

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

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

From TfL Rail to Elizabeth line

Are we nearly there yet? Tuesday 24 May 2022 was the latest milepost along the way, the near-completion of the Crossrail project enabling an initial service to operate east of Paddington's new low-level station.

*"Twas the Night before Crossrail, and all through the town
The Platforms stood ready, some 100ft down.
Roundels, display screens, maps, set out with care
For thousands of passengers soon to be there.*

*The new trains were nestled all snug in their sidings,
Ready to move out at five-minute timings;
Commuters and tourists were ready to master
Nine brand new stations ... and Bond Street soon after.*

*It's been a long wait: thirty years in the making,
But the passenger journey will now be breath-taking;
Bright stations, time savings, and better connections,
New possibilities in every location.*

*Three years of tunnelling in deep London clay
To dig out the spoil for the new railway:
But 3 million tonnes would then guarantee
A nature reserve for the RSPB.*

*Then services start on The Elizabeth Line
The 6.30 from Paddington leaving on time:
The 200 metre-long nine-car formation
Gently accelerates out of the station.*

*The West End, The City, and Eastwards it races
With wifi and air-con and accessible spaces.
The passengers exit or interchange lines,
Making their journey in much shorter times,*

*We glide to Abbey Wood on the Bexley border
Waiting for checks to see all is in order.
After many more journeys she goes out of sight
'Merry Crossrail to all, and to all a good night'."*

Credit: Jonathan Baggs MCIPR AMICE

BBC London News narrated most of the poem, set to Crossrail images, in this 62-second clip:
<https://twitter.com/i/status/1528847735893463041>

For 5 minutes of something completely different, the Whitechapel Road Surprise Major peal, brought to us courtesy of the Society of Royal Cumberland Youths:
https://www.linkedin.com/posts/olaf-haitink-8855046_whitechapel-elizabethline-whitechapel-ugcPost-6936246373788876800-4Bf0/

(copy and paste the above links into your web browser - and enjoy!)

Lessons learned for Railfuture?

If we count it as a campaigning success, it's certainly required sustained perseverance, both by ourselves and by very many others since the concept of large-diameter tunnels crossing central London to connect Paddington in the west and Liverpool Street in the east was reportedly first proposed – by railwayman George Dow in *The Star* newspaper in June 1941!

The project which became Crossrail has origins in the 1943 County of London Plan and 1944 Greater London Plan by Patrick Abercrombie. These led to a specialist investigation by the Railway (London Plan) Committee, appointed in 1944 and reporting in 1946 and 1948. Railfuture's predecessor organisations then began life in the 1950s, and advocacy for George Dow's concept.

"A Cross-London Rail Link" was published by the BR Board in November 1980, the Central London Rail Study was published by the Department of Transport in January 1989, leading to the first Crossrail Bill being introduced in January 1991 only to be rejected by a Parliamentary Committee in 1994. The second Crossrail Bill in February 2005 led to the Crossrail Act of July 2008, with construction starting in 2009.



Over eight decades, plus a bit more until Abbey Wood and Shenfield services are running through to Heathrow and Reading. Therein lies the tale of 'the nine lives of Crossrail', beginning in 2015 with the start of TfL Rail services between Liverpool Street and Shenfield, then between Paddington and Heathrow / West Drayton in 2018, followed by Paddington-Reading in 2019, the recent seventh phase adding a third separate service between Paddington and Abbey Wood, with full through running between each pair of termini due in autumn 2022 and finally the ninth phase, a complete timetable in operation by May 2023.

Chiltern Railways had a Head of Network Development who used "Success through incremental development" as a lode star. Few if any rail enhancement projects of any scale do not go through delivery in stages, and are very often preceded by changes in design and scope. Campaigners, to be effective, are required to possess many attributes – readers' suggestions welcome!

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

Accessible 'street-to-seat' journeys

If this is indeed our campaign objective, what are the 'means' available towards achieving that 'end'?



Our first in-person (actually hybrid) annual meeting since 2019, for guests as well as members, which was held on the 30th April heard from the Rail Safety and Standards Board's Principal Infrastructure Engineer Professor Bridget Eickhoff on "*Towards step-free journeys: the challenge of platform-train interface*" and she closed with five example solutions to challenges:

- # modifications to the worst platforms
- # Harrington humps
- # vehicle floor / step heights
- # deployable 'semi-smart' or 'smart' vehicle footsteps
- # gap-fillers or 'smart' platforms.



Her illuminating and thought-provoking presentation is available for reference via the [branch's website page](#).

Access for All programme 2024-29

In response to a joint email from the MD of one of our regional branch's train operators, with his Network Rail Route Director – "*The Department for Transport (DfT) have asked (us) and Network Rail to jointly submit nominations for Access for All (AfA) funding.*" – our national Chairman wrote to the latest Rail Minister (also responsible for accessibility) after Easter using five examples of stations across our branch area to highlight specific issues which might escape application of the rail industry's conventional criteria.

The examples (and their Westminster constituencies) with the ORR's usage estimates for the pre-pandemic 12-month period March 2019 – February 2020:

- ~ Dorking Deepdene (Mole Valley) – 421,924 plus an unknown number of interchanges with Dorking 'Main'
- ~ Hampden Park (Eastbourne) – 686,214 plus 164,113 within-station interchanges
- ~ Harlington (Central Bedfordshire) – 347,256
- ~ Reedham (Croydon South) – 240,760
- ~ St. Leonards Warrior Square (Hastings & Rye) – 845,028 plus 178,788 within-station interchanges.

Dorking Deepdene and Reedham have featured in previous issues of *railse* – see 'Branch news.'

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

Second-quarter anniversaries of our local successes:

April

~ in 2010, on the 27th: Dalston Junction, Haggerston, Hoxton, and Shoreditch High Street stations opened as London Overground 'preview' services ran north from New Cross and New Cross Gate beyond Whitechapel on the East London Line's new northern extension.

May

- ~ in 1979, on the 14th: West Ham Low Level station; Dalston<>Stratford (Camden Road<>North Woolwich).
- ~ in 1980, on the 12th: Hackney Central, Hackney Wick stations; Kensington Olympia <> Willesden.
- ~ in 1980, on the 13th: Moulsecoomb station.
- ~ in 1982, on the 17th: Watton-at-Stone station.
- ~ in 1983, on the 17th: Dalston Kingsland station (first opened 9 November 1850, closed 1 November 1865).
- ~ in 1984, on the 14th: Bedford St. Johns station.
- ~ in 1985, on the 13th: Homerton station.
- ~ in 1988, on the 16th: Farringdon <> Blackfriars.
- ~ in 1990, on the 29th: St. Paul's, later City, Thameslink station.
- ~ in 1994, on the 29th: Mitre Bridge Curve (WLL<>NLL) and Sheepcote Lane Curve (SWML <> WLL).
- ~ in 1994, on the 31st: Kensington Olympia <> Willesden Junction High Level.
- ~ in 1995, on the 30th: Chafford Hundred station.
- ~ in 1999, on the 30th: West Ham High Level and West Brompton stations.
- ~ in 2010, on the 23rd: New Cross Gate Down Junction (for full London Overground services from the new East London Line northern extension through to Crystal Palace and West Croydon).
- ~ in 2016, on the 15th: Lea Bridge station.



June

- ~ in 1998, on the 23rd: Heathrow Airport Junction <> Heathrow Terminal 4 station (via Heathrow Terminals 1, 2 & 3 station).
- ~ in 1998, on the 23rd: Heathrow Terminals 1, 2 & 3 station (later Terminals 2 & 3, now Heathrow Central station) and Heathrow Terminal 4 station.
- ~ in 2008, on the 3rd: Mitcham Eastfields station.
- ~ in 2013, on the 26th: Hitchin ('Down Cambridge') flyover.
- ~ in 2019, on the 3rd: Meridian Water station.

None for ages, then two together!

After the Elizabeth line will come the Barking Riverside Extension later this year. The first London Overground test train ran in late-May, shown in this 42-second clip taken by project graduate engineer Tom Housden: https://www.linkedin.com/posts/tom-housden-713645134_first-train-over-the-viaduct-to-barking-riverside-ugcPost-6934998721570992128-JUCb/ It has encouraged hope that the public passenger service might open before the official 'autumn' date.

An amateur 9-minute film can be seen here: <https://www.youtube.com/watch?v=znWifBjbXqs> (although some of the commentary has inaccuracies).

View from Barking end of Barking Riverside island platform



Credit: TfL Programme Engineering Manager Dave Mansfield

Railfuture supported Transport for London throughout the public consultations and formal processes to gain powers in an Order under the Transport and Works Act to construct, operate and maintain the new railway, including attendance at the Public Local Inquiry. Our application of this type of campaigning has been well-documented in previous branch newsletters, and also in the "**Campaigns**" section of the national website, within 'Consultation responses', and linked [here](#).

River crossings in east London is a long-running topic (remember proposals to extend the North London Line through a new Woolwich River Crossing?) and Barking Riverside Extension duly revived it. The Elizabeth line now provides the latest cross-river link, between Abbey Wood / Woolwich and Custom House, and TfL are continuing with development of the project to extend the DLR from Gallions Reach across to Thamesmead. Both of those reduce the prospects for an extension beyond Barking Riverside, another reminder to rail campaigners to remain focussed on the desired end result, less so on the means by which to achieve it.

Community Rail Network: L&SE news

Community rail shares one basic aim with Railfuture: to encourage more people to travel by train more often.

Marston Vale CRP celebrated [line's 175th anniversary](#).

A Southeast CRP line has renamed, and elected a [former Lewes MP and Rail Minister](#) as its new Chair.

Essex ran its first-ever [Heritage Train](#) on 24 April, organised by the Essex & South Suffolk CRP.

Darent Valley CRP launched a set of [station posters for the six stations](#) along the line to encourage visits.

[Artwork at Chelmsford station, a Men's Shed at Southminster](#) – thanks to Essex & South Suffolk CRP.

Kent CRP helped launch the [Kent Walking Festival](#).

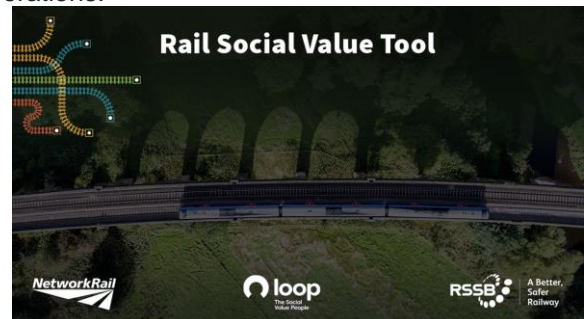
The [North Downs Line](#) hosted an Easter treasure hunt.

Southeast CRP partner Brighton Toy and Model Museum put on a display to mark [50 years since withdrawal of the 'Brighton Belle' service](#).

SCRIP secured Arts Council funding for [Platinum Jubilee artwork and events at West Sussex stations](#).

Help the Rail Safety & Standards Board shape [a cleaner and greener railway](#). See also page 7.

A new [Rail Social Value Tool](#) has been launched by the rail industry to help it measure the social value of its investments, infrastructure projects and day-to-day operations.



The Marston Vale CRP has marked its [15th birthday](#).

[New River Line CRP at Hertford East station](#) took part in May's Mental Health Awareness Week, linking with Network Rail's 'Brighter Journeys' campaign.

A local Surrey artist has added a [new artwork to Guildford station](#) with support from Southeast CRP.

Essex ran its first-ever [Climate Change Train](#) on 22 May, organised by Essex & South Suffolk CRP.

Two [new CRPs formed on SWR's network](#): Wey Valley between Alton and Wanborough / Ash Vale, and the southern part of the London Borough of Kingston.

The [Friends of Rayleigh station](#), on the Essex & South Suffolk CRP's Southend line operated by Greater Anglia, have opened a new community garden.

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

“Investing in transport to build a better future”

“Think a better transport system in your area would improve the quality of your life? Would it help your business flourish? Do you feel strongly about the need to reduce carbon emissions caused by transport? Do you want to be a part of the change?” Then read on: <https://transportforthesoutheast.org.uk/2022/04/07/investing-in-transport-to-build-a-better-future/>



Finally, Transport for the South East’s draft Strategic Investment Plan – “an ambitious but achievable multi-modal investment plan that will be the blueprint for future investment in strategic transport infrastructure for the next thirty years” – is here! **“Connecting the South East: a bold and ambitious plan”** was launched on Monday 20 June for a 12-week public consultation, closing on Sunday 11 September.



“The plan describes the framework required for delivering TfSE’s vision and objectives to achieve a modern, integrated and sustainable transport network for the South East. It sets out where, when and under what conditions, packages of schemes, interventions and wider policy initiatives should be implemented to achieve the vision for 2050. This plan will build on the TfSE transport strategy and bring together the area studies and thematic studies – Future Mobility, and Freight, Logistics and Gateway – to present an investment plan which aims to boost the economy and make life better for people, for business and for the environment.”

A fortnight into the consultation, time to have absorbed its content and begun to frame responses to it, there will be a TfSE conference **“Connecting the South East”** – at which Railfuture will be represented – in Guildford on Tuesday 5 July; the all-day programme is [here](#).

Extraordinary to reflect that it has been four years of Railfuture engagement with TfSE policy development, starting with our response to the pre-Transport Strategy Economic Connectivity Review viewable [here](#). A year later we contributed views on TfSE’s (so far unsuccessful) bid to government for statutory powers, viewable [here](#). Then in pre-pandemic January 2020 we addressed the draft Transport Strategy [here](#), and most recently last summer contributed our perspective on TfSE’s current and future role, viewable [here](#).

The finalised SIP is to be published by March 2023.

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

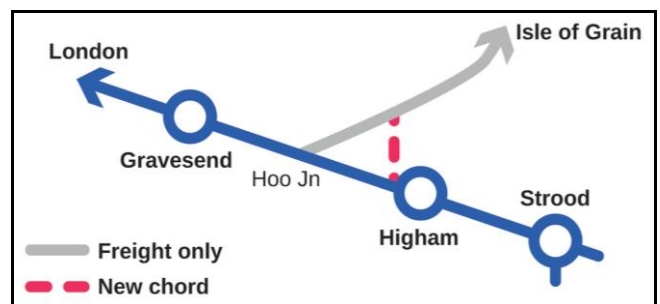
The contrast in fortunes could barely be more striking.

On the north side of the Thames Estuary we are about to see a development of 10,800 new homes served by the opening of a brand new railway, part-funded by the developer of those new homes, with a quarter-hourly passenger service – this month’s page 3 feature refers.

Meanwhile on the south side of the Thames Estuary we see a planned development of 12,000 new homes, which already has a freight-only line running through it, struggling within a limited budget to deliver the infrastructure upgrade required for even the most pared-back passenger service offering, never mind exploit the potential to create a choice of passenger service destinations and also a London-avoiding route for freight with a short new chord.



Showing new Hoo (St. Werburgh) station (upper right) and currently-unplanned new chord (upper left)



Simplified diagram of new/currently-unplanned Higham chord

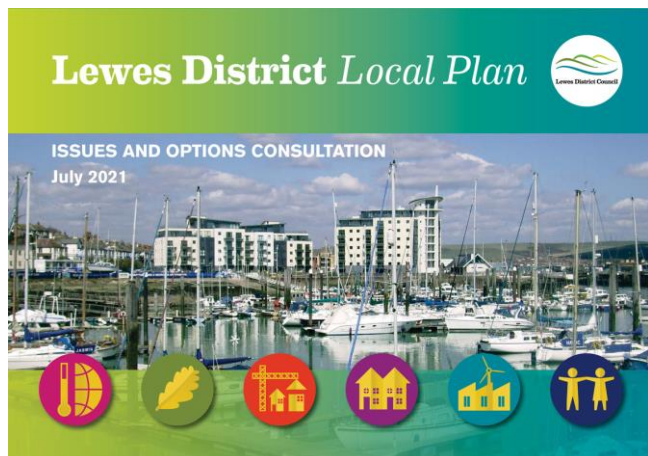
As just one indicator of why good connectivity matters for good economic performance – per capita GDP – of 375 UK local authorities in 2019 Medway (including the Hoo Peninsula) was ranked 241st while Tonbridge & Malling to the south (via a new Higham chord!) was ranked 53rd and Dartford to the west was 56th.

The May edition of Medway Council’s **“Future Hoo”** e-newsletter indicates that results from the second-round consultation, to which Railfuture responded in January – <https://www.railfuture.org.uk/display2917> – will be shared in the now-imminent June e-newsletter. The website is <https://www.medway.gov.uk/futurehoo> where you can sign-up for updates on Hoo Peninsula.

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

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

Lewes District Council's progress towards a new Local Plan for 2020-2040 is already months behind schedule and remains tediously slow, and Wealden District Council's is little better. The delays may in part be attributable to some, who should perhaps know better, being in denial about long-term housing growth and the need to plan for it, instead hoping that national policy changes will magic away the need to plan for growth.



Almost a year ago Lewes District Council launched their consultation on Issues and Options for the next Local Plan (above). Our response last September is in the 'Campaigns / Consultation responses' area of Railfuture's website, under Local Authorities, and is also viewable [here](#).

At the end of May the Council published a Summary Report and Data Release on that consultation, on their website under 'Planning Policy / Emerging Lewes Local Plan 2021' and viewable [here](#). It is not an assessment or analysis of the consultation comments received. Over 4,000 submissions were received, amounting to almost 43,000 individual comments, but the report makes it clear that *"For the purpose of plan-making and responding to the issues raised in the consultation, it is the content of the representations, and not the amount of representations that will be evaluated."*

There were six principal Issues for comment:

- ~ [Tackling Climate Change](#), which attracted 32% of all comments
- ~ [Protecting and Enhancing the Quality of the Environment](#) – 13% of comments
- ~ [Accommodating and Delivering Growth](#) – just 8%
- ~ [Improving Access to Housing](#) – 15% of comments
- ~ [Promoting a Prosperous Economy and Building Community Wealth](#) – 14% of comments
- ~ [Creating Healthy, Sustainable Communities with Infrastructure](#) – 12% of comments.

Finally five non-Issue-specific questions generated the remaining 5% of comments.

Interestingly the third Issue – which attracted by far the lowest level of response – is probably the one of greatest significance for anyone wanting to develop a strategic case for the Wealden Line Extension.

Responses indicated that 'Intensification of Coastal Towns' (ie Peacehaven, Newhaven, Seaford) was the most selected option. Outward expansion of Newhaven and Peacehaven was the second most selected, although with the tightly-drawn boundaries of the South Downs National Park it's not immediately obvious what that might look like on the ground. It was closely followed by Extensions to Burgess Hill and Haywards Heath – not, perhaps conveniently for some, in Lewes District! The prospect of a 'New settlement within the Low Weald' was the least preferred option. General comments overwhelmingly did not support a new settlement or development in the Low Weald – which is, in effect, Lewes District north of the South Downs National Park, and the area through which the new Wealden Line Extension would have to be built.

Meanwhile Ringmer, one of three Low Weald options in last year's consultation – "Focussing growth on the most sustainable villages in the Low Weald" – and also on a potential route for the Wealden Line Extension, continues to attract very strong interest from housing developers. No less than seven major applications for outline planning permission on six sites for a total of over 600 new homes have been submitted to Lewes District Council in the past 15 months. Three in particular are of direct interest in the context of a potential Wealden Line Extension route, and station location, being in the gap between Ringmer and Broyle Side. They include the only two applications to have been decided to date, for the same site with different numbers of homes and both being refused by the Planning Committee contrary to the planning officer recommendation; it remains to be seen whether either or both will be appealed to the Planning Inspectorate.

The irony is that planned development, over the Local Plan period, of ten times that number of new homes would be enough to make the case for the new railway!

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

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

Network Rail's Strategic Outline Business Case for the Kent & East Sussex Coastal Connectivity Programme continues to languish in the DfT / HM Treasury.

March's *railse* highlighted local authority per capita GDP as one economic metric; below are median gross weekly earnings for FTEs by local authority area, using latest data for April 2021. Of GB's 362 local authorities 'historic' East Sussex shows highest > lowest rankings:

Lewes – 136th
Brighton & Hove – 139th
Eastbourne – 186th
Rother – 294th
Wealden – 298th
Hastings – 349th

Seven of the 13 GB local authorities ranked even lower than Hastings are not in 'the North'; two are in Devon! Note that again the lower 4 of the 6 above are within East Sussex's part of Network Rail's K & ES CCP!

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

New – Railway Club Directory

Welcome to new member Richard Bowry of Orpington who has set up <https://www.railwayclubdirectory.com/> which includes Railfuture.

Campaigns calendar, London & SE

London & South East regional branch had a stall at Alexandra Palace, London over a mid-March weekend.



After previous misses, a Faversham Transport Festival



and our Kent Division's mid-May meeting coincided! We were up in the Council Chamber of the Guildhall.



"through that door and up those stairs, Sir"

London & South East regional branch had a "Bridge the gap" campaign stall at the Uckfield & District Lions Club's Jubilee Picnic. Many new supporters signed up.



Uckfield and District Lions Club

While we have continued our **campaigning** through responding to **consultations** and **calls for evidence** and making other **submissions**, here are three contrasting examples of what can happen after our original input.



The Planning Inspectorate



The latest (maybe final?) London Resort news. With only hours to go before the Preliminary Meeting for the London Resort Development Consent Order, arranged by the Planning Inspectorate for Tuesday / Wednesday 29 / 30 March, the applicant withdrew the application! The full Examination Hearings, which were set to start on Monday / Tuesday 4 / 5 April, were duly cancelled. We had contributed our views in September 2020 <https://www.railfuture.org.uk/display2469> and in March 2021 <https://www.railfuture.org.uk/display2644>



Railfuture lodged formal objections to Lewes District Council in February on two applications for outline planning permission for new homes – up to 100 and up to 200 respectively – submitted in December but yet to go before Planning Committee. They are in the same vicinity as an earlier proposal – for up to 97 homes – on a key gap site between Ringmer and Broyle Side, refused by the Committee in December. Meanwhile a new application for 68 new homes – on the same site as the previously-refused 97 – was submitted in February, attracted a formal objection from Railfuture in March, and in April was also refused outline planning permission by the Planning Committee.



Railfuture submitted qualified support in February <https://www.railfuture.org.uk/display2595> and March <https://www.railfuture.org.uk/display2643> 2021 for proposals around South Kensington station by Native Land (Kensington) Ltd, South Kensington Properties Ltd and London Underground Ltd as they included provision for (not of, note) step-free access for the sub-surface Circle and District lines. Contrary to their

officer's recommendation of approval, the Royal Borough of Kensington & Chelsea's Planning Committee refused the proposals in November, and as an interested party Railfuture has been notified that the applicants have now decided to lodge an appeal against that decision with the Planning Inspectorate.

Our **submissions and responses to consultations and calls for evidence** are all in the **"Campaigns"** section of the website, within 'Consultation responses', and linked [here](#).

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

Forthcoming diary/calendar dates

Thursday 16 June Office of Rail & Road publishes passenger rail usage data for Q4 of 2021/22: January-March 2022 passenger train km, passenger km, journeys, revenue.

Monday 20 June Start of 12-week public consultation by Transport for the South East on their draft Strategic Investment Plan.

Saturday 25 June Railfuture East Anglia branch open afternoon meeting, in Ipswich. All welcome.

Saturday 9 July Railfuture L&SE "Bridge the gap" campaign stall at Uckfield Festival's Big Day. 10.00-16.00. On Luxford Field, via Civic Approach or Library Way off High Street, Uckfield, East Sussex, TN22 1AL.



Wednesday 13 July Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Thursday 14 July Herts & Beds Division evening meeting, [online](#). [Invite non-members!](#)

Friday 15 July Close of RSSB consultation on the [Sustainable Rail Strategy \(SRS\) Prototype](#),



an initial version of the leadership plan which will shape an even cleaner and greener railway.

Saturday 16 July Railfuture national AGM, near Bristol Parkway station. See **"What's on"** in website.

Saturday 16 July Presentation after national AGM of the unique Railfuture Rail User Group Awards, the 8th, and the 3rd 'Railfuture Campaigner of the Year' Award.



See **"What's on"** in website.

Thursday 21 July Joint L&SE, Wessex, and Thames Valley branches' [online](#) meeting with speaker invited from TfSE on the draft Strategic Investment Plan.

Saturday 23 July-Sunday 4 September Schools' summer holiday: >95% of the rail network remains open for business!

Thursday 28 July Office of Rail & Road publishes Key 2021/22 Statistics for Train Operating Companies: passenger usage, performance and complaints, with reference data on number of employees, route kilometres operated and number of stations managed.

Tuesday 16 August Railfuture East Midlands branch 'Summer conversation', in Nottingham. All welcome.

Saturday 20 August Kent Division afternoon meeting. [Invite non-members!](#)

Thursday 25 August Office of Rail & Road publishes Rail Emissions for 2021/22: electricity and diesel consumption of mainline passenger and freight operators in Great Britain and estimates of their associated CO2e emissions.

Friday 26 August Copy date for your campaign news / reports for the London & South East branch Local Action column in October's *railwatch* no.173, and for September's *raise* no.157. Send to londonandsoutheast@railfuture.org.uk

Monday 29 August Copy date for your campaign news, letters, articles, photos to appear in October's *railwatch* no.173. Send to editor@railwatch.org.uk

Thursday 8 September Sussex & Coastway Division evening meeting, maybe [online](#). [Invite non-members!](#)

Sunday 11 September Close of public consultation on their draft Strategic Investment Plan by Transport for the South East.



Wednesday 14 September Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Thursday 15 September "Turning point for the railways" – Railfuture national conference, in Leeds. See **"What's on"** in website.

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

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

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, at 19.00 – next due on **13 July**, then 14 September. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets about monthly – next due on **14 July**. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on Saturdays, at 14.00 – next due on **20 August**. Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk See [Kent Division](#).

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

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

Sussex & Coastway – meets monthly 11 times annually on Thursdays, at 18.00. Next due on **21 July**, then 8 September. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Trevor Davies at trevor.d2016@outlook.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 3 weeks on Wednesday evenings.

raise online

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

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.157, due to be published in September 2022, will be Friday 26 August 2022. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk

railfuture

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

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

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Railfuture campaigns (noun, and verb!)

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

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

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

Neighbouring and other branches

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

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

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

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

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

inter-raise

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