

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

Restoring Your Railway Usage?

In a 1907 article in the North American Review Mark Twain ascribed a famous expression to Benjamin Disraeli (1804-1881), Prime Minister of Great Britain from 1874 to 1880: “*there are three types of lies: lies, damn lies and statistics.*” With that cautionary note ringing in our ears, let's look at post-pandemic rail passenger volumes. Then the findings of a recently-published report on post-pandemic travel behaviours and choices, and attitudes, are pointers to actions required to boost those volumes, and their associated revenues, to levels with which central government, mainly HM Treasury, might be more comfortable.

An official statistic from the DfT, Domestic Transport Usage by Mode, published early-August, reported that nationally “*Passenger journeys in the week ending Sunday 30 July 2023 were 96% of those observed in the equivalent week in 2019. In the latest 4-week period, weekly average usage figures were between 81% to 103%*” and “*Tube entries and exits on Friday 4 August 2023 were 77% of the equivalent day in 2019. In the same period usage ranged between 71%-86%.*” Beware statistics: the Elizabeth Line alone accounts for at least 15% of all national rail passenger journeys!

Published in early-July was a report prepared by IPSOS on behalf of the DfT “*Our changing travel*” – research into how people's travel choices are changing, conducted in autumn / winter 2022-2023. This research aimed to understand the changes in people's travel behaviours and choices as a result of:

- ~ the COVID-19 pandemic;
- ~ the rising cost of living;
- ~ attitudes to climate change and sustainable travel.

The report summarises the research and compares it to the situation before the pandemic where possible.

In November 2022, 30% of people said they avoided public transport due to concerns around Coronavirus, a lower proportion than in November 2021 (46%). Focus group discussions highlighted the importance people placed on adequate ventilation and cleanliness.

When November 2022 respondents were asked what would encourage them to use public transport more, financial incentives were most commonly mentioned, along with more frequent and punctual services, whilst issues related to Coronavirus (ventilation, low numbers of Coronavirus cases) were mentioned less.

“A third of people (33%) agreed they found it difficult to choose the most suitable ticket when travelling on public transport. Focus group participants suggested that clearer and more visible information about current ticketing options was needed.”

NOT Restoring Your Railway Usage!

Railfuture as ‘*the number one advocate for the railway and rail users*’ has been exceptionally busy responding to two major issues which, if implemented, will affect passengers, from across the wider region perhaps more so than in London, which are widely perceived as undermining incentives to choose to travel by train.



The withdrawal of One-Day Travelcards is looking increasingly likely to go ahead, before Sunday 21st January 2024. Alternatives are more readily available in the capital, cost hikes in prospect for those outside.



Proposals to change ticket retailing facilities at stations with ticket offices unleashed objections numbering not just tens but several hundreds of thousands submitted to Transport Focus and London Travelwatch.

Full details of the cases advocated by Railfuture are prominent around the Railfuture website.

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.

Control Period 7, 2024-29 – funding for Network Rail: Periodic Review 23

Every five years, as seasoned observers are aware, the rail industry goes through a lengthy process to fix the level of funding which Network Rail will have for Operations, Support, Maintenance, and Renewals in the next five-year period. Enhancements are taken forward through the Rail Network Enhancements Pipeline, although after its launch in March 2018 and a first update in October 2019, the next 'annual' update is still awaited – three years on.

As Network Rail's regulator, the Office of Rail & Road initiated the Periodic Review 23 (for the year when the process will conclude) back in June 2021. Of greater interest to afore-mentioned seasoned observers was publication in December 2022 by Transport Secretary Mark Harper of his department's High-Level Output Specification (H-LOS) – defining what government expects Network Rail to have delivered by the end of CP7 – and government's Statement of Funds Available (the SoFA) – defining what government funds it intends to commit for Network Rail to achieve those outputs.



The next development was publication by Network Rail of its Strategic Business Plan for CP7 in May 2023 <https://www.networkrailmediacentre.co.uk/news/passengers-and-freight-at-the-heart-of-new-gbp-44bn-five-year-plan-for-our-railway> This includes how the organisation will further government's five strategic objectives for rail:

- ~ meeting customer needs;
- ~ delivering financial sustainability;
- ~ contributing to long term economic growth;
- ~ levelling up and connectivity; and
- ~ delivering environmental sustainability.



A month later the ORR issued its 'draft determination' for public consultation. The ORR's 'final determination' is due by 31st October. Network Rail then produces its Delivery Plan before Control Period 7 starts on 1st April 2024, the period which includes the 200th anniversary of Britain's first regular scheduled rail service.

Of Network Rail's five regions, four include parts of our London & South East regional branch area – Eastern, North West & Central, Southern, and Wales & Western – and their own Strategic Business Plans are here: <https://www.networkrail.co.uk/who-we-are/publications-and-resources/control-period-7-strategic-business-plans/>

Abbey Line station building restored

Our branch contributed £150 back in early-2017 towards setting-up costs for the station Heritage Trust.



See coverage in *railse* no.141 September 2018 page 3 and *railse* no.157 September 2022 page 7.



The Tea Room opened on 2nd August 2023, with an official opening ceremony due on Sunday 22nd October.

We've said before that while re-purposing redundant station buildings no longer in railway operational use may not be considered mainstream rail user territory, each one contributes to the 'look and feel' of a station.



The effects in driving up rail usage may not be quantifiable, but the evidence of the effects of empty and derelict buildings in attracting anti-social behaviour, in turn feeding numerous anecdotes of passengers being deterred from using the railway, is not disputed. Bat & Ball station is one such exemplar.

Another is RUG Award-winning Bishopstone station,



the Old Parcel Room now a local community hub.

Railfuture Awards - Rail User Groups



Three of the eight groups, from across five of Railfuture's 14 branches, with award nominations for 2023 came from within our regional branch area. All three were welcome newcomers to the Awards, and none left the awards presentations in July, following the national AGM in London, empty-handed!



Their five nominations, of the 13 received in total, spanned four of the Awards' six categories. FoBS was nominated for Best Social Media, Best Website, and Best Campaigner (Barbara Mine), Rail CargoLiner for Best Website, and TLC for Best Newsletter.



Undoubted stand-out winner was the Chair of FoBS Barbara Mine, collecting her Best Campaigner Award from our Hon. President Christian Wolmar. FoBS also won Commendations for their website and social media, as did Rail CargoLiner for their website and Tonbridge Line Commuters for their newsletter.

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

With eleven new / re-opened stations, one re-opened interchange and one new rail link in our branch area, our third-quarter anniversaries of local successes are:

July

~ in 1973, on the 23rd: Stevenage's second station opened (a mile south of the original, opened in 1850 and closed to coincide with its successor's opening).

~ in 1983, on the 15th: King's Cross Midland City re-opened (opened 1863, closed 1979, re-named King's Cross Thameslink 1988, closed 9th December 2007).

~ in 2011, on the 18th: Southend Airport opened.

~ in 2015, on the 25th: a new Hackney Interchange had a 'soft opening' for London Overground passengers. The original had closed over 70 years earlier with the suspension of Broad Street-Poplar services in 1944.



From Hackney Central looking west, Hackney Downs off top right

~ in 2022, on the 18th: Barking Riverside opened.

~ in 2023, on the 31st: Thanet Parkway opened.

August

~ in 2015, on the 12th: Hackney Interchange had its official opening ceremony.

September

~ in 1986, on the 29th: London Fields re-opened after a fire in November 1981 – on Friday the 13th!

~ in 1986, on the 29th: Welham Green opened.

~ in 2003, on the 28th: the Channel Tunnel Rail Link phase one route to Waterloo International (via Fawkham Junction and Southfleet Junction) opened.

~ in 2008, on the 28th: Shepherd's Bush opened.

~ in 2009, on the 27th: Imperial Wharf opened.

~ in 2021: on the 20th, London Underground's Battersea Power Station and Nine Elms opened.

Coming soon: Thameslink's new Brent Cross West.

Stay up-to-date and lend your support via our website pages under **'Campaigns'** > 'Restoring Your Railway.'

Transport for the South East from Transport Strategy > Strategic Investment Plan > Delivery Action Plan

Since the adoption of TfSE's Strategic Investment Plan (SIP) to 2050, and Integrated Sustainability Appraisal,



by the March Partnership Board a 34-page Summary and 30 Localised Factsheets have been produced: <https://transportforthesoutheast.org.uk/useful-documents/strategic-investment-plan-evidence-base/> with an interactive map to locate the Factsheets here: <https://transportforthesoutheast.org.uk/our-work/strategic-investment-plan/>

One notable omission, given how much time and effort Railfuture has devoted to it, including the arrangements for a Strategic Outline Business Case to be funded and commissioned, is any reference to a new station at Welborne on the Fareham-Eastleigh line, which is nevertheless earmarked for complete double-tracking, to support the garden village now starting construction.



TfSE's annual conference will happen just before this newsletter's publication, and there will be more news in the December newsletter. Meanwhile, a foretaste:
~ a panel on how the Strategic Investment Plan impacts decision making from a national to local level;
~ a panel on delivering plans in collaboration with national agencies;
~ one of three breakout sessions will cover integrating transport and place.

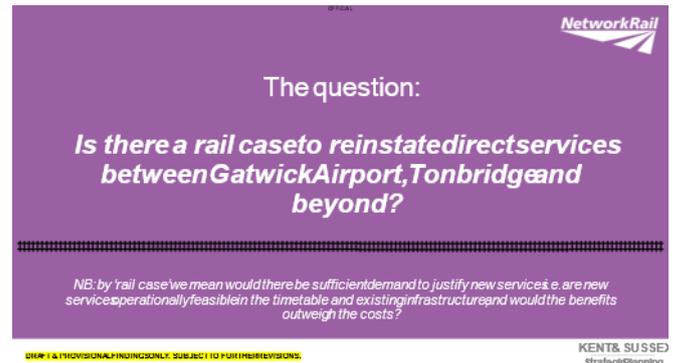
June's meeting of TfSE's Transport Forum, on which Railfuture is represented, was presented with an initial proposal for a refresh of TfSE's Transport Strategy, now three years since adoption. A comprehensive rather than basic refresh, including a 12-week public consultation, was agreed at TfSE's July Partnership Board for completion in October 2025. Among the many reasons for a refresh are the role of improved connectivity in 'Levelling Up' the UK, the ongoing legacy of Covid-19, notably its impact on the economy and the uncertain impacts it has had on the travel market, and the legacy of Brexit, especially on freight movements at major international ports and airports.

TfSE rail – R25 inner orbital east Kent – Surrey – West Sussex TON-LIH-PHR-EBR-GDN-NUF-RDH-GTW

Local and national officers have represented Railfuture as a stakeholder organisation invited to participate in the development of this Network Rail Strategic Advice.



After the first workshop in January, reported in *railse* no.159 for March 2023, a 'Findings and Review' workshop in July looked at the strategic question: "Is there a rail case to reinstate direct services between Gatwick Airport, Tonbridge and beyond?" By 'rail case' Network Rail means "would there be sufficient demand to justify new services (are new services operationally feasible in the timetable and existing infrastructure, and would the benefits outweigh the costs?)"



The response, given that the draft and provisional findings are subject to revision: "The study found there is potentially a rail case to serve Tonbridge with an hourly direct Gatwick service although the revenue generation may be marginal. Beyond Tonbridge, the strategic benefits from a mode shift and economic / connectivity sense are clear, but the operational trade-offs and costs are likely disproportionate."

The emerging preferred option (of five, in which all services would operate every day) is extension of the all-day hourly service between Tonbridge and Redhill to Gatwick Airport, supplemented by a Tonbridge-Redhill weekday peak periods-only shuttle.

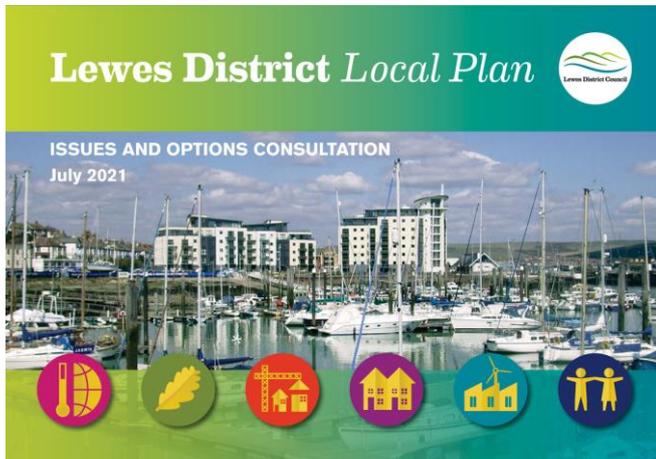
The other four options considered were:

- ~ Gatwick-Tonbridge 2tph
- ~ Gatwick-Tonbridge 1 tph + all-day Redhill shuttle
- ~ Gatwick-Maidstone 1 tph + all-day Redhill shuttle
- ~ Gatwick-Ashford 1 tph + all-day Redhill shuttle.

Even the pragmatists, Railfuture backs an incremental approach of an initial low-cost / good value option, as a basis for development as travel demand is expanded.

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

Remember this? The first consultation, to which we responded in September 2021 with results published in May 2022. Two years later, a second is imminent.



Lewes District Council's Full Council meeting in July adopted a revised 'Local Development Scheme' for Local Plan production, which should see consultation on 'Preferred Options' as the next stage in Autumn 2023, meaning in the September-November period.

Previous coverage was in *railse* no.152 for June 2021 and no.153 for September 2021, also no.156 for June 2022 after the consultation results had been published.



Railfuture's 'Bridge the gap' campaign stall at the Lewes Societies Fair in Lewes Town Hall on Saturday 2 September



Former Mayor of Lewes Stephen (Catlin) Wischhusen - RIP 4.6.2023

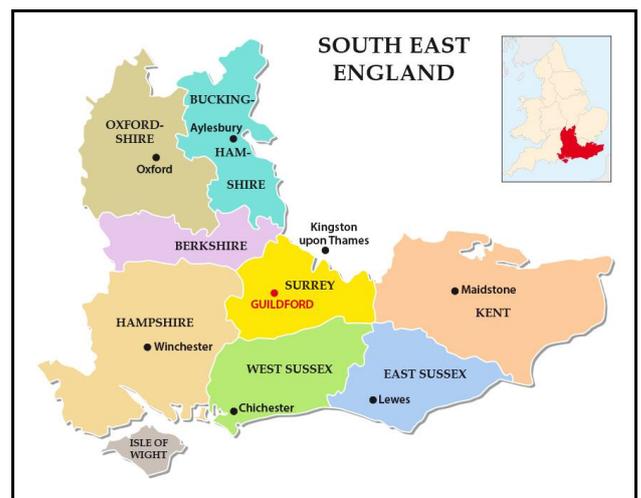
As a District and Town Councillor, Stephen was a good friend to Railfuture, facilitating our presentations about a Lewes-Uckfield rail link to Lewes District Council's Scrutiny Committee in April 2018 and then to Lewes Town Council's Planning Committee in August 2022.

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

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

Making the case for investment in infrastructure in general, and transport infrastructure in particular, is an exercise in alignment with the objectives of potential funding partners. Of especial interest to East Sussex was the announcement, as part of the Spring Budget in March, that Hastings and Rother Districts were to be among the 20 new Levelling-Up Partnerships – the only two in the government's South East region.

Also confirmed in the Spring Budget was a third and final round of the Levelling-Up Fund – still awaited! In the two previous rounds all second-tier local authorities were placed in one of three tiers, with priority accorded to the 139 in Tier 1. Challenging the misconception in some minds that 'levelling-up' is not for the supposedly already-prosperous 'London & South East' regions, 11 (8%) of the Tier 1 local authorities in round 2 are in the area of South East Councils – apart from Gosport, and with the exceptions of Dartford, Medway and Wealden, all around the coasts and estuaries of East Sussex and Kent! Together with the two other net contributor regions to His Majesty's Treasury, with five more in London and nine in the East of England, 25 (18%) of the 139 Tier 1 district authorities are in 'The South'!



The administrative geography of South East Councils and the All-Party Parliamentary Group for the South East, which includes Oxfordshire and Buckinghamshire outside the TfSE area and a reason for its close collaboration with their sub-national transport body England's Economic Heartland.

The All-Party Parliamentary Group for the South East, set up in April 2021 under the auspices of SE Councils, had as the subject for its first inquiry "*Financing for the future: what does levelling up mean for South East England?*" as reported in *railse* no.155 for March 2022. Our submission in January had advanced the notion of a 'prosperity gradient' within the South East as much as between 'The South' and 'The North', peripherality being the more important factor than mere geography. The APPG's report was published in July 2022.

Although not sufficient alone for levelling-up, improved connectivity remains a necessary condition to support it, and Railfuture will continue to advocate so in making the case for HS1 services to extend into East Sussex.

See more about [Railfuture's MarshLink campaign](#)

National Travel Survey, 2022

As Railfuture's campaigning is nothing if not evidence-based campaigning, the latest National Travel Survey, published on 30th July and updated on 30th August, provides a very rich seam to mine. The National Centre for Social Research (NatCen) collects a number of official national statistics on behalf of the UK government and government bodies – including the National Travel Survey, the only annual survey to look at how, why, when and where we travel, used by the Government to develop its transport policy and make sure transport plans meet England's travel needs.



National Centre for Social Research

NatCen is a registered charity, the largest independent and not-for-profit social research organisation in UK. It is known for the annual British Social Attitudes survey, first published in 1983, Britain's longest-running annual survey of public attitudes.

Five key findings from NTS 2022:

- ~ People in England made 862 trips on average in 2022, c.17 trips per week each. This was a decrease of 10% compared to 2019 (953 trips on average).
- ~ The average distance travelled in 2022 was 5,373 miles, a decrease of 17% compared to 2019 (6,500 miles on average). It highlights the trend in distance travelled by people, in decline since 2002.
- ~ On average, in 2022 people spent 324 hrs travelling, a 12% decrease compared to 2019 (370 hrs average).
- ~ In 2022, trip rates for all transport modes were lower than 2019, apart from walking trips which saw an increase of 7% with 267 walking trips per person.
- ~ The most common trip purpose in 2022 was shopping with 151 trips per person, a decrease of 16% compared to 2019. Commuting was the second most common trip purpose in 2022 with 119 trips per person, a 15% decrease compared to 2019. This could reflect the increase in working from home and hybrid working during this time.

For means of access to rail stations before making a train journey there are, probably unsurprisingly, some stark differences between the London and South East regions. In London, of the 38% of all trips which include a mainline rail stage, the largest percentage of access mode is by bus with 12%, and second by London Underground on 10%. In the South East, of the 51% of all trips which include a mainline rail stage, the largest percentage of access mode is by car (as driver or passenger) on 17% with walking on 13%.

In the national context, 2021/22 saw 990 million rail passenger journeys in Great Britain – plus 748m on London Underground and 1,486m on London Buses!



Community Rail Week took place between 22-28 May. During the week and for the fifth year, the Rail Delivery Group ran a poll for The UK's Best Loved Station in its World Cup of Stations online competition.



Among the 48 short-listed contenders across 11 regions were our own Southminster (East), Tolworth, Denmark Hill, Highams Park, and Chingford (London), Whyteleafe, Bognor Regis and Hollingbourne (South East), plus Bishopstone in the bonus round.

Denmark Hill emerged as the winner in England, and second overall. The unveiling of station improvements there in September 2021 by Rail Minister Heaton-Harris came exactly eight years after ex-Rail Minister Norman Baker (a Railfuture Vice-President before assuming Ministerial office) had performed similarly!

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

Campaigns calendar, London & SE

Our **campaigning** has continued through responding to **consultations** and **calls for evidence** and making other **submissions**, such as to local planning and transport authorities and to transport watchdogs.

Closing as this newsletter is published is Kent County Council's consultation prior to the publication of very long-awaited DfT guidance on Local Transport Plans.



The Council's aim is that the full draft Local Transport Plan, to be consulted on next year, will illustrate where in Kent its priorities are for developing improvements.

As we closed for press confirmation came that the Network Rail / Stellar / MTR consortium applications for planning permission and listed building consent for the Liverpool Street station upgrade, submitted to City of London Corporation in May, remain to be validated and so are not yet available for formal comment.

Since the previous newsletter, *railse* no.160 for June, went to press the regional branch committee has overseen submissions to:

Transport Focus and London TravelWatch



in response to the statutory public consultations, under the National Rail Ticketing and Settlement Agreement, fronted by 10 of our regional branch's train operators, on proposed changes to ticket retailing at stations. Our July response was submitted in anticipation of the original consultation close, before it was extended.

Even after the extended consultation period had ended



Railfuture's stall at the Lewes Societies Fair found itself next to campaigners still gathering signatures!

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 to Calls for Evidence and Consultations, and policy development, is to email londonandsoutheast@railfuture.org.uk

Our **responses** to all consultations and calls for evidence and submissions to planning bodies etc are in the "**Campaigns**" section of the main website, within '**Consultation responses**', and linked [here](#). For our regional branch see '**Submissions**' [here](#).

Our vision for Railfuture: An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.

Forthcoming diary / calendar dates

Saturday 23 September East Anglia branch open afternoon meeting, Norwich.

Sunday 24 September, Sunday 1 October, Saturday / Sunday 4/5 November, Saturday 11 – Friday 17 November, Saturday / Sunday 25/26 November No GWR trains able to serve Gatwick Airport during rail improvement works on the North Downs Line, also affecting Reading-Guildford services on Sunday 8, Saturday / Sunday 14/15, and Sunday 29 October.

Wednesday 27 September Close of consultation on GTR / Southern's proposed West Coastway timetable.

Thursday 5 October ORR publishes Passenger rail usage data for Q1 2023/24 (April-June 2023).

Thursday 5 October Sussex & Coastway Division evening meeting, [online](#). [Invite non-members!](#)

Friday 6 October ORR publishes Passenger rail performance: Cancellations data for Period 6, 20 August – 16 September 2023.

Monday 9 October Closing date for nominations for national Community Rail Awards; presentations ceremony in Swansea on 18 March 2024.

Thursday 12 October ORR publishes Rail Emissions data for 2022/23 covering electricity and diesel consumption of mainline passenger and freight operators in Britain and estimates of their associated CO2e emissions.

Saturday 14 October Herts & Beds Division morning in-person meeting, central London (tbc). [Invite non-members!](#)

Friday 20 October Copy date for your campaign news / reports for the London & South East regional branch Local Action column in December's *railwatch* no.178, and for December's *railse* no.162. Send to londonandsoutheast@railfuture.org.uk

Saturday 21 – Sunday 29 October Schools' half-term holiday: >95% of the rail network remains open for customers! Enjoy your local heritage railways.

Monday 23 October Copy date for your campaign news, letters, articles, photos to appear in December's *railwatch* no.178. Send to editor@railwatch.org.uk

Tuesday 31 October ORR is due to have published its final determinations on Network Rail's Strategic Business Plans for Control Period 7 (2024-29) for England & Wales and for Scotland.

Thursday 2 November Sussex & Coastway Division evening meeting, [online](#). [Invite non-members!](#)

Friday 3 November ORR publishes Passenger rail performance: Cancellations data for Period 7, 17 September – 14 October 2023.

Wednesday 8 November Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Saturday 18 November Kent Division afternoon meeting. [Invite non-members!](#)

Thursday 23 November (tbc) ORR publishes Estimates of Station Usage 2022/23.

Saturday 25 – Sunday 26 November Railfuture branches' stall at National Exhibition Centre.

Friday 1 December ORR publishes Passenger rail performance: Cancellations data for Period 8, 15 October – 11 November 2023.

Saturday 2 December East Anglia branch open afternoon meeting, Cambridge.

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, **online** at 19.00 – next due on **8 November**. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets monthly – next, in-person, on **14 October**. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on third Saturdays, at 14.00 – next due on **18 November**. Division Convener is 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, Docklands Light Railway, and Elizabeth line. Contact Branch Vice-Chair Roger Blake (opposite). See [London Metro Division](#).

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

Sussex & Coastway – meets monthly on first Thursdays, at 18.00. Next on **5 October**, then 2 November. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Robert Cheesman at robertcheesman@btinternet.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 4 weeks on Wednesday evenings.

railse 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 **railse** issue no.162, due to be published in December 2023, will be Friday 20 October 2023. 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](#)

Follow us on  [twitter](#) @Railfuture and @RailfutureLSE and @Railwatch

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Railfuture campaigns (noun, and verb!)

Our five national **railfuture** 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 Great British Railways – 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 on [Twitter](#), [Facebook](#) 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-railse

Our two-page monthly e-newsletter, by email (as a [pdf or link](#)) to be sent to all branch members on email