-Canada Water] run past the station and the youth hostel, just one stop apart.

We shall have a speaker from **Crossrail** to address a morning members meeting which will open at 11.00. Richard Storer, Area Community Relations Officer will begin his talk at 11.30.

The youth hostel can provide a cooked lunch, with a menu choice on the day, for £8. Members wishing to take up this option must confirm with Roger Blake via roger.blake@railfuture.org.uk and by 31st March send a cheque, made payable to Railfuture, to him at 70 Dynevor Road, Stoke Newington, London, N16 0DX.

Agenda

1. Apologies for absence
2. Election results
- 3a. Minutes of annual general meeting held on 10th April 2010
- 3b. Matters arising
4. Chairman's report
5. Divisional reports: a] Coastway b] Eastern c] Kent
6. Hon. Treasurer's report
7. Motions – proposed by the Branch Committee, as notified in branch newsletter 110 for December 2010, to adopt the revisions to Standing Order 10 which were proposed to the inquorate extraordinary general meeting held on 18th September 2010. [Copies were circulated by Keith Dyall on 16th August 2010 to branch committee members and divisional conveners, and are also available direct from Ian McDonald.] **Any proposed amendments should be notified in writing to the Branch Chairman, and must be received at least 10 working days prior to the AGM.**

Branch divisions members meetings

open to all branch members

Coastway – usually meet monthly in Lewes on the first Thursday at 18.00 – the next one on 7th April will be followed by 5th May and 2nd June, at the Lewes Arms, Mount Place. Contact Dick Tyler at richard.tyler@railfuture.org.uk or 27 Windsor Road, Bexhill-on-Sea, East Sussex, TN39 3PB or phone 01424 211500.

Eastern – usually meet bi-monthly in Stratford on the second Wednesday at 18.30 – the next one will be on 11th May and then 13th July. Contact Howard Thomas at howard.thomas@railfuture.org.uk or 24 South Primrose Hill, Chelmsford, CM1 2RG or phone 01245 496439, before 21.00.

Kent – usually meet quarterly on a Saturday afternoon in a different venue around Kent – next Kent division just confirmed for 21 May Faversham, venue to be confirmed. Divisional Organiser is Peter Collingborn at 82 Burnham Walk, Parkwood, Rainham, Kent, ME8 8RX or phone 01634 364744; email contact is Chris Fribbins at chris.fribbins@railfuture.org.uk

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The copy deadline for issue 112 will be 13th May 2011.

Please submit material through Branch Chairman Keith Dyall.

The Railfuture mission: to be the number one advocate for the railway and rail users

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