

railfuture

London and South East regional branch

Annual Meeting 2024

Saturday 20 April 2024

Agenda

11.00-13.00

Guest speakers:

Andy Bagnall, Chief Executive, Rail Partners



“Rail reform (slow-speed) and a different government within 9 months”

Stephen Gasche, Public Transport Lead, Otterpool Park LLP



“Connectivity (high-speed) between a new Garden Town and London”

Introductory presentations each followed by Q&A, then lunch break.

14.00: formal Annual General Meeting for members

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Agenda

1. Apologies for absence

Chris Page, Neil Middleton, Robert Cheesman.

2. Minutes of Annual General Meeting 22 April 2023

See Appendix A below, pages 11-21.

3. Matters Arising from Minutes of 2023 AGM

If any not being covered in the agenda for the 2024 AGM.

4. Results of elections to branch committee 2024-25

The following were duly nominated and elected unopposed:

Chairman no nominations

Vice-Chairman Roger Blake

Secretary no nominations

Treasurer no nominations

The other branch committee members duly nominated and also elected unopposed are:

Richard Bowry, Charles King, Neil Middleton, and Chris Page.

There were insufficient nominations to fill the other five vacancies. Only half of the 10 committee places have therefore received nominations.

The divisional representatives on branch committee for 2024-25 are:

Howard Thomas (Eastern), Neil Middleton (Herts & Beds), Chris Fribbins (Kent),

Richard Bowry (London Metro), Stephen Rolph (Surrey), and John Black (Sussex & Coastway).

Railfuture's Company Secretary Trevor Davies (also Sussex & Coastway Division), and the branch's Independent Examiner Gordon Pratt (also Kent Division), also attend.

The Vice Chairman notes, as in previous years, that the London & South East regional branch still has c.25% of the entire - albeit still slowly diminishing - national membership of Railfuture, and London postcodes alone still have c.25% of that regional branch total (although, ironically perhaps, our London Metro Division was in 2023 among our least active). Owing to our numeric size and geographic spread we remain unique among Railfuture's 14 branches in having an informal sub-structure of essentially county-based Divisions, and it is at that level that much of the engagement with members, rail user groups and other organisations and our campaigning activities continues to take place.

It is gratifying therefore to report that the branch has evolved a new post-pandemic normal modus operandi and continued to retain much of its rhythm, with regular monthly committee and most Division meetings held online. The pattern established in 2023 was for a mixed menu, of mostly online meetings interspersed with occasional in-person gatherings.

Although lacking a Chair (last listed in the quarterly branch newsletter for December 2018) and a Secretary (last listed in the quarterly branch newsletter for March 2017), the branch at least has the role of membership secretary still being fulfilled by committee member Neil Middleton and so this important aspect of our work, not just monitoring but actively welcoming and seeking out potential new members, is receiving more of the attention which it requires.

We do as ever need to continue to raise our profile by being seen to be active and campaigning / lobbying and ultimately influencing outcomes, especially in the increasingly-important social media sphere, maximising opportunities for publicity and telling others about Railfuture, so that we can attract more active members and continue to grow our activities and, through them, our influence.

Although numerically the largest, our regional branch as one of Railfuture's 12 (plus two national branches for Scotland and Wales) could be considered to be over-represented on the national Board of Directors, with four of the nine (not to mention the Company Secretary, and national house magazine editor!). National Chairman, Policy Director, Infrastructure & Networks Director, and the Communications Director who is significantly increasing our social media output at branch and national levels. In this 24/7 information age Railfuture volunteers, as all members including the Directors are, aim to keep Railfuture's independent and informed analysis in the public eye via press releases, website articles, various Twitter accounts, Facebook, LinkedIn – all linked off the website.

6. Treasurer – Howard Thomas

At its AGM in 2023, the London & South East branch decided to close its bank account and operate its budget through the national account. This change took place with effect from 1 June 2023. This change also meant that the fixed assets of the branch became those of Railfuture nationally.

The main features of the year were:

Income: £0

Expenditure:

□ Branch newsletter: £940.00 (£950.00 in 2022)

□ AGM: £155.75 (£175.00 in 2022)

The bank balance that was transferred to the national account was £67.04 together with other assets worth about £95.47 at 31 May 2023.

Railfuture's policy is to provide for 20% depreciation on cost in each of the first four accounting years of use, and to write down the value of non-current (fixed) assets to £1.00 in the fifth year. Thereafter, the non-current assets remain at £1.00 until they are disposed of. The value of the assets at transfer took into account depreciation for the period 01/01/23 to 31/05/23.

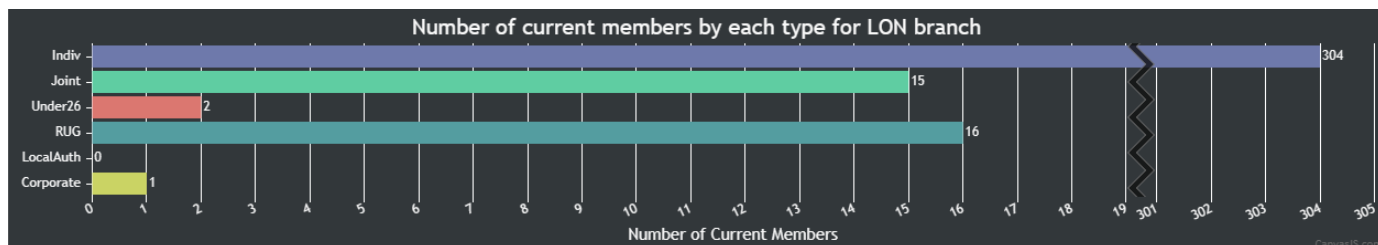
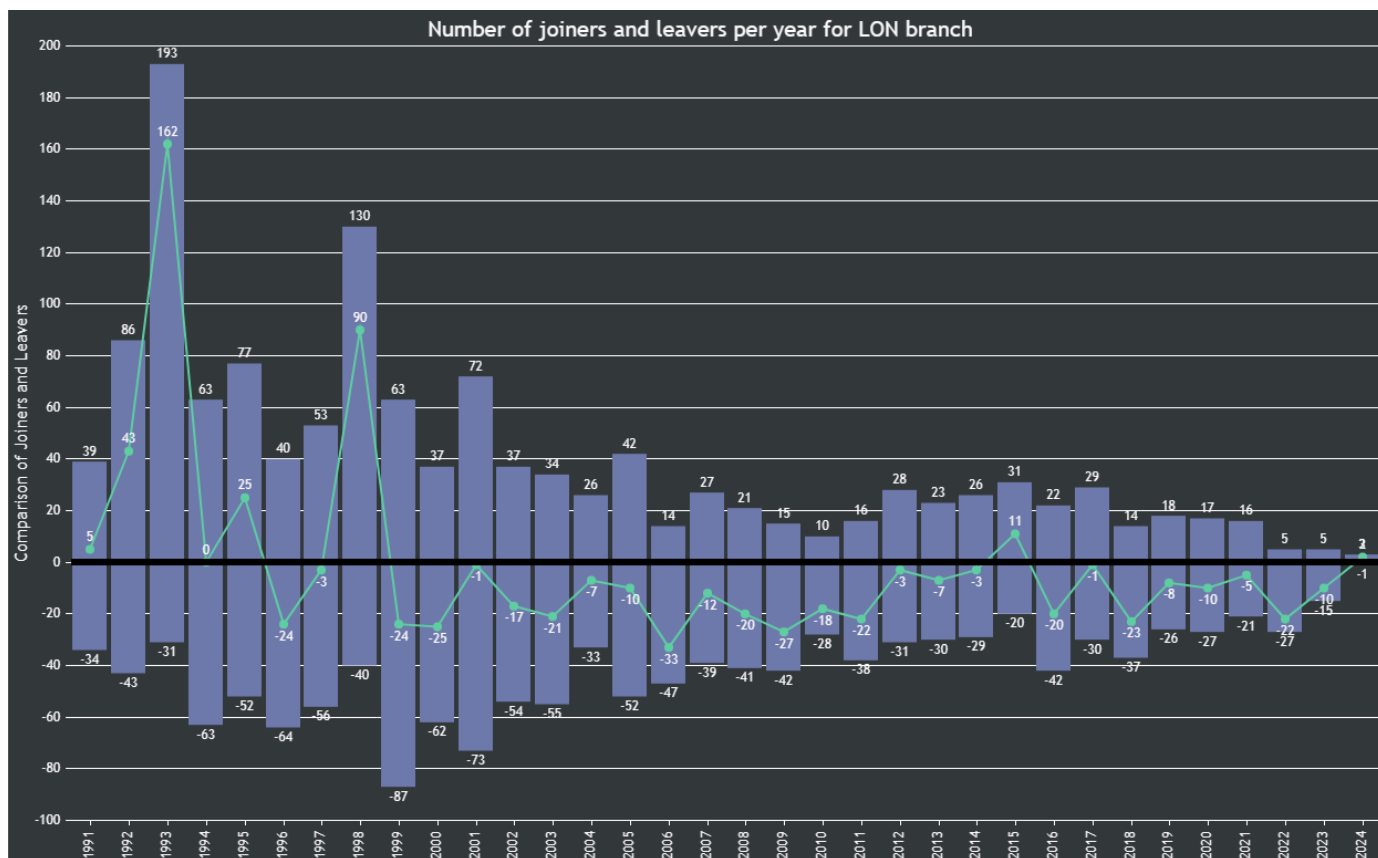
Following the transfer of the Branches fixed assets to the national account, it was decided to write down the value of all to £1.00.

Three Financial Statements – of Comprehensive Income, Financial Position, and Cash Flow, all as at the year ending 31 May 2023 – are set out in Appendix B to this document on pages 22-24.

7. Membership – Neil Middleton

Membership numbers during 2023 declined by 10 from 346 to 336. We gained 5 members and lost 15 members – a 2.9% loss. This is almost identical to the national trend.

Included in membership are 16 Rail User Groups and 1 Corporate¹ and there are also 37 members who have expressed an interest in L&SE who primarily belong to other branches².



Conclusions

- The overall number decline is, in isolation, not a disaster.
- However, the age profile of current members is much more worrying (see the appendix). Whilst there are, and could be further, exceptions, the more mature of our members are less likely to be active campaigners, so our realistic pool of future campaigners is much smaller.
- Whilst more members would certainly be good, more active members is much more important.

I see this as a common issue amongst charities and campaigning groups – for instance it is equally applicable to a Church I am involved with.

What might we do about it?

I believe that within the constraints of available resource we are effective in:

- Seeking actual change.
- Showing to Government and Industry stakeholders that we are credible, and it is sensible to spend time understanding and considering our views and opinions.

¹ This data being as at 12 April 2024

² This data being as at 4 March 2024

2023 was another year where the focus was on rail campaigning, with both the national ticket office consultation and the London Travelcard demise being significant time consumers. So the situation reported last year where we do not spend enough time demonstrating the above to both potential and inactive members (and the public in general ~ to 'recruit' them as supporters) continued. It still makes sense to switch a portion of our available time to demonstrate this with the goal of both increasing membership generally and increasing active membership specifically (and being able to show more supporters).

There are, I think three key strands to initiatives in this area:

1. A national initiative (already in progress, but subject to the same time constraints) to improve our ability to communicate with members and stakeholders. This requires both technology improvements and better quality data – in part for members (more email addresses, and a switch to informed consent³ which has now happened) and better data for stakeholders such as MPs, Local Authority Councillors with Transport portfolios.
2. Divisions need to communicate more consistently. Linked to the above, from early 2024 we began emailing the branch monthly update to all relevant members with an email address.
3. A greater presence on social media, most notably in the short term a Facebook page – for updating / informing the wider community. Content would be created by those who are permitted to do this, and all would be able to comment.

I am not proposing a Facebook Group – for those already active in campaigning to exchange news and gossip.

The Committee remains concerned about the above and has decided to dedicate the June 2024 meeting (Wednesday 5th, 17:30 on Zoom) to the topic. If you would like to contribute, let me know.

A reminder: keeping you up to date

Our ability to communicate effectively with some members is restricted by missing email addresses. You should be receiving the following:

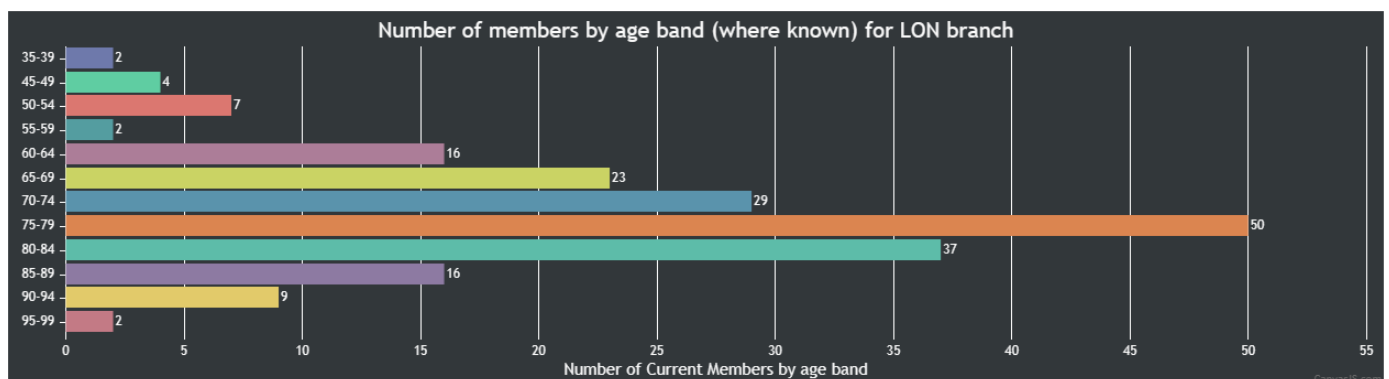
- Railwatch – by post or email, including the Branch quarterly newsletter.
- The branch monthly news update by email (just two pages).
- Updates from at least one Division by email.
- Occasional other emails on national and local matters.

There are three ways to update your preferences:

1. By self-care on the website: <https://www.railfuture.org.uk/member/> (recommended, but if struggling, do switch to choice 2 or 3)
2. Email Lloyd Butler at renewals@railfuture.org.uk
3. Email me neil.middleton@railfuture.org.uk

Your email address will not be passed outside Railfuture and will be used in accordance with the permissions you give us in accordance with GDPR requirements.

Appendix: Membership age profile (for current members) for LON branch



³ Members joined a campaigning organisation, so being updated about those campaigns is implicitly given (but, of course, an easy way to actively opt out is essential).

8. Divisions

a Eastern – Howard Thomas

Eastern Division met every two months by Zoom and with a typical attendance of five people.

During the year, the Division has kept an overview of how the railway has recovered following the pandemic – the level and quality of service provided – and various developments. In particular, the Division has been impressed by how Greater Anglia has recovered its service level and quality. The service provided on Greater Anglia routes had recovered to more-or-less pre-Covid levels. Generally, reliability and punctuality have been very good. It seems that Greater Anglia has had a much more positive and constructive approach to timetable recovery than some other TOCs serving the Greater London area, and other parts of Great Britain. Indeed, the Division has posed the questions: “If Greater Anglia can do it, why can’t so many other TOCs?” and “What is it that Greater Anglia has that other TOCs don’t?”

Greater Anglia completed the introduction of new rolling stock which means that now no services operating with rolling stock over five years old.

This was the first full year of the operation of the Elizabeth Line through from Stratford / Abbey Wood in the east to London Paddington and beyond in the west. This development has stimulated changes in the way people approach and travel through London, with Stratford becoming a major interchange point between Greater Anglia and Elizabeth Line services. It has become possible, for example, to reach Farringdon from Chelmsford in as little as 45 minutes, including change of trains at Stratford.

2023 saw the first full year of operation of the new Barking Riverside service. Other developments have included work that is now well in progress on the new station east of Chelmsford at Beaulieu Park. Greater Anglia has also started a programme of refurbishing some of its larger stations. The lifts accessing Chelmsford’s platforms are being replaced, with progress being made on that accessing platform 2 during 2023.

The Division has been keeping a watching brief on developments such as Hall Farm Curve, KenEx, and the New River Line Community Rail Partnership.

For the future, the Division will continue to meet on the second Wednesday of the odd month, either by Zoom (at 19:00hrs) or face-to-face, probably at St John’s Church, Stratford, at 18:30hrs when circumstances permit.

b Herts and Beds – Neil Middleton

The Division met eleven times in 2023 – eight times on Zoom and three times in person.

Attendance at our regular meetings has been around 10 to 15; we met on a mix of Saturday mornings (usually in-person) and mid-week evenings, which allows those with regular scheduling conflicts to come to at least some of our meetings. Attendance at in-person meetings is slightly lower, but regulars much appreciate the face-to-face element. We continued our recent habit of spreading in-person meetings between central London and Beds / Herts. One of the local in-person meetings was mainly social – an outing to Bricket Wood station (Abbey Line) Tea Room (Railfuture was an early supporter of the station building refurbishment). Our thanks to GTR for hosting our in-London meeting.

During the year “headline” topics included:

- Lack of service on the Marston Vale line following Vivarail’s Administration ~ <https://www.railfuture.org.uk/Press-release-16th-February-2023>
- Support to me in my national and branch roles by acting as a sounding board for “hot” national topics, including:
 - Ticket Office closures (subsequently abandoned).
 - London Travelcard demise (subsequently abandoned).
 - Fares generally.
 - Minimum service levels.
 - East West Rail, including the concerns of the current Bedford Mayor on the route through Bedford.
 - The ongoing saga of the Hadley Wood toilet’s opening hours (or to be more accurate, the lack of them).
 - Luton Town Centre Design Guide Supplementary Planning Document consultation
 - HERT (Hertfordshire Essex Rapid Transit), although little happened in the year.
 - Timetables and performance, including contrast & compare between the TOCs.

Very consciously in the December meeting I included coverage of topics that we normally don't explore; these included Freight, Rail industry financial performance, and ORR data.

Looking ahead

We will continue the current meeting cycle: meet monthly (possibly excluding August), and in each year have eight Zoom sessions, two in person meetings in Hertfordshire or Bedfordshire and two in person meetings in central London near Kings Cross or Euston (ie two Zoom and one in-person per quarter).

Our topic list will react to what is happening; in early 2024 the Marston Vale line at last moved off our interest topics with the return of services. Service patterns between Bedford and Bletchley post East West Rail and routes through Bedford for EWR will be key issues.

If you live in Hertfordshire or Bedfordshire, use the trains in the area, or just have an interest, we hope to see you at our future meetings. The first meeting after publication of the 2024 AGM paperwork will be an in-person one on Saturday 27 April – 11am at St Paul's Church, Hatfield Road, St Albans, AL1 4JP (What3Words). Keep an eye on both the Rail Events (www.railfuture.org.uk/Events) and the Division Page (www.railfuture.org.uk/Herts-and-Beds) for further meetings.

c Kent – Chris Fribbins

The Kent Division met three times in the year, meeting on Zoom and at the Faversham Transport Festival and in Rochester. The Faversham Transport Festival is held on the same date as a potential Kent Division meeting (third weekend in May) and several past division meetings have taken place during that weekend. In 2022 we had arranged to use the historic Guildhall and although there was little attendance from the public, we could see the potential and attended the weekend in 2023 along with the Kent Community Rail Partnership and Southeastern. The main council chamber had a model rail exhibition and we used the Mayor's Parlour. We made contact with a large number of visitors and will be attending again in 2024. One of our meetings was a site visit in Rochester to visit various locations along the Hoo Branch (Freight) to see the issues and potential that the line could have with a passenger station in Hoo, especially with the projected house building in the area (c.12,000). It was disappointing that the Government withdrew the £170m Housing Infrastructure Fund allocation for Medway Council that had included £67m for rail (and £83m for local infrastructure improvements).

We urgently need additional support to make Kent division viable, both the administration and ideas for topics, campaigns and admin.

d London Metro – Richard Bowry and Charlie King

The London Metro Division of Railfuture has existed since the creation of the various LSE branch divisions, but has not held regular meetings.

In the Autumn of 2023, Metro residents Richard Bowry and Charlie King met to discuss this, and the possibility of establishing regular Metro Divisions meetings at a Central London location. The LSE Branch Committee was approached and was supportive of the initiative. Richard Bowry made enquiries as to possible locations, and a venue near Farringdon station (at Alan Baxter Gallery) was identified, relevant personnel contacted, and the use as a venue for Metro Division agreed. Meanwhile a committee was established to assist, initially working on data issues to identify members living within, and on the fringes of, London. The first meeting of the Metro Division was then held on Thursday 21 January 2024.

The Division recognises that London has many infrastructure needs, many of which involve rail. These include, but are not limited to:

- (i) The West London outer orbital route (WLOOR);
- (ii) A solution to HS2 at Euston station, and issues concerning transfer to inner-London services at Old Oak Common (also with potential connection to WLOOR);
- (iii) The Bakerloo line extension to Lewisham;
- (iv) The DLR extension to Thamesmead;
- (v) Western extensions of the Elizabeth Line (direct Heathrow - Reading services as well as a Staines connection) and south eastern extension to Ebbsfleet;
- (vi) Crossrail 2;
- (vii) Thameslink 2;
- (viii) Extension of the Croydon Tram system (to Sutton and potentially Bromley) as well as new trams;
- (ix) New stations as desirable, such as at Camberwell;
- (x) New rolling stock for the Central Line and the Bakerloo Line.

The extensive nature of this list means there is a need to prioritise our campaigning.

The Way Forward

In terms of progressing the Division, the Chair and Vice Chair place considerable importance on both stakeholders and members.

In respect of stakeholders, key work comprises identifying and making contact with all the potential stakeholders within the Division, and building relationships with them. Political stakeholders that have an influence on transport policy in London are particularly important, including councillors at the London Borough level as well as members of the London Assembly. We will also maintain contact with rail user groups and community rail partnerships within the Division.

In respect of Members, the Division should ensure that it engages comprehensively with London members to ensure their needs and concerns are acknowledged and addressed. This will involve the holding of frequent meetings and taking appropriate actions following such meetings. The Division members will need to decide which rail projects it wishes to prioritise.

In respect of membership generally, a key aim of the Chair and Vice Chair is to attract new members to the Division. This will involve a proactive approach, designed to increase visibility and awareness and to show purpose in joining the Division. This will require the participation of existing members.

If you are a Railfuture member living within London or on its fringes, you are encouraged to engage with the Metro Division.

It is certainly hoped you will attend Division Meetings when you can. If you cannot attend a meeting, please feel free to contact us with any concerns you may like to express. The Chair can be contacted at richard.bowry@railfuture.org.uk

e Surrey – Stephen Rolph

No report received.

f Sussex & Coastway – John Black

No report received.

9. Branch campaigns – Roger Blake

On the national stage Railfuture continues to occupy the unique, valued and – most importantly – increasingly-respected position of being Britain's leading, longest-established, national, independent, voluntary, and exclusively pro-rail lobby group. Our campaigning for expansion and improvement to develop a bigger, better railway in Britain for passengers and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities, continually seeks to inform and to influence, to promote and persuade at all levels – local-regional-national – and across all sectors and agencies.

On the regional stage a continuing, and strengthening, common thread for our campaigning is around the general theme of rail transport for new homes. This is especially clear in our ongoing lobbying activities in the Lewes District and Medway Unitary Council areas, where sustained housing growth pressures to 2040 demand a public transport response offering greater sustainable capacity and choice. The propositions for Hoo Peninsula Railway and a new Uckfield-Lewes link are however quite different in one key respect. The former necessarily requires adherence to the existing rail alignment and its upgrade for new passenger and also expanded freight services. The latter necessarily requires not to adhere solely to reinstatement of a former rail alignment, via Hamsey. The long-term location of the up to near 15,000 new homes on the Hoo Peninsula will make no difference to the location of the railway or the new station at Hoo St. Werburgh, whereas the long-term location of the up to 12,000 new homes in Lewes District (outside the South Downs National Park) could very well make the decisive difference as to whether or not a viable business case can be made for a new Uckfield-Lewes rail link, and if so its route (preferably outside the South Downs National Park), its primary purpose being not to reconnect Uckfield and Lewes but to newly connect the District's new housing with the existing rail network at both Uckfield and Lewes.

One of our principal campaigning activities has been responding to the steady flow of consultations and calls for evidence across the year. For our regional branch, 11 are listed in the Railfuture library of Submissions for 2023, some unique to our branch while others included our branch's contribution to broader submissions. They have concerned:

- # Eastbourne's Borough Growth Strategy for its next Local Plan
- # APPG South East inquiry on the South East, transport infrastructure and 'Global Britain'
- # Two appeals to the Planning Inspectorate for the same site in Ringmer, Lewes District
- # Transport for London's engagement on the One-Day Travelcard
- # Transport Focus / London TravelWatch on ticket office proposals by GTR
- # Kent County Council's emerging Local Transport Plan 5
- # GTR / Southern timetable proposals for West Coastway services
- # Medway's Vision and Strategic Objectives for its next Local Plan
- # City of London Corporation's consideration of proposals for London Liverpool Street station
- # Lewes District Council's survey for its Vision 2024-28

These responses / submissions can be viewed in detail at or downloaded from 'Consultations responses' under 'Campaigns' on the home page of the national website. Experience in our Branch and others is that evidence of active campaigning is one of the surest ways of attracting new members.

Details of the various campaigns undertaken within the regional branch area can be found on the Railfuture website – find the branch page in 'Railfuture near you' on the home page of the national website. Much of our campaigning / lobbying / influencing is through conversations with representatives of stakeholder organisations, such as Transport for the South East through its Transport Forum, Network Rail through for example their studies on Kent-Gatwick Connectivity and the Medway Valley Line, and with train operators through their various liaison events and other channels. With up to a dozen Community Rail Partnerships across our regional branch area we make common cause around attracting more passengers to use our railways. With so many potentially worthy causes to back, we can only be selective in deployment of our scarce volunteer resources; particular groups which we devote some support to include the wonderfully-named THWART in East Sussex (Three Oaks and Winchelsea Action for Rail Transport) and Thames Gateway Tramlink aka KenEx Tram.

Campaigning through conversations with the general public saw us out with our campaign stall at north Kent's Longfield Academy in January, Alexandra Palace in March, Faversham's May Festival of Transport, Uckfield & District's Lions Club's Family Fun Day in June, and at the Lewes Societies Fair in September.

10. Branch newsletters and bulletins: quarterly *railse* and monthly *inter-railse* – Roger Blake

Four eight-page colour issues of the quarterly newsletter *railse* were published during 2023 as in previous years, and were as usual distributed with each quarterly *Railwatch*. Members may opt to receive their *Railwatch* and *railse* direct by email upon publication, in pdf format and also linked to the website; use the 'Member services' section of the website, under 'About us' on the home page of the national website, using your membership number and 6-digit PIN.

Twelve two-page colour issues of the monthly e-bulletin *inter-railse* were published, at the start of each month during 2023 and, like the longer-established national monthly Rail User Express and the occasional Rail Action, is available by email at the time of publication, hitherto on request. In future and as indicated in the Membership Secretary's report on page 5, the principle of informed consent is being applied so that members with email addresses will receive *inter-railse* at the change of each month, unless a specific request to opt out is notified. Views / downloads of *Railwatch*, *railse* and *inter-railse* are always additionally available from the branch web page at 'Branch news' or in the branch dashboard of all documents. While very little comment on the now-familiar formats, or material considered suitable for publication, has been received such anecdotal feedback as there is has remained positive and encouraging.

11. 2024-25?

Priorities for the year ahead, for discussion with regional branch members at their annual meeting.

P.S. – some Railfuture officers are now adding this footnote to their email signatures: "*How we spell Railfuture – singular, one word, one capital letter (can be abbreviated to Rf)*" Feel free to do likewise!

Appendix A – Minutes of Annual General Meeting 22 April 2023

1. Apologies for absence

Apologies were received from Trevor Davies.

2. Minutes of Annual General Meeting 30 April 2022.

Agreed.

3. Matters Arising from Minutes of 2022 AGM

None.

4. Results of elections to branch committee 2023-24

The following were duly nominated and elected unopposed:

Chairman	no nominations
Vice-Chairman	Roger Blake
Secretary	no nominations
Treasurer	Howard Thomas

The other branch committee members duly nominated and also elected unopposed are:

Charles King, Neil Middleton and Chris Page. There were insufficient nominations to fill the other three vacancies. Only half of the 10 committee places have received nominations.

The divisional representatives on branch committee are:

Howard Thomas (Eastern), Neil Middleton (Herts & Beds), Chris Fribbins (Kent), Charles King (Metro), Stephen Rolph (Surrey) and John Black (Sussex & Coastway).

Railfuture's Company Secretary Trevor Davies, and the branch's Independent Examiner Gordon Pratt, also attend.

Reports on 2022

5. Vice Chairman – Roger Blake

Our former branch Chairman Keith Dyall, born in 1934, passed away on 28 November 2022. He was believed to be the last surviving member of the Railway Development Association, which was founded in 1951 and merged in 1978 with the Railway Invigoration Society (originally the Society for the Reinvigoration of Unremunerative Branch Lines in the United Kingdom – SRUBL(UK)) to become the Railway Development Society, now Railfuture. Several members of his branch committee attended his funeral at Hendon Crematorium and then reception in Finchley on 19 December.

The Vice Chairman notes, as previously, that the London & South East regional branch still has c.25% of the entire - albeit diminishing - national membership of Railfuture, and London postcodes alone still have c.25% of that regional branch total (although, ironically perhaps, our Metro Division is among our least active). Owing to our numeric size and geographic spread we remain unique among Railfuture branches in having an informal sub-structure of essentially county-based Divisions, and it is at that level that much of the engagement with members, rail user groups and other organisations and our campaigning activities takes place. It is gratifying therefore to report that after the inevitable period of adjustment at the start of the pandemic three years ago, and since, the branch quickly regained and has continued to retain much of its rhythm, with regular committee and most Division meetings held online. One of the few side-effects of the pandemic, not being able to travel for meetings in venues, which has been beneficial has been increased levels of participation in our online meetings; while Herts & Beds and Sussex & Coastway Divisions had been particular examples of this, the trend in 2022 was for a more mixed menu, of mostly online interspersed meetings with occasional in-person gatherings.

Although still lacking a Chair and a Secretary, the branch has committee member Neil Middleton fulfilling the role of membership secretary and so this important aspect of our work, not just monitoring but actively welcoming and seeking out potential new members, is receiving more of the attention which it requires.

We do need as ever to continue to raise our profile by being seen to be active and campaigning, especially in the increasingly-important social media sphere, maximising opportunities for publicity and telling others about Railfuture, so that we can attract more active members and continue to grow our activities and, through them, our influence.

Although numerically the largest, the branch as one of Railfuture's 14 could be considered to be over-represented on the national Board of Directors, with four of the nine (not to mention the Company Secretary, and national house magazine editor!). National Chairman, Policy Director, Infrastructure & Networks Director, and Communications Director who is significantly increasing our social media output at branch and national levels. In this 24/7 information age Railfuture volunteers, as all members including Directors are, aim to keep Railfuture's independent and informed analysis in the public eye via press releases, website articles, various Twitter accounts, Facebook, LinkedIn – [all linked off the website](#).

6. Treasurer – Howard Thomas

The activities of the London & South East Branch were still limited following the aftermath of the Covid pandemic in 2022. For the first time in four years, the Branch received some national funding. The amount was £1,063.70. All cost centres were underspent against the 2022 budget.

The main features of the year were:

Income: Allocation from the National Budget: £1,063.70.

Expenditure

~ Branch newsletter: £950.00 (£1,010.00 in 2021)

~ Campaigns and lobbying: £53.50 (£15.00 in 2021)

~ AGM: £175.00

Our bank balance was £382.26 at 31 December 2022.

Railfuture's policy is to provide for 20% depreciation on cost in each of the first four accounting years of use, and to write down the value of non-current (fixed) assets to £1.00 in the fifth year. Thereafter, the non-current assets remain at £1.00 until they are disposed of. Following this policy, I have charged £114.16 for depreciation in 2022 (see: Statement of Comprehensive Income for the year ended 31 December 2022). Following this, the net values of the Gazebo, the 1st Projector, the two Leaflet Stands, the Thameslink 2 Banner, the Trestle Table, the 2nd Projector and the Table Cover are now down to £1.00.

Three Financial Statements – of Comprehensive Income, Financial Position, and Cash Flow, all as at the year ending 31 December 2022 – are set out in Appendix A to this document.

In line with recent trends across others of Railfuture's 14 regional / national branches, the London & South East regional branch committee had agreed at its online meeting on Wednesday 5 April 2023 to wind up the L&SE branch bank account and transfer any remaining funds to the national organisation. In future, payments would be handled online by the national Acting Finance Officer, overseen by the Board Director for Finance and IT. This arrangement has proven to be especially helpful when compiling year-end accounts. This meeting therefore resolves that the branch bank account be closed and all remaining funds are transferred to the Railfuture central account. Proposed by Roger Blake, seconded by Howard Thomas. Put to the vote: all 13 paid-up branch members present in favour.

7. Membership – Neil Middleton

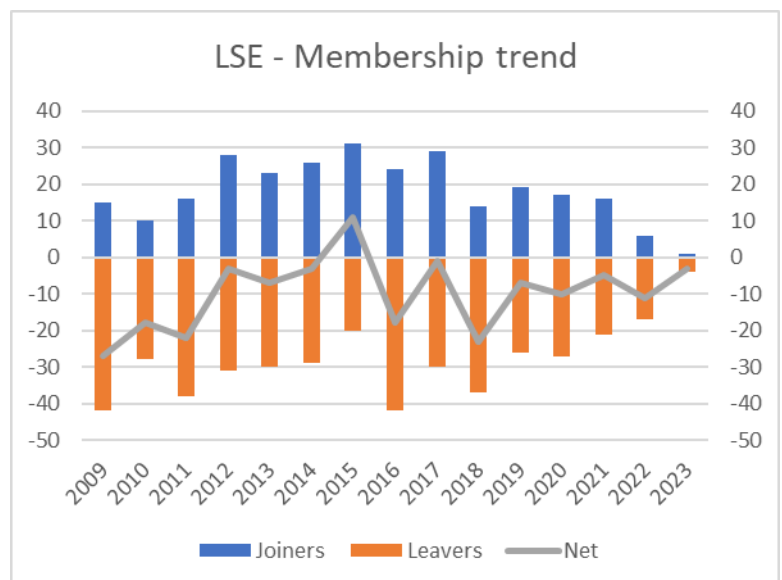
Data

Membership numbers for 2022 show a continuation of previous years, that is a gentle decline, being a 3% decline over the previous year to a year-end total of 362.

Key elements of the 362 are:

- National numbers declined similarly (2.9%).
- Individual = 332, of which Under 26 = 1, Joint = 12, Rail User Group = 15 (#).
- Median age of Individuals = 75-79 (for the 206 where age is recorded); see appendix page 5 for detail (#).
- Retention of joiners 2016-2021 = 58%, for 2016-2018 = 48%; see appendix page 6 for detail (#).

(All data marked # is as at 11 April 2023, rather than 31 December 2022).



Conclusions

- The overall number decline is, in isolation, not a disaster.
- However, the age profile of current members is much more worrying. Whilst there are, and could be further, exceptions, the more mature of our members are less likely to be active campaigners, so our realistic pool of future campaigners is much smaller.
- Our retention of new members is tolerable but could be better.
- Whilst more members would certainly be good, more active members is much more important.

I see this as a common issue amongst charities and campaigning groups – for instance it is equally applicable to a Church I am involved with.

So, what might we do about it?

I believe that within the constraints of available resource we are effective in:

- Seeking actual change.
- Assessing some changes and concluding they are the “least worst” choice available (eg a shortage of funding means some reduction in train mileage – the TOC choice is reasonable in the circumstances).
* Note: this is separate from campaigning for the reduction in funding to be reversed / a better understanding of revenue vs cost etc.
- Showing to Government and Industry stakeholders that we are credible, and it is sensible to spend time understanding and considering our views and opinions.

However, I suspect that we do not spend enough time demonstrating the above to both potential and inactive members (and the public in general ~ to ‘recruit’ them as supports and that it makes sense to switch a portion of our available time to demonstrate this with the goal of both increasing membership generally and increasing active membership specifically (and being able to show more supporters).

There are, I think three key strands to initiatives in this area:

1. A national initiative (already a recognised need) to improve our ability to communicate with members and stakeholders. This requires both technology improvements and better quality data – in part for members (more email addresses, and a switch to informed consent ¹ and better data for stakeholders such as MPs, Local Authority Councillors with Transport portfolios).
2. Divisions need to communicate more consistently.
3. A greater presence on social media, most notably in the short term a Facebook page – for updating / informing the wider community. Content would be created by those who are permissioned to do this, and all would be able to comment.

(I am not proposing a Facebook Group – for those already active in campaigning to exchange news and gossip).

Inner London

Current activities are mainly mainline TOC centric – our biggest engagement is probably with GTR, through a combination of affiliated RUGs and our own endeavours – this covers all the Brands (and in the case of Southern, both Metro and Long distance services), but to some degree I believe we are in contact with all TOCs in the Branch’s boundary except C2C.

But our contact with TfL’s Rail activities is non-existent, other than responding to specific relevant consultations. We have been active in two areas:

1. On the future of the London Travelcard, but even there, our message is really about the National Rail add-on, rather than on behalf of users of only TfL services (since they often already use contactless).
2. On Digital Exclusion (ie the need for some to be able to purchase tickets / top up contactless without either a bank account or use of a PC, smartphone etc). But again, this is a national activity, with London / TfL ‘just another area’.

TfL Rail and C2C are, by and large, “it just happens” services. There are more strategic challenges, most notably the portion of costs to be supported by the farebox vs the taxpayer (national and local) and the degree of taxpayer funding, but on the day to day we haven’t campaigned in recent years, and the AGM is a chance to consider whether there are other topics, particularly service level and coverage centred, that justify campaigning and if so how we might resource them.

A reminder: keeping you up to date

Our ability to communicate effectively with some members is restricted by missing email addresses and permissions. If you are fully opted into to communications, you will be receiving the following:

- Railwatch – by post or email, including the Branch quarterly newsletter *railse*.
- The branch monthly news update *inter-railse* by email (just two pages).
- Updates from at least one Division by email.
- Occasional other emails on national and local matters.

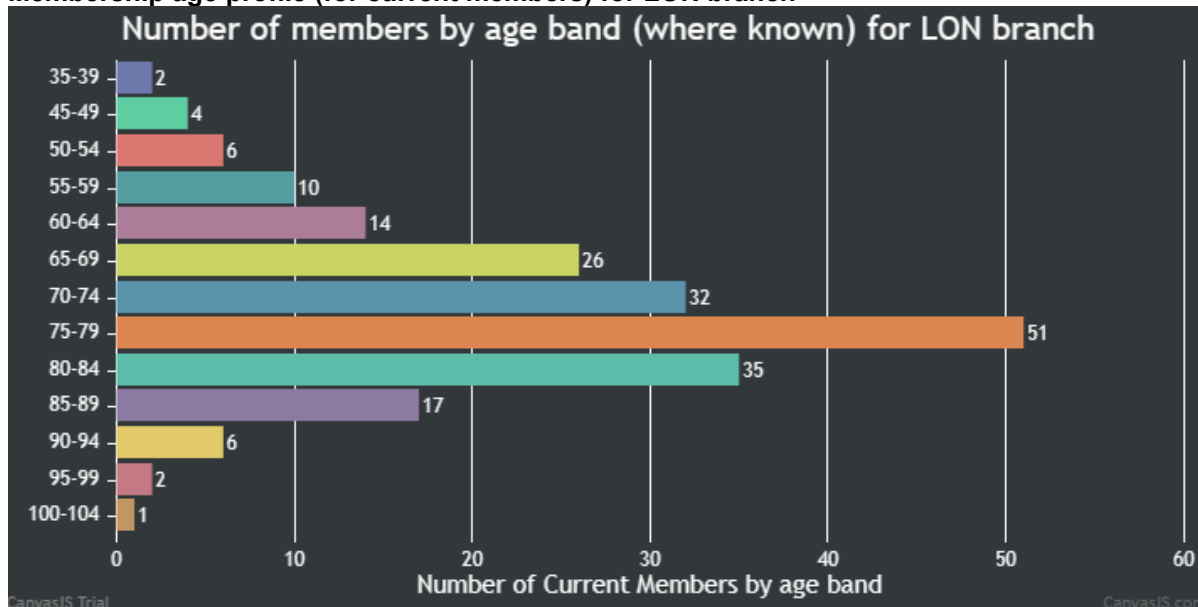
There are three ways to update your preferences:

1. By self-care on the website: <https://www.railfuture.org.uk/member/> (recommended, or switch to 2 or 3 below)
2. Email Lloyd Butler at renewals@railfuture.org.uk
3. Email me neil.middleton@railfuture.org.uk

Your email address will not be passed outside Railfuture and will be used in accordance with the permissions you give us in accordance with GDPR requirements.

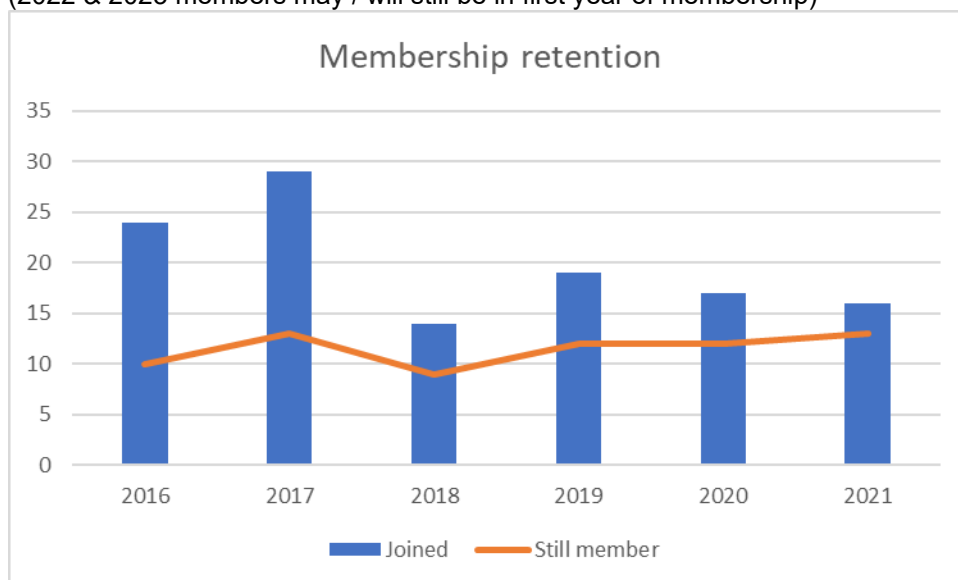
¹ Members joined a campaigning organisation, so being updated about those campaigns is implicitly given (but, of course, an easy way to actively opt out is essential).

Membership age profile (for current members) for LON branch



Membership retention

(2022 & 2023 members may / will still be in first year of membership)



8. Divisions

a Eastern – Howard Thomas

Eastern Division's activities were again curtailed by the aftermath of the Covid-19 pandemic during 2022. The Division met every two months by Zoom and were attended by typically 5 people.

During the year, the Division has kept an overview of how the railway reacted to the pandemic – the level and quality of service provided – and various developments. In particular, the Division has been impressed by how Greater Anglia has recovered its service level and quality. The service provided on Greater Anglia routes had recovered to more-or-less pre-Covid levels. Generally, reliability and punctuality have been very good. It seems that Greater Anglia has had a much more positive and constructive approach to timetable recovery than some other TOCs serving the Greater London area, and other parts of Great Britain.

The continued introduction of new rolling stock on Greater Anglia services has meant that there are now relatively few services operating with rolling stock over five years old. Great Eastern outer suburban services still see the occasional use of Class 321s (nicknamed 'Dusty Bins' after the TV programme) which are now about 33 years old, and now used only in emergencies. Likewise, Elizabeth Line services between Shenfield and London Liverpool Street are now mostly provided by new Class 345 emus. The big 'game changer' during the year has been the opening of CrossRail through from Shenfield/Stratford, and Abbey Wood, to London Paddington and beyond. It has become possible, for example, to reach Farringdon from Chelmsford in just under 45 minutes, including change of trains at Stratford.

During the year we saw the opening of the London Overground Barking Riverside service. Other developments have included work that has now started on the new station east of Chelmsford at Beaulieu Park. The Division has been keeping a watching brief on developments such as Hall Farm Curve for direct Chingford-Stratford services, KenEx (Thames Gateway Tramlink), and the New River Line Community Rail Partnership.

For the future, the Division will continue to meet on the second Wednesday of the odd-numbered months, either by Zoom (at 19:00hrs) or face-to-face, probably at St John's Church, Stratford, at 18:30hrs when circumstances permit.

b Herts and Beds – Neil Middleton

The Division met twelve times in 2022 – ten times on Zoom and two times in person. Attendance at our regular meetings has been around 10 to 18 – with post Covid competing activities restarting, numbers have tailed off slightly; we met on a mix of Saturday mornings (always for in-person) and mid-week evenings, which allows those with regular scheduling conflicts to come to at least some of our meetings.

During the year “headline” topics included:

- ~ HERT: The Division made a submission to the Hertfordshire Essex Rapid Transit (HERT) Consultation undertaken by Hertfordshire County Council; we involved Railfuture East Anglia in view of the Essex element (<https://www.railfuture.org.uk/display2929>).
- ~ Future LuToN Statutory Consultation – this was on the future of the airport. We responded: <https://www.railfuture.org.uk/display2994>, limiting our comments to the ground transport portion.
- ~ Lack of service on the Marston Vale line following Vivarail's Administration (we issued a Press Release in 2023: <https://www.railfuture.org.uk/Press-release-16th-February-2023>).
- ~ An update from GTR on their Operational Improvement Programme.
- ~ Timetables and performance, including contrast & compare between the TOCs.
- ~ East Coast Mainline Timetables.
- ~ Performance measures.
- ~ Fares & Ticketing priorities.
- ~ London Travelcards.
- ~ Ticket Offices.
- ~ Access for All.

Looking ahead, the general view of participants is still that Zoom will be the dominant choice for our meetings in the future. Since the year end we have firmed up on a revised meeting schedule – continue to meet monthly, and in each year have eight Zoom sessions, two in person meetings in Hertfordshire or Bedfordshire and two in person meetings in central London near Kings Cross or Euston (ie two Zoom and one in-person per quarter). Our topic list will react to what is happening with Britain's railways. Performance, digitalisation, and making best use of resources will undoubtedly feature. If you live in Hertfordshire or Bedfordshire, use the trains in the area, or just have an interest, we hope to see you at our future meetings.

The first meeting after publication of the 2023 AGM paperwork will be on Wednesday 9 May at 19:30 on Zoom. Keep an eye on both the Rail Events (<https://www.railfuture.org.uk/Events>) and the Division's web pages (<https://www.railfuture.org.uk/Herts-and-Beds>).

c Kent – Chris Fribbins

During 2022 the effects of COVID and strike action on the railway has impacted the Kent Division. There have been attempts to hold quarterly online ZOOM meetings and to combine the Faversham Transport Festival, in May, with a face to face meeting. There has been little interest from local members, or response for feedback - we need to agree how the division can move forward.

On the positive side, attendance at the Faversham Transport Festival was a new initiative for both Railfuture and a 'rail presence' at the festival for the first time. Lessons were learnt and attendance at the 2023 festival has been planned (20th and 21st May), along with the Kent Community Rail Partnership. The main council chamber will host model railway exhibits and the mayor's chamber will be available to us.

There has been direct involvement in three Network Rail studies, affecting North & East Kent Connectivity Study (draft published, but not finalised at present and published on Network Rail's website) and the start of studies for the Medway Valley Line and Kent-Gatwick Rail Connectivity.

In Medway the £170m Housing Infrastructure Fund grant (including £63m for a rail connection to a new station on the Hoo Peninsula) continued to be delayed and costs significantly increased following COVID. Local residents were very negative in local consultations about the HIF proposals, feeling that this would drive local housing development (12,000 houses), but would not understand that the developments would still happen (with very limited additional infrastructure). There were predicted technical issues with the rail proposals. Although a third-rail solution was agreed in principle, it meant that any 'informal' pedestrian or vehicle crossing would need diversion and bridging over the railway. A possible non-HIF solution may be possible when Southeastern replace the expired Networker fleet in 2027 - a battery solution may be specified that could easily handle the branch to Hoo, leaving the new station at Hoo St. Werburgh as the main cost.

d London Metro – Charlie King

The year was one of mixed fortunes for the London Metro area. Covid travel restrictions were lifted at the early part of the year. The metro area was one of the areas that had the highest recovery rates. This is mainly due to the people living in these areas being less likely to be able to work from home and need to travel to work most days.

However, restorations of services in these areas have been mixed. TfL Overground and C2C metro services were restored to pre-covid levels. Whereas the three south London train operating companies reduced their metro services during the course of the year. This was mainly due to the relationship with the DfT and a side effect of the ongoing dispute with the Mayor of London over funding of TFL services.

Being direct awards the DfT took the view that it had to recover some of the money that it had given the rail industry over covid. As a result, it provided the three South London train operating companies a financial settlement and told to cut their services to match. This resulted in cuts to many metro services reducing many metro services from 4tph to 2tph. A number of these examples are in the case of Epsom both SW Railway and Southern cut their London, Clapham Junction to Epsom services from 4 tph to 2 tph. Southern withdrew their services from Annerley and Penge West completely leaving them serviced by London Overground only. Sutton lost its semi-fast service to Victoria. South Western Railways also cut the Hounslow loop service from 4tph to 2tph, while Southern has cut the peaks service on the Caterham and Tattenham Corner lines from 4tph to 2tph and on Sundays the Tattenham Corner service has been reduced to an hourly shuttle.

This was followed in December when Southeastern (operator of last resort) made further changes by reducing the number of services which had services from both Charing Cross and Cannon Street to services from one or the other terminal. This has resulted in many journeys requiring a change of train at London Bridge. This with the reduction of frequency has added anything from 10 to 15 minutes on journey times. This has made the south London metro area less attractive to casual passengers especially when compared with services operated by TfL in other parts of London.

On the positive side there were a number of new TfL services. The first being the Northern line extension to Nine Elms and Battersea Power Station which opened in May 2021 and reached over 5m journeys in its first year. The new improved and wider southbound platform on the Northern line opened in May 2022. The TfL extension of the Overground to Barking Riverside opened in July 2022. This is to serve a new housing development for c.27,000 in 10,800 new homes, and 4,600 new jobs. The planning permission associated with this development restricted delivery to 1,500 homes until the Transport & Works Act Order and planning direction for the scheme had been secured (in August 2017) and to 4,000 homes until the scheme was operational. Therein lies what town planners know as a 'Grampian condition.' It is nice to see the transport infrastructure in place before the development is completed.

The Elizabeth Line opened in May 2022 in three separate sections due to different signalling systems on the different parts of the railway and getting this to work with the train software on the trains. Bond Street station also remained closed and services did not operate on Sundays. The full through services and the opening of Bond Street opened in November 2022. This usage by December had reached over 70m journeys some 20m above the revised predictions and making it the busiest line in Britain.

TfL settlement the ongoing discussions between the Government, DfT and the London Mayor was finally resolved in August 2022. This resulted in a number of changes to ticketing in London. These included that the mayor would have to raise fares by the same rate as National Rail fares in March 2023. The Elizabeth line would have a supplement for fares from zone 1 to Heathrow. This is applied by not having an off-peak fare and applying the peak fare all day, although the daily cap will still apply. This was later applied to the Piccadilly line. The temporary Freedom Pass restriction of 09.00 for TfL and 09.30 on National Rail has been made permanent (although the 60plus Oyster remains).

Ticketing one of the results of these discussion is that there is a difference between the two sides on what return they each get from the existing integrated ticketing in London. TfL are of the view that they get insufficient revenue from Travelcards that are sold from outside zone 6. While the DfT is of the view that National rail receives insufficient revenue for Oyster for its services in the zones. This is one of the reasons for the reduction in south London Metro service Railfuture have raised concerns over the potential loss of Travelcard and the consequences of paying separately for all parts of a journey and the loss of flexibility.

See <https://railfuture.org.uk/article1890-The-Travelcard-Add-on>

Rolling Stock there have been a number of changes to rolling stock in South London. South Western Railways decommissioned their 2-car 456 stock reducing most metro trains from 10 to 8 cars. They have yet to introduce into service the Alterio trains although driver training is taking place, resulting in them not sending all the Desiro 707 units to Southeastern. Southern decommissioned all their 455 stock as a result all metro trains are now either 377 or 379 stock with toilets. Southeastern renamed the Desiro 707s City Beamer. They have also announced they want to replace the existing Networker units.

e Surrey – Stephen Rolph

This last Railfuture year here in Surrey has been a very low-key time with no formal meetings being held, though Surrey members through the various Railfuture publications are encouraged to join Sussex & Coastway Division for their, often lively, meetings.

On the Surrey front the two major and much-anticipated rail developments, in the east of the County, which would benefit rail users are still 'paused' though it is anticipated that the re-signalling work along the North Downs line will proceed eastwards and embrace Reigate and Redhill. Perhaps Network Rail might include some preparatory signalling work to prepare the way for Reigate station's proposed third platform project. The DfT-imposed financial savings on railways and lower passenger numbers, reducing ticket revenue, might be putting the proposed expansion at East Croydon station and the Selhurst Triangle even further into Control Period 7 or even CP 8.

This division is regularly represented at the London & South East Railfuture meetings - these review and campaign on London and the South East rail issues. Your Surrey Division convenor is involved in meetings of the two steering groups of the Southeast Communities Rail Partnership which cover the Tonbridge to Redhill route and the North Downs Line route from Reading to Gatwick via Reigate and Redhill, and attends Gatwick Airport's periodic Public Transport forums.

f Sussex & Coastway – John Black

Sussex and Coastway Division met mostly on the first Thursday of each month except August and generally via Zoom. It is appropriate to thank Neil Middleton (Railfuture director with Communications in his portfolio!) for his assistance and helpful contributions to the debates. We met face to face in November and held our Christmas meal in December. I would observe that some folk only join us via Zoom whilst others have expressed a preference for "face to face". Those present agreed a process to increase the number of "f2f" during 2023. This will probably result in a two plus one balance (Zoom against f2f) in the coming years when you include our traditional Christmas get together.

My experience of the year was that many industry representatives were less available for guest appearances. I personally believe the way the DfT and the coming of GBR were being conducted had a bearing on this. As a division we continue to follow, respond and contribute to the debates and planning documents which we hope will lead to filling the gap created by the withdrawal of rail services beyond Uckfield towards Lewes / Brighton. This included attending July's Uckfield Big Day and June's Uckfield Lions Jubilee Picnic to represent Railfuture and discuss the issues with local people; always good days out.

The Kent and East Sussex Coastal Connectivity proposal to electrify from Ashford to Ore plus some track and other works to enable a connection to HS1 with through services to London St. Pancras has appeared on our agenda from time to time through the year. Another topic which took up our interest during the year was a proposal to redevelop South Kensington around the Transport for London provision there. Not in our immediate geographical area but clearly an important destination for travellers from the coast for all sorts of business and leisure reasons.

It has been good to have members from Wessex Branch join us via Zoom to discuss and highlight the current termination of both West Coastway and Arun Valley services short at Portsmouth and Southsea which means they do not reach Portsmouth Harbour to connect easily with services across the water to Ryde (Isle of Wight). Again, important to the coastal economy with travellers from within the division and beyond. We have maintained an interest in the Bluebell Railway's plans for its link with Ardingly and occasional outputs from those who would reconnect other lines here in the area we cover.

"Bubbling Under" all of this has been the development progress of Transport for the South East. This is of interest to a number of divisions both within and beyond the London and South East Branch as the area which TfSE will serve is not exactly co-terminus with our arrangements. In addition, I have represented the division at various levels both within Railfuture and beyond aiming to promote our strapline "Campaigning for a bigger, better railway".

9. Branch campaigns – Roger Blake

On the national stage Railfuture continues to occupy the unique, valued, and increasingly-respected position of being Britain's leading, longest-established, independent, voluntary, and exclusively pro-rail lobby group. Our campaigning for expansion and improvement to develop a bigger, better railway in Britain for passengers and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities, continually seeks to inform and to influence, to promote and persuade at all levels - local-regional-national - and across all sectors and agencies.

On the regional stage our particular commitment to support the Kent and East Sussex Coastal Connectivity Programme developed by Network Rail led to an evolution of our distinctive justification for the infrastructure investment required. In that sense there are similarities with our unique proposition for what we refer to as the Wealden Line Extension, more popularly known as Uckfield-Lewes. Planning for sustainable local growth and regeneration are vital to establishing a strategic socio-economic case for any specific transport intervention. A broader series of conversations has continued to develop with key economic and other stakeholders such as the new All-Party Parliamentary Group for the South East, chaired by Hastings & Rye MP Sally-Ann Hart, under the auspices of South East Councils, and its independent research arm the thinktank Localis.

As 2022 (and early-2023) saw the culmination of the public processes in the development of Transport for the South East's Transport Strategy and then its Strategic Investment Plan, with close Railfuture engagement throughout, our narrative has developed some key themes, which may at the risk of over-simplification be summarised in these ways:

- ~ differentiate between means and ends, expressed as 'better lives through better journeys'
- ~ transport as a necessary but insufficient pre-condition for community regeneration
- ~ creating competitive places which are visionary and outward-looking
- ~ making 'levelling-up' work: empowering communities to become winners – through greater self-governance with restored local capabilities to generate and retain revenues based on existing accountabilities to local communities.

Details of the various campaigns undertaken within the regional branch area can be found on the Railfuture website – find the branch page in 'Railfuture near you' on the home page of the national website. As well as our continuing efforts to justify restoration of a rail link between Uckfield and Lewes, and to extend Southeastern HS1 services into the east of East Sussex mentioned above, we have variously supported, for example, the restoration of passenger services to the Hoo Peninsula for the 12k new homes planned there, the Bakerloo line extension to support regeneration in inner south-east London, and the West London Outer Orbital for improved connectivity.

Our other principal campaigning activity has been responding to the steady flow of consultations and calls for evidence throughout the year. For our branch, 21 are listed in the Railfuture library of Submissions for 2022, some unique to our branch while others included our branch's contribution to a broader submission. These responses and submissions can be viewed at or downloaded from 'Consultations responses' under 'Campaigns' on the home page of the national website. Experience in our Branch and others is that evidence of active campaigning is one of the surest ways of attracting new members.

10. Branch newsletters and bulletins: quarterly *railse* and monthly *inter-railse* – Roger Blake

Four eight-page colour issues of the quarterly newsletter *railse* were published during 2022 as in previous years, and were as usual distributed with each quarterly *Railwatch*. Members may now opt to receive their *Railwatch* and *railse* direct by email upon publication, in pdf format and also linked to the website; use the 'Member services' section of the website, under 'About us' on the home page of the national website, using your membership number and 6-digit PIN.

Twelve two-page colour issues of the monthly e-bulletin *inter-railse* were published, at the start of each month during 2022 and, like the longer-established national monthly Rail User Express and the occasional Rail Action, is available by email at the time of publication, hitherto on request. In future and as indicated in the Membership Secretary's report on page 4, the principle of informed consent is likely to be applied so that members with email addresses will receive *inter-railse* at the change of each month, unless a specific request to opt out is notified. Views / downloads of *Railwatch*, *railse* and *inter-railse* are always additionally available from the branch web page at 'Branch news' or in the branch dashboard of all documents. While very little comment on the now-familiar formats, or material considered suitable for publication, has been received such anecdotal feedback as there is has remained positive and encouraging.

11. 2023-24?

Priorities for the year ahead, for discussion with regional branch members at their annual meeting.

P.S. – some Railfuture officers are now adding this footnote to their email signatures: "*How we spell Railfuture – singular, one word, one capital letter (can be abbreviated to Rf)*" Feel free to do likewise!

Appendix A – Statements of Comprehensive Income, Financial Position, Cash Flow for 2022

Railfuture Ltd London & South East Branch Statement of Comprehensive Income (Trading, Income and Expenditure Account) for the year ended 31 December 2022			
TRADING INCOME	£	Year to	31/12/21
		£	£
Sales			
<u>less</u> Cost of sales:	£	£	
Inventory (pens) @ 01/01/22	14.25	14.25	
Purchases	14.25	14.25	
	<u>14.25</u>	<u>14.25</u>	
<u>less</u> Inventory (pens) @ 31/12/22	14.25	14.25	
	<u>0.00</u>		<u>0.00</u>
TRADING PROFIT/LOSS FOR YEAR	0.00		0.00
NON TRADING INCOME	£	£	
Funding	1,063.70		
Budget (excluding campaigning)			
Campaigning			
Donations	10.00		
Other	20.76		
	<u>1,094.46</u>		<u>0.00</u>
	1,094.46		0.00
EXPENDITURE	£	£	
2022 AGM	175.00		
Branch meetings			
Division meetings	40.00		
Campaigning & lobbying	53.50	15.00	
Liaison with other branches			
Newsletter	950.00	1,010.00	
Publicity, promotion & advertising			
Donations	<u>1,218.50</u>	<u>1,025.00</u>	
Depreciation of non-current assets	114.16	120.42	
	<u>1,332.66</u>		<u>1,145.42</u>
DEFICIT FOR YEAR TO 31/12/22	-238.20		-1,145.42

Railfuture Ltd
London & South East Branch
Statement of Financial Position
(Balance Sheet)
as at 31 December 2022

NON CURRENT ASSETS	Cost £	Depreciation £	Net £	<i>as at</i>	<i>31/12/21</i> £
Gazebo	189.97	188.97	1.00		1.00
Projector 1	329.54	328.54	1.00		1.00
Leaflet stands	55.98	54.98	1.00		1.00
Thameslink 2 banner	75.00	74.00	1.00		1.00
Trestle table	32.99	31.99	1.00		1.00
Projector 2	369.99	368.99	1.00		74.79
Table cloth	173.42	172.42	1.00		35.50
HDMI cable	16.99	12.80	4.19		7.39
Tool box	14.33	10.68	10.68		6.32
	<u>1,258.21</u>	<u>1,243.37</u>	14.84		<u>129.00</u>
CURRENT ASSETS					
Inventory (pens)		14.25		14.25	
Trade receivables (pre-booked room hire)					
Cash at Bank		<u>382.26</u>		<u>506.30</u>	
		396.51		520.55	
<u>less</u> CURRENT LIABILITIES					
Trade payables (newsletter)					
			<u>396.51</u>		<u>520.55</u>
NET TOTAL ASSETS			<u>411.35</u>		<u>649.55</u>
Financed by:					
ACCUMULATED FUND (CURRENT ACCOUNT)					
Balance b/f at 01/01/22			649.55		1,794.97
<u>less</u> Deficit for year			-238.20		-1,145.42
Balance c/f at 31/12/22			<u>411.35</u>		<u>649.55</u>

Railfuture Ltd
London & South East Branch
Statement of Cash Flow
as at 31 December 2022

£	<i>as at</i>	<i>31/12/21</i>
		£
Deficit from operating activities	-238.20	-1,145.42
Adjustment for depreciation	114.16	120.42
Adjustment for decrease in inventories		
Adjustment for decrease in receivables (debtors)		
Adjustment for decrease in payables (creditors)		
Net cash from operating activities	-124.04	-1,025.00
Cash used in investing activities		
Purchase of non current assets		
Net decrease in cash and cash equivalents	-124.04	-1,025.00
Cash and cash equivalents at 1 January 2022	506.30	1,531.30
Cash and cash equivalents at 31 December 2022	382.26	506.30

Appendix B – Statements of Comprehensive Income, Financial Position, Cash Flow to 31st May 2023

Railfuture Ltd
London & South East Branch
Statement of Comprehensive Income
(Trading, Income and Expenditure Account)
for the period 01 January to 31 May 2023

TRADING INCOME	£	Year to	31/12/22
		£	£
Sales			
<u>less</u> Cost of sales:	£	£	
Inventory (pens) @ 01/01/23	14.25	14.25	
Purchases	14.25	14.25	
	<hr/>	<hr/>	
<u>less</u> Inventory (pens) @ 31/05/23	14.25	14.25	
	<hr/>	<hr/>	
	0.00		0.00
TRADING PROFIT/LOSS FOR YEAR	0.00		0.00
NON TRADING INCOME	£	£	
Funding		1,063.70	
Budget (excluding campaigning)			
Campaigning			
Donations		10.00	
Other		20.76	
	<hr/>	<hr/>	
	0.00		1,094.46
	<hr/>		<hr/>
	0.00		1,094.46
EXPENDITURE	£	£	
2022 AGM	155.75	175.00	
Branch meetings			
Division meetings	60.00	40.00	
Campaigning & lobbying	24.48	53.50	
Liaison with other branches			
Newsletter		950.00	
Publicity, promotion & advertising			
Donations			
	<hr/>	<hr/>	
	240.23	1,218.50	
Depreciation of non-current assets	8.61	114.16	
	<hr/>	<hr/>	
	248.84		1,332.66
DEFICIT FOR PERIOD TO 31/05/23	-248.84		-238.20

Railfuture Ltd
London & South East Branch
Statement of Financial Position
(Balance Sheet)
as at 31 May 2023

NON-CURRENT ASSETS	Cost	Depreciation	Net	as at	31/12/22
	£	£	£		£
Gazebo	189.97	188.97	1.00		1.00
Projector 1	329.54	328.54	1.00		1.00
Leaflet stands	55.98	54.98	1.00		1.00
Thameslink 2 banner	75.00	74.00	1.00		1.00
Trestle table	32.99	31.99	1.00		1.00
Projector 2	369.99	368.99	1.00		1.00
Table cloth	173.42	172.42	1.00		1.00
HDMI cable	16.99	14.13	2.86		4.19
Tool Box	14.33	11.79	2.54		3.65
Banner	74.99	6.17	68.82		
	<u>1,333.20</u>	<u>1,251.98</u>	81.22		<u>14.84</u>
CURRENT ASSETS					
Inventory (pens)		14.25		14.25	
Trade receivables (pre-booked room hire)					
Cash at Bank		<u>67.04</u>		<u>382.26</u>	
		81.29		396.51	
<u>less</u> CURRENT LIABILITIES					
Trade payables (newsletter)					
			<u>81.29</u>		<u>396.51</u>
NET TOTAL ASSETS			<u>162.51</u>		<u>411.35</u>
Financed by:					
ACCUMULATED FUND (CURRENT ACCOUNT)					
Balance b/f at 01/01/23			411.35		649.55
<u>less</u> Deficit for year			-248.84		-238.20
Balance c/f at 31/05/23			<u>162.51</u>		<u>411.35</u>

Railfuture Ltd
London & South East Branch
Statement of Cash Flow
as at 31 May 2023

	£	<i>as at</i>	<i>31/12/21</i>
	£		£
Deficit from operating activities	-248.84		-238.20
Adjustment for depreciation	8.61		114.16
Adjustment for increase in inventories	-74.99		
Adjustment for decrease in receivables (debtors)			
Adjustment for decrease in payables (creditors)			
Net cash from operating activities	-315.22		-124.04
Cash used in investing activities			
Purchase of non current assets			
Net decrease in cash and cash equivalents	-315.22		-124.04
Cash and cash equivalents at 1 January 2023	382.26		506.30
Cash and cash equivalents at 31 May 2023	67.04	(31/12/22)	382.26