

railfuture

London and South East regional branch

Annual Meeting 2025

Saturday 12 April 2025

Agenda

11.00-13.00

Guest speakers:

Chris Todd (TAN), Jonathan Roberts (JRC)



“Essex-Kent Superlinks”

See Transport Action Network’s press release with links to the [Roberts report and TAN summary](#)

Gordon Pratt (TGT)



“KenEx Tram”

See [KenEx Tram](#)

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

14.00: formal Annual General Meeting for members

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Agenda in full

1. Apologies for absence

Michael Hopkins, John Hobourn, Stephen Rolph, Dick Tyler.

2. Minutes of Annual General Meeting 20 April 2024

See Appendix A below, pages 10-20.

3. Matters Arising from Minutes of 2024 AGM

If any not being covered in the agenda for the 2025 AGM.

4. Results of elections to branch committee 2025-26

The following were duly nominated and elected unopposed:

Chairman no nominations

Vice-Chairman no nominations

Secretary no nominations

Treasurer no nominations

Other branch committee members duly nominated and elected unopposed are:

Roger Blake, Richard Bowry, Charles King, Neil Middleton, Chris Page, Stephen Rolph.

There were insufficient nominations to fill all of the vacancies as none of the officer positions received any nominations.

The divisional representatives on branch committee for 2025-26 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.

Reports on 2024

5. Vice Chairman – Roger Blake

A highlight of the year was the London Metro Division springing to life for the first time since its nominal inception several years ago, settling into a regular monthly pattern of activity alternating between bi-monthly in-person meetings since January 2024 and bi-monthly newsletters since June 2024.

Although not new for 2024 it is still worth noting that our regional branch has established a regular annual pattern of five 'roadshows' for campaigning – one in London and two each in Kent and East Sussex.

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 but steadily diminishing, and ageing - national membership of Railfuture, and London postcodes alone still have c.25% of that regional branch total (now with a focus in the London Metro Division). 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 evolved and has settled into a 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 and continued across 2024 and 2025 was for a mixed menu, of mostly online meetings interspersed with occasional in-person gatherings, some with guest speakers.

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 regional branch has the role of membership secretary still being fulfilled by committee member, and since last July Railfuture's national Vice-Chairman, 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 Railwatch editor, and monthly Rail User Express editor!) – national Chairman, Policy Director, Infrastructure & Networks Director, and the national Vice-Chairman / Communications Director who is significantly increasing our social media output at our own regional 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 X / Twitter accounts, Facebook, LinkedIn – all linked off the website.

The regional branch committee, reports Neil Middleton on its behalf, has been aware for some time that the Branch Standing Orders require update. There are three main reasons for this:

1. The way Divisions now operate has changed very considerably from the time of the Standing Orders.
2. The Standing Orders are excessively long at 14 pages.
3. Some of the content in the Branch Standing Orders can be demised as there are relevant national documents, most notably a Code of Conduct and a Resolution of Problems arrangement.

Committee had hoped to be able to present a revised set of Standing Orders to the 2025 AGM, but campaigning and other resource constraints have prevented this. Instead, an interim update on key changes is set out as an appendix to this paper. The intention is now to circulate a revision later in this year, receive comments and seek to adopt them formally at the 2026 AGM.

Finally, to record that this is intended to be my last report to a L&SE regional branch AGM as Vice-Chair.

6. Treasurer – Howard Thomas

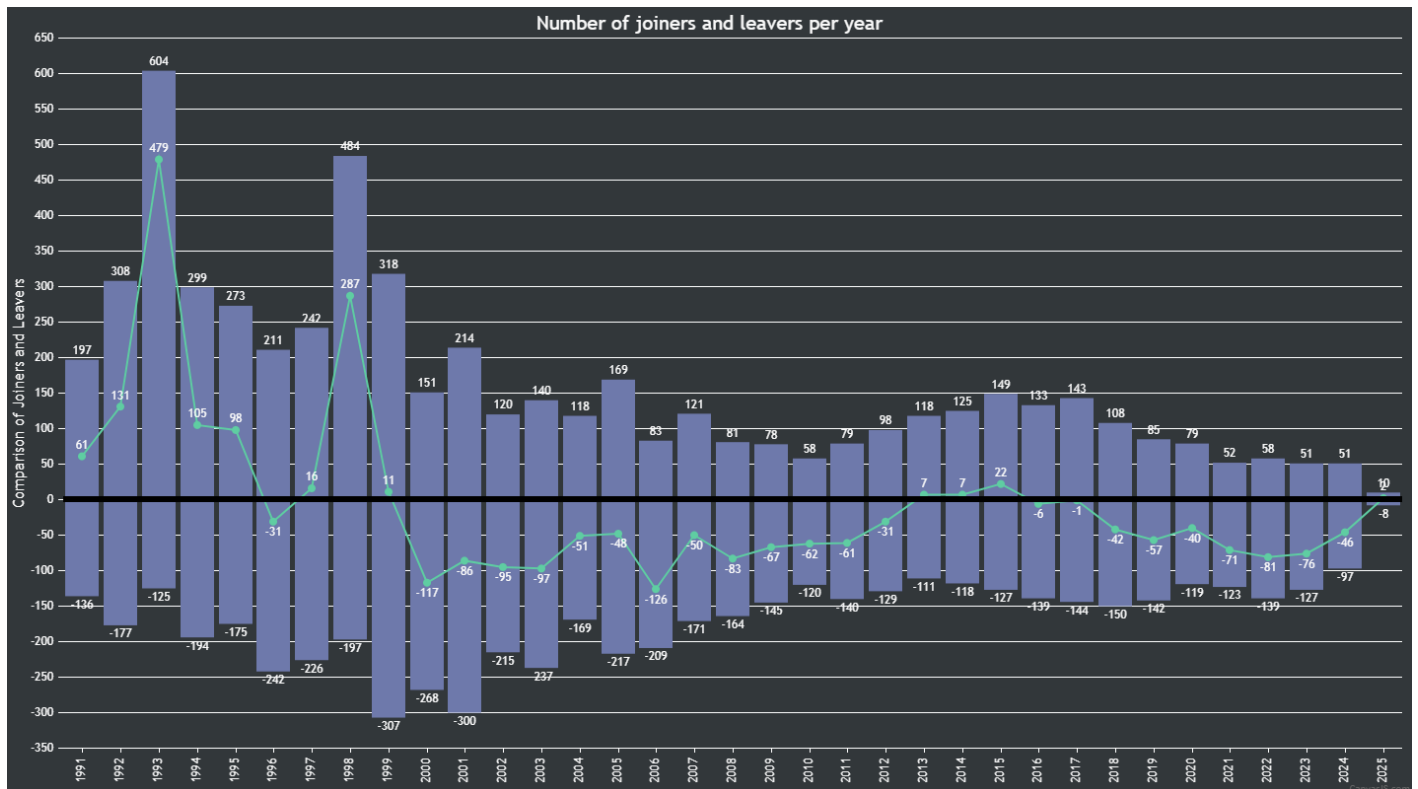
At its AGM in 2023, the London & South East branch decided to close its bank account and operate its budget through the national account. This change took place with effect from 1 June 2023. This change also meant that the fixed assets of the branch became those of Railfuture nationally.

The role of our regional branch Treasurer is now one primarily of monitoring expenditure against budget. In December 2023 national Board of Directors had agreed a total budget for 2024 for our regional branch of £3140, comprising £2140 for 'admin / running costs' (ie £200 AGM, £840 other branch meetings, £1040 printing, £50 travel, £10 postage printing other admin incl Zoom), and £1000 for campaigning and lobbying.

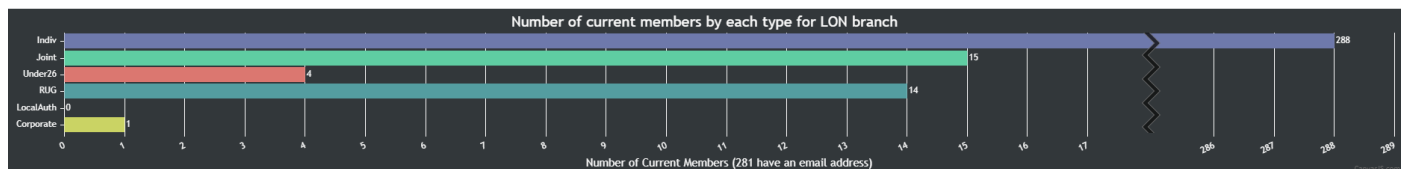
For 2025 the national Board of Directors agreed at its November 2024 meeting a total budget for our regional branch of £3000, comprising £2000 for 'admin / running costs' and £1000 for campaigning and lobbying.

7. Membership – Neil Middleton

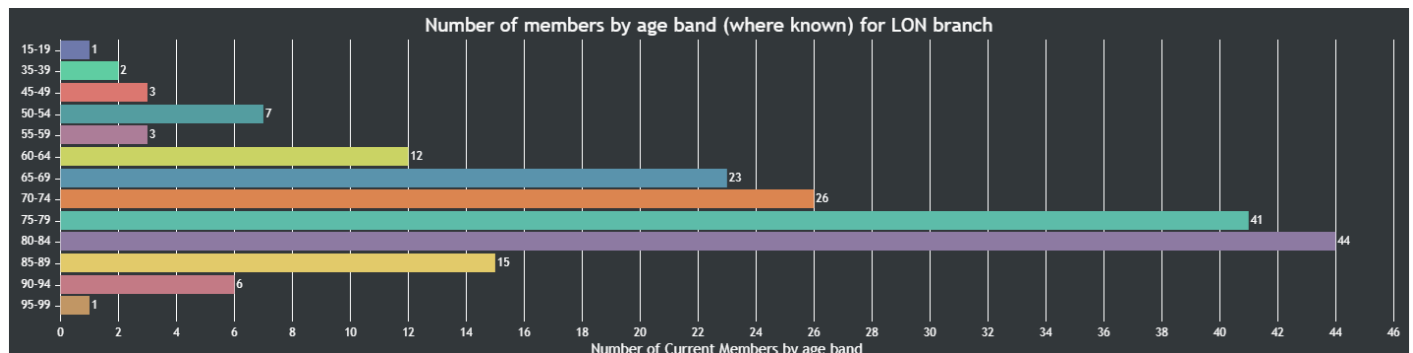
Membership numbers during 2024 declined by 9 to 321. We gained 9 members and lost 18 members – a 2.8% loss. This is slightly less than the national trend (3.0%).



Number of joiners and leavers per year



Number of current members by each type for LON branch



Number of members by age band (where known) for LON branch

Included in membership are 14 Rail User Groups and 1 Corporate [data at 5 April] and there are also 32 members [data at 3 April] who have expressed an interest in L&SE who primarily belong to other branches.

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.
- Whilst more members would certainly be good, more active members is much more important.

So, what might we do about it?

This is a common concern across branches. Following the 2024 Branches and Groups Day (on 26 October), a small team compiled a membership report. Originally with a remit of just membership, it almost immediately expanded its contemplations as questions such as “why join Railfuture” can’t be answered before we are clear in our minds “What is Railfuture”. Their report was reviewed at the Board meeting in March and subsequently at a Branch Chairs Zoom meeting later that month. The Zoom summary of that meeting includes:

Railfuture Report Discussion

Meeting focused on discussing a report prepared by a working group on the scope and future of Railfuture. The group raised several points and suggestions. The attendees discussed the need for a clear mission statement and the importance of integrating Railfuture with other modes of transport. They emphasised too the need for a membership drive, but only after defining what Railfuture is asking people to join. The group agreed to discuss the report at each branch level to gather input from active members across the country.

Improving Rail User Group Relationships

The team discussed the challenges of managing resources and the need for better relationships with rail user groups. They considered setting up virtual user groups for lines without existing groups and allocating resources to manage them. The team also discussed the importance of understanding why people join and what they expect from the organization. They agreed to consult within the branch on the report and prioritize the issues raised. The team also acknowledged the need for more evidence-based research and market research to better understand their members and improve their services.

Public Perception of Railways Strategies

The team discussed the public's perception of railways and potential recruitment strategies. They considered conducting market research to understand the public's views on railways and what they think should be done. They also discussed the possibility of engaging with rail enthusiasts, transport societies, and the general public. The team acknowledged the need for resources to implement these strategies and suggested creating a template of points and issues to adapt regionally. They also mentioned past experiences with public engagement, such as at a stand in Birmingham New Street.

A key point to note is that at present, nothing has been decided. But my own view is that the “do nothing” option is, de-facto, rolled out. There will need to be some form of wider explanation of recommended changes (once these are decided), but the nature and timing of this is yet to be determined. A key question will be whether or not the changes require the Memorandum and Articles of Association to be changed, which would require formal approval at the national AGM (or for there to be an EGM).

I and other Board members at the meeting will be happy to take questions.

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.

8. Divisions

a Eastern – Howard Thomas

Eastern Division met every two months by Zoom and with a typical attendance of 5 people.

During the year, the Division has continued to keep an overview of how the railway is recovering 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. Reliability and punctuality continue to be very good, with Greater Anglia being the recipient of several Golden Whistle awards for operational performance. 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, given much adverse reporting on the railways in the national press, the Division has continued to pose 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 had completed the introduction of new rolling stock, which means that now no services operating with rolling stock over 5 years old, in 2023. GA have now been upgrading some of the rolling stock by retrofitting tables in Class 745/1s. Improvements to Chelmsford station continued: the replacement of the lift to platform 2 was completed, with work starting on a replacement lift to platform 1.

Other developments have included work that is now well in progress on the new station at Beaulieu Park. The local press reported that progress was such that it was expected Beaulieu Park would open in 2025 rather than 2026.

The Division has continued to keep a watching brief on the effects of the opening of the Elizabeth Line. Stratford has become a major interchange point between Greater Anglia and Elizabeth Line services. People continue to remark on how quickly one can get into central London/the West End from stations in Essex. However, it was noted that eastbound passengers changing at Stratford had little shelter during wet weather when using platforms 10 and 10A to board trains for Essex / East of England destinations. This has led to people taking shelter on, and therefore blocking, the staircases leading up from the subway.

The Barking-Gospel Oak Line was rebranded ‘The Suffragette Line’. Ongoing concerns about the reliability of the infrastructure (pointwork at Gospel Oak; overhead line equipment; track circuits), with a period when there were up to two failures per week affecting passenger services. This situation is being monitored closely by the RUG.

The Division continued to keep a watching brief on developments such as Stratford-Chingford and KenEx. It noted the proposal for a new station at Ruckholt Road on the Stratford-Chingford route. The main development affecting KenEx has been the Government’s approval for the Lower Thames Crossing, subject to private funding options. This is a road transport solution, and KenEx will be looking to working with other stakeholders both to mitigate the negative effects of the road and to provide solutions for public transport to address its shortcomings.

For the future, the Division will continue to meet on the second Wednesday of the odd month, normally by Zoom at 19:00hrs.

b Herts and Beds – Neil Middleton

The Division met eleven times in 2024 – eight times on Zoom and three times in person. The planned frequency for 2025 will remain around the same. One of our in-person meetings will be a mainly social one as in 2023.

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 a bit lower, but regulars much appreciate the face to face element – indeed we have recently extended these to 2 hours (from 90 minutes). We continued our recent habit of spreading in-person meetings between central London and Beds / Herts. Our thanks to GTR for hosting our in-London meetings.

During the year “headline” topics included:

- Performance
- Fares, including ‘Which retailer’.
- ECML timetable
- East West Rail, including the late 2024 consultation
- HERT (Hertfordshire Essex Rapid Transit)
- The London Mayoral Manifesto, in particular impacts on Hertfordshire’s rail services
- Hadley Wood Hedgerow Trials 5th Anniversary
- Hadley Wood Toilet – and more importantly the issue of toilet opening when stations are unstaffed
- Central Bedfordshire Council Local Transport Plan refresh
- National AGM – Land value capture
- Christmas blockades – specifically how much notice is given
- Rail Replacement Buses
- Contactless extension
- Support to me in my national and branch roles by acting as a sounding board for “hot” national topics.

Looking ahead

We will continue the current meeting cycle: meet monthly (possibly excluding August), and in each year have around 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 around two Zoom and one in-person per quarter).

Our topic list will react to what is happening.

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 2025 AGM paperwork will be an in-person one on Saturday 17 May at 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

Meetings have been poorly attended but there are a number of issues that affect the Kent Division area:

Hundred of Hoo Branch

After the withdrawal in 2023 of the £170 Housing Infrastructure Fund grant to Medway Council (to support road and rail improvements to support a large housing development), Medway’s Local Plan is continuing to be developed, and is due to be published in draft form in July 2025, alongside Community Infrastructure requirements on the Hoo Peninsula.

Although the HIF grant withdrawal meant the provision of a rail service to a Hoo Transport Hub (station, buses) was lost, an opportunity to still provide a service to a new station has been considered. There is an opportunity with the Southeastern Networker replacement in 2027 to extend the service between London and Gravesend to Hoo using the battery capability of the new trains to go between Hoo Junction and a new station at Hoo on the existing freight-only line.

Kent to Gatwick Airport

Railfuture were involved in discussions to re-introduce a service between Kent and Gatwick. Options to provide a service through Tonbridge to Ashford and/or via Paddock Wood to Maidstone West or even the Medway Towns were discussed, although at this stage a re-introduction to Tonbridge is preferred.

Networker Replacement

The procurement is progressing (with the possibility of battery power). A Railfuture visit to a potential supplier is planned in the next few weeks.

Faversham Festival of Transport weekend - attendance jointly with the Kent Community Rail Partnership is planned for Saturday 17th May and Sunday 18th May. This will be the 4th year of Railfuture involvement.

International Services at Ebbsfleet and Ashford International remain an issue. While understanding the complexities of re-introducing these stops with border checks required after Brexit and Covid, we continue to press the case where possible and the nonsense of Kent passengers having to travel from Ashford and Ebbsfleet to join the passenger queues at St Pancras and then travelling back past the Kent stations.

d London Metro – Richard Bowry / Charlie King

The Metro Division commenced a rolling programme of in-person meetings from January 2024. These take place at Alan Baxter Gallery, 75 Cowcross Street, Farringdon. Meetings were held once every two months, in January, March, May, July, September and November, usually on the third Thursday of those months.

The intention of the chair and vice chair of the Division is for a mix of meetings, with some having guest speakers to present on rail issues concerning the Division, and some meetings reserved for membership discussions.

The following guest speakers attended our meetings in 2024:

May 2024 meeting: Alex Philips and David Warner from Transport for London, who gave a presentation on TfL's aspirations for rail services in London. All systems were covered, including the Underground, Overground, Elizabeth Line, DLR and Croydon Trams.

July 2024 meeting: George Paterson, Senior Stakeholder Engagement Manager at Southeastern, who gave a presentation on Southeastern recent performance and future plans.

To supplement the meetings, in the summer of 2024 the Division commenced the issue of a Division newsletter, the first being issued in June 2024. Divisions newsletters have since been issued once every two months between meetings, i.e., in August 2024, October 2024 and December 2024. That pattern of meetings and newsletters is being repeated in 2025, with six meetings being held and six newsletters being issued.

The Division recognises that London has many infrastructure needs, including but not limited to:

- (i) The West London Outer Orbital route;
- (ii) Operating 4 trains per hour on metro services where practical;
- (iii) Issues concerning the new Old Oak Common station, including transfers between HS2 and inner-London services;
- (iv) The Bakerloo line extension to Lewisham;
- (v) The DLR extension to Thamesmead;
- (vi) Western and southern rail extensions to Heathrow Airport;
- (vii) Crossrail 2;
- (viii) Extension of the Croydon Tram system (to Sutton) and also new trams;
- (ix) New rolling stock for the Bakerloo Line.

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

Members from outside London but in places within the Oyster and London tap and go ticketing system have also attended our meetings (members from the entire branch are welcome to attend).

A number of them have expressed particular concern with the loss of ticketing options as a result of project Oval, being the extension of contactless beyond Oyster for tap and go to their stations. In the first instant the technology was not ready and paper tickets had to be substituted. The technology has now been introduced with the second stage implementation, however there are still issues, in particular the inability to add railcards (as you can with Oyster) and there is no equivalent child contactless ticket to the Oyster zipcard. There is also the loss of some super saver off peak return tickets.

As to campaigning, it is up to Division members to decide which rail projects they wish to prioritise, and members need to come forward to assist in the necessary campaign work. Our campaigning priorities for 2025 are achieving four trains per hour on metro services, and supporting the West London Orbital route.

Attendance at meetings this year has varied, typically from around 10 to 20. The more members who attend meetings, the better the Division can reflect members interest, and the more campaign work can be undertaken.

We encourage members to attend Division Meetings. If you cannot attend a meeting, please engage with the chair or vice chair with any thoughts you may have.

Chair can be contacted at richard.bowry@railfuture.org.uk

Vice-Chair can be contacted at king.charles@talktalk.net

e Surrey – Stephen Rolph

No report received.

f Sussex & Coastway – John Black

Sussex and Coastway Division has met at regular intervals throughout the past year. We have varied the frequency and means of getting together so that members, potential members and others can be kept in touch with Railfuture and its activities. It has been good to hear from local Community Rail Partnerships and from the wider CRP around the South East. We will be participating in local Rail 200 events during 2025. We have followed the progress of Transport for the South East and await the arrival of Great British Railways.

Our famous Late Late Christmas Meal was held in Lewes with a wide cross-section of ages in attendance. Much chatter ensued over the evening. Readers of *railse* will see news of our meetings in each issue. I thank both Neil Middleton and Roger Blake for their various contributions of both technology and updates.

9. Branch campaigns – Roger Blake

On the national stage Railfuture has continued 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 to persuade, and ultimately to convince 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 growth with the existing rail network at both Uckfield and Lewes.

One of our principal campaigning activities has continued to be responding to the steady flow of consultations and calls for evidence across the year. For our regional branch, 12 are listed in the Railfuture library of Submissions for 2024, some unique to our branch while others included our branch’s contribution to broader, multi-branch submissions. They have concerned:

- # Lewes District Council’s Spatial Strategy and Policy Directions for its next Local Plan.
- # Hoo St. Werburgh and Chattenden’s draft Neighbourhood Plan.
- # East Sussex County Council’s survey for its draft Local Transport Plan 2024-50.
- # England’s Economic Heartland’s Luton-Bedford-Corby Connectivity Study.
- # TfL’s extension of the DLR to Thamesmead.
- # Wealden District Council’s draft Local Plan.
- # Transport for the South East’s survey for its Transport Strategy refresh.
- # Central Bedfordshire’s initial engagement for its next Local Transport Plan.
- # Medway Council’s pre-draft Local Plan 2041.
- # Kent County Council’s draft Local Transport Plan.
- # Network Rail Property’s proposals for Liverpool Street station.
- # MHCLG’s New Towns Taskforce exploration of opportunities for large developments.

In addition, branch committee members who have national portfolio responsibilities have contributed to:

- # Urban Transport Group for its Rail and Urban Transport Review.
- # Office of Rail and Road’s investigation of Network Rail’s Wales and Western region.
- # DfT’s External Affairs on Railfuture’s priorities.
- # HM Treasury on the 2024 Budget and 2025 Spending Review.
- # MHCLG on revisions to the National Planning Policy Framework.

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 the North Downs Line and East Sussex Coastway / Marshlink, 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 August.

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 2024 as in previous years, and were as usual distributed with each quarterly *Railwatch*. Members may opt, and indeed are encouraged, 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 2024 and, like the longer-established national monthly Rail User Express and the occasional Rail Action, is made available by email at the time of publication, hitherto on request more recently on the principle of informed consent 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 no comment on the now-familiar formats, or material considered suitable for publication, has been received such anecdotal feedback as there is has remained positive.

11. 2025-26?

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

Appendix A – Minutes of Annual General Meeting 20 April 2024

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.

Reports on 2023

5. Vice Chairman – Roger Blake

Perhaps the highlight of the year was our regional branch hosting the national Annual General Meeting, and with it Railfuture's annual Rail User Group Awards, in July. We were doubly-privileged to play host to one of the two joint winners of the prestigious Best Campaigner Award, Barbara Mine the Chair of the Friends of Bishopstone Station, and also to Nigel Watt MBE who in the 1950s was a founder member of one of our predecessor organisations the Society for the Re-invigoration of Unremunerative Branch Lines in the United Kingdom - SRUUBL(UK) - abbreviated at the suggestion of Poet Laureate Sir John Betjeman CBE to the Railway Invigoration Society. Each is pictured below with our Hon. President Christian Wolmar.



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.

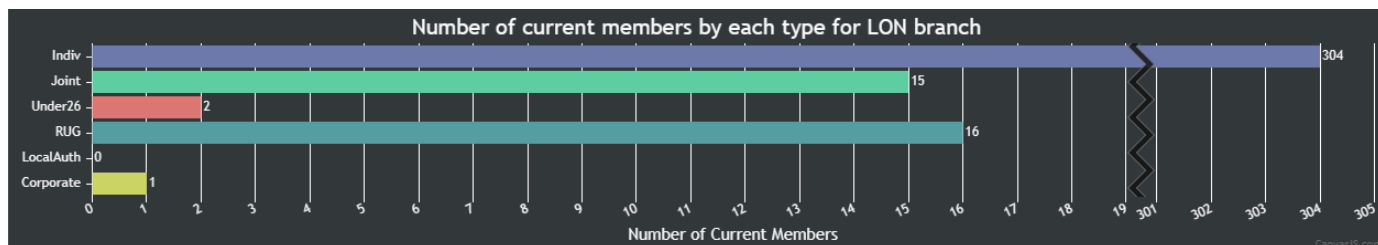
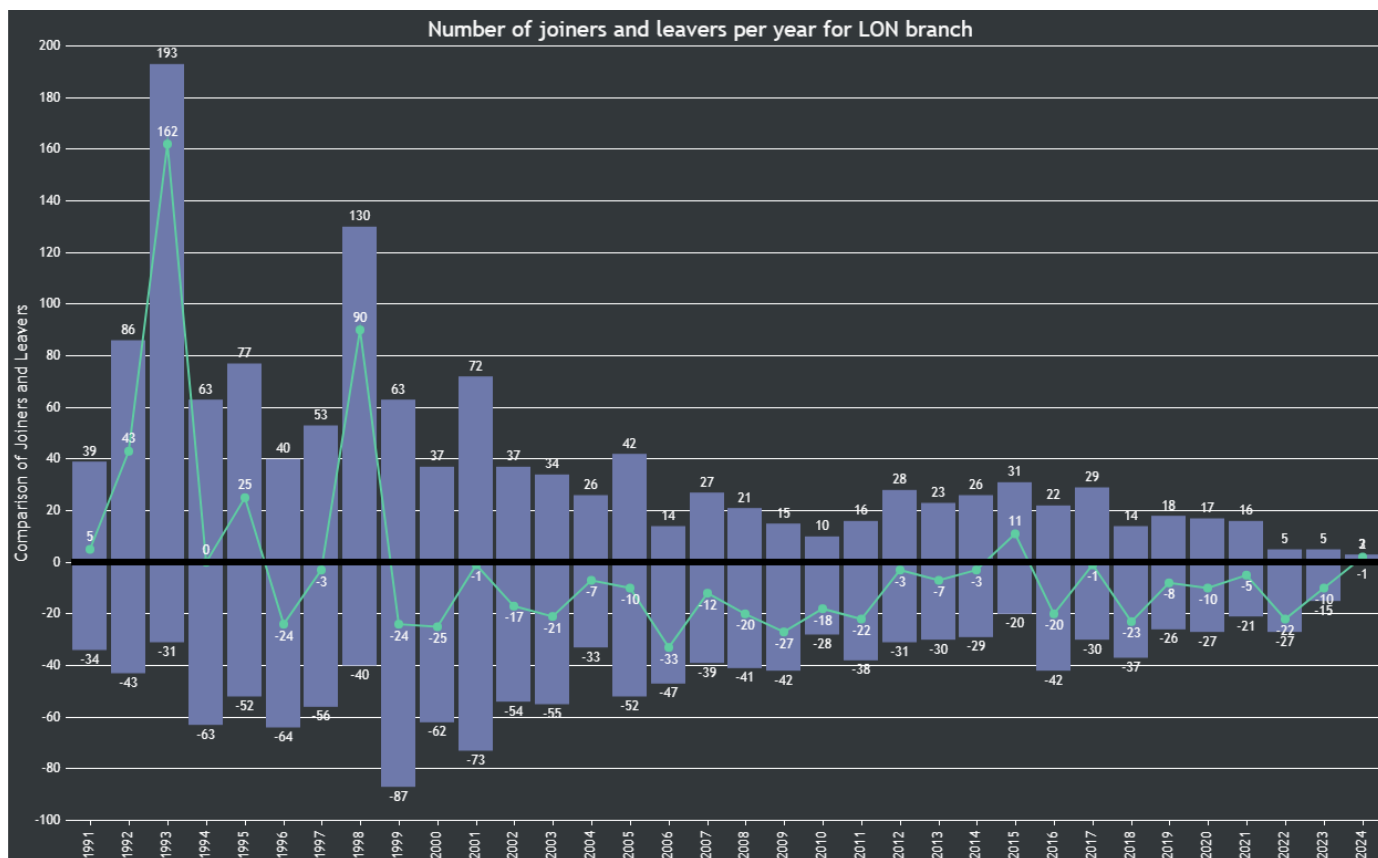
Following the transfer of the Branches fixed assets to the national account, it was decided to write down the value of all to £1.00.

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:

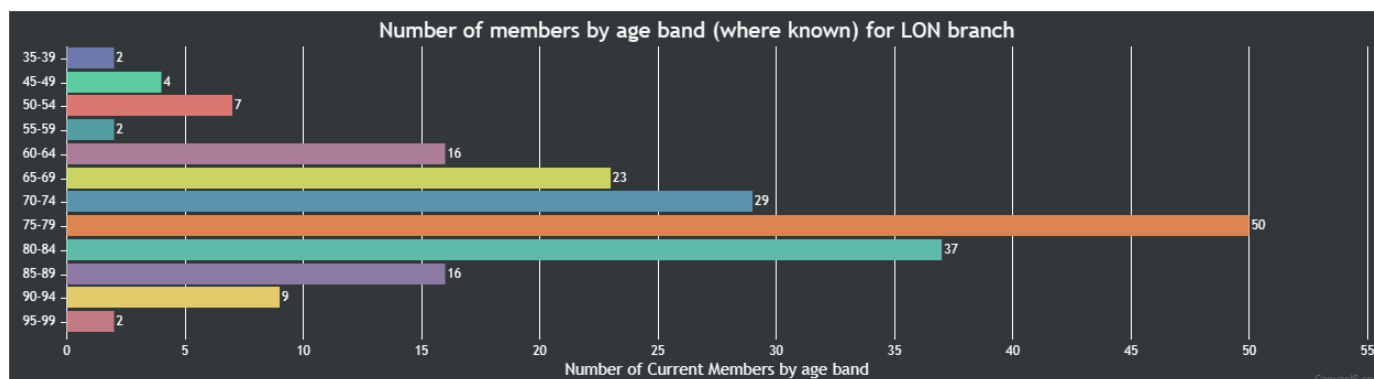
- Railwatch – by post or email, including the Branch quarterly newsletter.
- The branch monthly news update by email (just two pages).
- Updates from at least one Division by email.
- Occasional other emails on national and local matters.

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 – 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	
	<u>14.25</u>	<u>14.25</u>	
<u>less</u> Inventory (pens) @ 31/05/23	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>0.00</u>		<u>1,094.46</u>
	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			
	<u>240.23</u>	<u>1,218.50</u>	
Depreciation of non-current assets	8.61	114.16	
	<u>248.84</u>		<u>1,332.66</u>
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 £	<i>as at</i>	<i>31/12/22</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		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	
<i>less</i> 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
<i>less</i> 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