

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

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

May-Day!

Thursday 1st May 2025 witnessed the last elections to County Councils which have been in their current form for half a century, having been established in 1888-89. Only two counties in our regional branch area, Kent and Hertfordshire, went to the polls as several others have had theirs cancelled as part of the government's Devolution Priority Programme – East Sussex, Essex (including Thurrock), West Sussex, plus neighbouring Hampshire and the Isle of Wight – while Surrey makes progress with its reorganisation into unitary authorities with elections for shadow authorities in May 2026.



In both contested counties the implications for transport in general and rail in particular are unclear. In Hertfordshire the two dominant parties have reversed positions, but the new largest party lacks an overall majority; Council and Cabinet meetings held on 20th May confirmed Liberal Democrat Councillor since 2013 Paul Zukowskyj as Chair of the Cabinet Panel for Environment, Transport and Growth. In Kent the new administration has an overall majority; the Council's first meeting was on 22nd May and its first Cabinet meeting due on 26th June. Our interest is the leading players as both authorities, and their districts – and for Kent with Medway too – must finalise their proposals for local government reorganisation by 28th November.



Elections for the first Mayors of the new strategic authorities, ie the Combined County Authorities for Greater Essex, Hampshire and the Solent, and Sussex and Brighton, are also scheduled for May 2026, with authorities' final proposals to MHCLG by September. In the government's proposed Devolution Framework, functions in 'Transport and local infrastructure' include *"Priority for strategic rail engagement (including mayoral partnerships) with Great British Railways, a Statutory role in governing, managing, planning, and developing the rail network, and An option for greater control over local rail stations"* but not *"A 'right to request' further rail devolution or Priority for support to deliver multi-modal ticketing."*

CSR day!

Wednesday 11 June was Comprehensive Spending Review day - perhaps more like a non-spending review given the reported state of the nation's finances. The Chancellor of the Exchequer had delivered phase 1 with the Autumn Budget last October, and phase 2 in June was expected to set departmental budgets for resource (day-to-day) spending until 2028/29, capital spending until 2029/30. She will have just announced phase 2 as this newsletter is published. Those capital spending limits for the next few years – from 2026/27 – were expected to encompass the results of the DfT's case-by-case review of former Restoring Your Railway projects caught by the Chancellor's cancellation of the programme last July. With 'the Big Three' – East West Rail, North-South Rail (aka HS2), and Transpennine Route Upgrade – so committed, even other schemes with a widely-acknowledged national footprint of benefits such as the two vital junctions in East Anglia (Ely and Haughley) may struggle to progress, even though they are still only at pre-Development Consent Order application stage and simply require the modest funding for the next stage of project development, including the required statutory public consultation.

A tale of two TOCs

Sunday 25th May marked contrasting changes in the leadership of two passenger train service operators in our regional branch area. Transport for London led the way in November 2007 when the former North London Railways franchise, later Silverlink, run by National Express since March 1997 saw its Metro operations devolved to the new local transport authority, becoming London Overground and operated under contract initially by a Laing Rail / MTR joint venture. Railfuture welcomed this early step in rail transport devolution.

Fast forward to May 2015 when further devolution to TfL saw the Greater Anglia franchise's Great Eastern Metro services, hitherto contracted to Abellio, transfer to MTR Corporation (Crossrail) operating as TfL Rail, and its West Anglia 'inners' into London Overground.

A decade later and the transfer of the fifth former DfT franchise to its DfTO public corporation excited interest – after Northern, LNER, Southeastern, TransPennine Express – with South Western Railway changing away from the First Group / MTR joint venture. Meanwhile and contrastingly TfL's Elizabeth line slipped without a murmur from a MTR Elizabeth Line contract to a GTS Rail Operations Ltd joint venture (between Go-Ahead Group, Tokyo Metro, and Sumitomo Corporation).

What does 'nationalisation' mean, and does it matter?

Liverpool Street station – try again

'Upgrade Liverpool Street' was the mantra in late-2022 and from then until late-2023 regional branch including committee members visited exhibitions, participated in a briefing and submitted responses to Network Rail in November 2022 and to the City of London Corporation, as the local planning authority considering the formal applications for planning permission and listed building consent, in November 2023. All was reported then in the regional branch's monthly e-bulletins *inter-railse* no.54 for December 2022 and no.66 for December 2023, and quarterly newsletters *railse* no.159 for March 2023 and no.163 for March 2024 respectively.

Those 2023 applications were later withdrawn, and Network Rail Property has come forward with revised proposals; a consultation was reported in *railse* no.166 for December 2024. May's London Metro Division meeting had a presentation from Network Rail's Senior Programme Development Manager, Lisa Barratt.



Looking east towards Bishopsgate, Great Eastern platforms at left



Liverpool Street station balcony, looking south

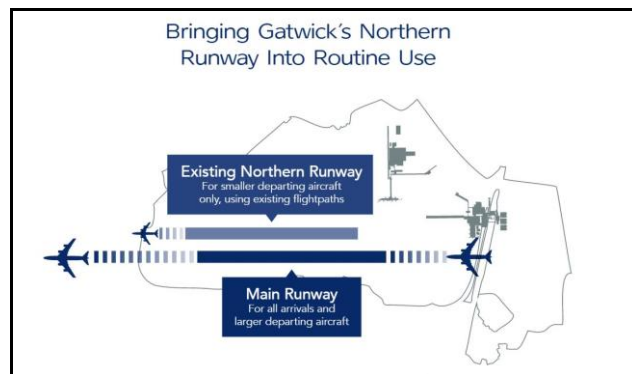


Liverpool Street station concourse departure boards

Full details in Network Rail's [media report](#) of 15th May. Opportunity for comment expected to expire 17th June.

Connectivity for Gatwick airport

Further to the update on page 2 of *railse* no.167 for March, Gatwick Airport Limited's application for a Development Consent Order for its Northern Runway Project has only seen further taxiing manoeuvres, rather than achieve take-off.



On 27 February the Transport Secretary postponed the end date for her final decision to 27 October 2025 by issuing an interim 'minded to approve' decision which required GAL to furnish additional information within two months. They duly did so on 24 April in a 12-page letter, and opportunity for responses ended on 9 June.



The letter was GAL's response to the Examining Authority's (ExA) recommended revised requirements for air noise limits, receptor-based noise mitigation and surface access. GAL noted "*the draft Requirements recommended by the ExA ... are more stringent than have been imposed on other airport projects.*"



Of most interest for Railfuture, Annex 3 on surface access runs to a further 17 pages. The summary in the covering letter has three parts on surface access:

~ "*The Surface Access Commitments, properly understood, provide sufficient assurance that the public transport mode share commitments will be achieved and allow ample opportunity for interventions by the Applicant, Transport Forum Steering Group and the SoS in pursuit of this aim. The SoS is invited to disregard the unnecessary and unjustified additional constraints in the ExA's form of the requirement.*"

~ "*If the SoS cannot reach that conclusion: The SoS is invited to adopt the Applicant's alternative form of requirement 20 in place of the ExA's drafting.*"

~ "*The SoS is requested to note and reflect the Applicant's additional commentary on the ExA's conclusions on the future baseline in her decision.*"

The full Annex 3 is in the Documents section of the Planning Inspectorate's website for project TR020005.

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

Here are second-quarter anniversaries of our regional successes: 30 new / re-opened stations, one new service, five extended services, and four new chords:

April

- ~ on the 27th, in 2010, London Overground 'preview' services ran north from New Cross and New Cross Gate beyond Whitechapel on the East London Line's new northern extension.
- ~ on the 27th, in 2010, Dalston Junction (first opened 1 November 1865, closed 30 June 1986), Haggerston, Hoxton, and Shoreditch High Street new stations.

May

- ~ on the 12th, in 1980, Hackney Central, Hackney Wick and Moulsecoomb stations.
- ~ on the 12th, in 1986, passenger services between Kensington Olympia and the WCML via Willesden.
- ~ on the 13th, in 1985, Homerton station.
- ~ on the 14th, in 1979, West Ham Low Level station. Dalston<->Stratford (Camden Road<->North Woolwich).
- ~ on the 14th, in 1984, Bedford St. Johns station.
- ~ on the 15th, in 2016, Lea Bridge station.
- ~ on the 16th, in 1988, Farringdon <-> Blackfriars.
- ~ on the 17th, in 1982, Watton-at-Stone station.
- ~ on the 17th, in 1983, Dalston Kingsland station (first opened 9 November 1850, closed 1 November 1865).
- ~ on the 23rd, in 2010, New Cross Gate Down Junction (for full London Overground services from the new East London Line northern extension through to Crystal Palace and West Croydon stations).
- ~ on the 24th, in 2022, Elizabeth Line's Abbey Wood, Woolwich, Custom House, Canary Wharf, Whitechapel, Liverpool Street, Farringdon, Tottenham Court Road, Paddington stations.
- ~ on the 29th, in 1990, St. Paul's, later City, Thameslink station.
- ~ on the 29th, in 1994, Mitre Bridge Curve (WLL<->NLL) and Sheepcote Lane Curve (SWML <-> WLL).
- ~ on the 30th, in 1995, Chafford Hundred station.
- ~ on the 30th, in 1999, West Ham High Level station and West Brompton station mainline platforms.
- ~ on the 31st, in 1994, passenger trains return between Kensington Olympia <-> Willesden Junction High Level.

June

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

Stay up-to-date and lend your support via our website pages under '**Campaigns**' > 'A Bigger Railway' – it includes links to 'Missing links' and 'New stations.' See also '[Current London and South East campaigns](#)'

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

Britain's Growing Railway in L&SE – what would success for us look like?

- ~ East West Rail services reach Bedford from Oxford;
- ~ Gatwick airport-Redhill-Tonbridge hourly services;
- ~ Heathrow airport southern and western rail accesses;
- ~ Hoo Peninsula Railway with St. Werburgh station;
- ~ West London Orbital with Old Oak Common Lane London Overground / HS2 interchange station.

Your examples to londonandsoutheast@railfuture.org.uk

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

Five go on a visit – to one of the five



Five members of the regional branch committee have been guests at one of the five short-listed bidders to replace Southeastern's Class 465 / 466 Networkers – Alstom, CAF, Hitachi, Siemens, Stadler. Previous coverage was in *railse* no.158 for December 2022 (page 2) and *railse* no.164 for June 2024 (page 5). Entry into service has been specified for October 2027.

GWR's "Project Churchward" enters DfT's commercial pipeline

The latest update to a DfT corporate report "*Future commercial contracts for DfT and partners: Listing of upcoming Department for Transport (DfT) and associated bodies commercial contracts – known as the commercial pipeline – for which bidders may apply*" was published on 27th May. The DfT has now included this under reference DFT-F9OEgw – Contract title "Procurement of rolling stock for Thames Valley / North Downs and West (including options)" with Short Description "Replacement of all existing DMUs (and possibly EMUs), excluding the IET fleet, with Battery Electric Multiple Units (BEMUs) and/or diesel multi-mode units. Potential for this procurement to include units for other non-GWR routes." While many details are 'to be confirmed' and noting that GWR's current operating contract with DfT expires in June 2028, the estimated contract value is given as £1,250,000,000!

Directly relevant for our regional branch area will be the departure of the near-35-years old Networker Turbos from the Gatwick Airport-Redhill-Guildford-Reading North Downs Line services. In neighbouring parts of Thames Valley and Wessex regional branches Basingstoke, Greenford, Henley-on-Thames, Marlow, Portsmouth Harbour, and Windsor & Eton Central will also see the demise of their diesel-powered services.

The Ministry of Housing, Communities and Local Government's timetable for its Devolution Priority Programme has been set for a significant proportion of two of the three sub-national transport bodies' areas which overlap with our regional branch's area (Transport for the South East and Transport East, the third being England's Economic Heartland, which includes Bedford, Central Bedfordshire, Hertfordshire).



It's easier to pick out where 'only' local government re-organisation is in progress! Hertfordshire, Kent and Surrey are excluded from central government's current Devolution Priority Programme, and note that the populations of Bedford and Central Bedfordshire unitary authorities only reach the MHCLG-specified minimum of 500k for a unitary authority if combined.

Why does this matter to us? Set up after the Cities & Local Government Devolution Act 2016 amended the Local Transport Act 2008, the sub-national transport bodies (STBs) have hitherto been intended to provide strategic transport governance at a much larger scale than existing local transport authorities, by grouping councils together. Coordinating and prioritizing transport investment and strategic planning for their respective regions, they have brought together diverse voices into a single chorus for their region, relaying priorities to central government (DfT) and working with entities like Network Rail and Highways England to influence their investment programmes. This is why Railfuture regional branches have invested no small amount of time and energy responding to STB consultations and otherwise cultivating their interest.

Their transport strategies and strategic implementation plans have hitherto been advice to central government, ie the DfT, but now that transport is one of the areas of responsibility which Whitehall is seeking to devolve to new strategic authorities, who will the STBs advise? There will be several 'strategic authorities' with devolved transport powers within the area of each STB (assuming that they continue!) Given the MHCLG-specified minimum of 1.5 million population per strategic authority, the likely candidates to become Combined County Authorities, and from MHCLG's perspective with a directly-elected Mayor, are Kent with Medway, Essex with Southend-on-Sea and Thurrock, East and West Sussex with Brighton & Hove, and possibly Surrey as although its population is less than the desired minimum, at c.1.2 million, MHCLG may be pragmatic and accept an exception.

A question for us: will the playing fields of competition for rail investment be more regional than national?

East Sussex County Council adopted its new, 2024-50. Local Transport Plan 4 in September 2024. In May it then began two public consultations, for its first Freight Strategy and its second Rail Strategy (the first dated October 2013). Both consultations are due to close on 30 June, quite soon after publication of this newsletter.

The new Local Transport Plan, which informs the two draft Strategies, has this Vision:

“An inclusive transport system that connects people and places, is decarbonised, safer, resilient, and supports our natural environment, communities, and businesses to be healthy, thrive and prosper.”

Its six objectives are:

- 1 - Deliver safer and accessible journeys
- 2 - Support healthier lifestyles and communities
- 3 - Decarbonise transport and travel
- 4 - Conserve and enhance our local environment
- 5 - Support sustainable economic growth
- 6 - Strengthen the resilience of our transport networks.

Its four themes are then:

A Tackling climate change and enhancing our local environment;

B Safer, healthier, and more active travel (map below):

Figure 1: LTP4 investment Plan key schemes for Theme B "Safer, healthier and more active travel"



C Integrated, accessible transport for all (map below):

Figure 2: LTP4 investment Plan key schemes for Theme C 'Integrated and accessible transport for all'



D Keeping East Sussex Connected (map below).

Figure 3: LTP4 investment Plan key schemes for Theme D "Keeping East Sussex connected"



East Sussex Rail & Freight Transport

Both draft strategies being consulted until 30th June recognise forthcoming changes as results of firstly local government re-organisation within East Sussex, and including Brighton & Hove, from a two-tier county / district structure to a single-tier unitary structure, and secondly devolution from central government to a new strategic authority in the form of a (preferably Mayoral) Combined County Authority across East Sussex, Brighton & Hove and West Sussex.

Proposals for local government re-organisation within East Sussex and including Brighton & Hove (at only 276k its population is well below the 500k requirement) must be returned to MHCLG by 26 September.

The Sussex & Brighton Combined County Authority (whose population of 1.7 million meets the minimum requirement of 1.5 million) would see its first Mayor elected in May 2026; again, final proposals must be returned to MHCLG by 26 September.

The draft Rail Strategy has 6 Priority Investment Areas:

- 1 – Accessibility of the rail network
- 2 – Integration with other modes
- 3 – Reliability and resilience
- 4 – Decarbonisation
- 5 – Journey time competitiveness
- 6 – Customer experience

It then has six Strategic Priority Schemes:

- 1 - High Speed 1 to Hastings, Bexhill and Eastbourne
- 2 - Hurst Green (Oxted) - Uckfield electrification
- 3 – Uckfield-Lewes Line reopening
- 4 - Eridge-Tunbridge Wells railway line reinstatement (Spa Valley Line Modern Operations Re-opening)
- 5 - Direct rail services between Seaford / Newhaven and London
- 6 - Brighton-Eastbourne-Rye-Hastings - faster services

Note that Strategic Priority Scheme 3 includes this:
“Potential delivery of an intermediate station to unlock new sustainable housing development which could in turn help to fund the scheme costs.”

TfSE rail – west of East Sussex:

Brighton - East Sussex - Kent

BTN-FMR-LWS-UCK-COH-ERI-TBW

A year ago *railse* no.164, June 2024 included this item



about which nothing has been seen or heard since – unless a reader can provide material to the contrary. It's understood that some work has been done on the feasibility study, but is not yet in the public domain.

From 2012 to 2025, click right for [campaign summary](#).

TfSE rail – N. Downs Line west:

**West Sussex - Surrey - Hampshire - Berkshire
GTW-RDH-REI-DPD-GLD-WKM-RDG**

A new North Downs Line Partnership had been launched at Gatwick Airport's annual Transport Forum last November, as reported on page 5 of *railse* no.166 for December 2024 – “London Gatwick sets out rail connectivity aspirations at annual transport forum.”

A pledge of support for the Partnership then came from [Surrey County Council](#) in April.



L>R: Stewart Wingate, CEO GAL; Cllr Matt Furniss, Surrey; Mark Hopwood CBE, MD GWR

An inaugural event featured a visit to west London to see GWR's fast-charge battery test train (pictured) as all parties share the “*aspiration that battery electric powered trains offer the best solution to replace the diesel trains currently in service on the North Downs Line, providing the better outcomes for passengers.*”

TfSE rail – north Kent:

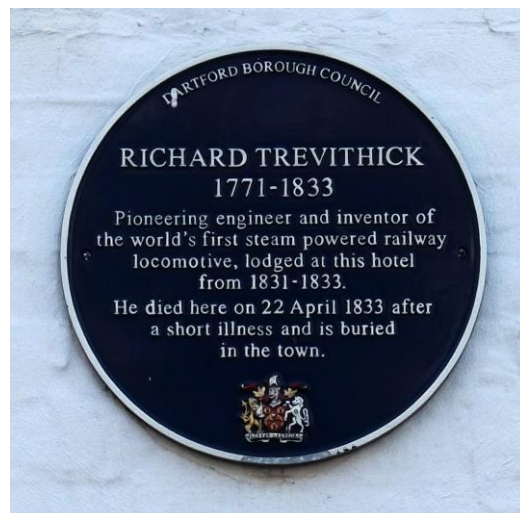
Medway – Gravesham / Tonbridge & Malling

HMK-GRV-DFD-ABW-GNW-LBG

HMK-HGM-SOO-RTR-CTM-GLM-RAI

HMK-HGM-SOO-SDA-MDB-PDW-TON

While the May meeting of our Kent Division was held in Faversham, to coincide as usual with the annual Festival of Transport there, in this Rail 200 year the August meeting will also be in north Kent, in Dartford.

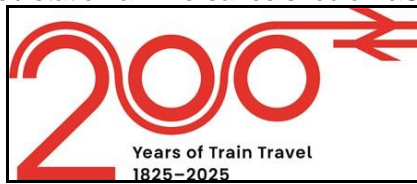


Royal Victoria and Bull Hotel, 1 High Street, Dartford, Kent

See our January 2020 website article “[Hoo-rail victory](#)” with subsequent updates of our evolving campaign.

Railway 200 – the countdown begins

27th September 1825 needs no introduction and, by now, Saturday 27th September 2025 may not either. Which line / station anniversaries should L&SE mark?



See the Railway200 website for further details

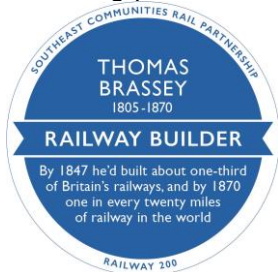
As we shall prepare to celebrate a double-century for rail we are still **railfuture** and so look and plan ahead, rather than gaze into the rearview mirror, and look forward to opportunities for us to influence for a bigger better railway over coming months and years.

Railway 217! In 1808 Cornishman Richard Trevithick's steam loco "Catch Me Who Can" carried fare-paying passengers round a circular track near Euston Square.



Gower Street, London WC1E 6BP

First reported in September 2022's *inter-railse* no.51 and December 2022's *railese* no.158, another railway 'great' has his final resting-place in our branch area.



New statue of Brassey for station at Chester, his birthplace

Campaigning through roadshows

London & South East regional branch has a series of campaign roadshows for public engagement:

March – we were in London at our region's annual rail exhibition at Alexandra Palace, promoting our own campaigns for Hoo Peninsula Railway and a new Uckfield-Lewes link, plus supporting Thames Gateway Tramlink's KenEx Tram.



May – in Faversham during the Festival of Transport, promoting our campaign for Hoo Peninsula Railway and joint work with Kent Community Rail Partnership.



June – in Uckfield at the annual Family Fun Day, promoting our own distinctive approach to making the case for a new rail link to serve the long-term housing growth in and between Uckfield and Lewes.



**Uckfield and District
Lions Club**

June – an extra for this year, an invitation to speak at a symposium in Lewes about sustainable transport, with another outlet to talk about our own distinctive approach to making the case for a new rail link to serve housing growth between Lewes and Uckfield.

August – another extra for this Rail 200 year, joining Southeast Communities Rail Partnership in Lewes Town Hall to showcase Railfuture and our past and (through our campaigning) future successes.

August / September – to be confirmed, the annual Lewes Societies Fair, also in Lewes Town Hall, again promoting our own distinctive approach to making the strategic case for a new rail link to serve long-term housing growth between Lewes and Uckfield.

Campaigning through consultations

Our campaigning continues through responding to consultations and calls for evidence and making other submissions eg to local planning / transport authorities.

Since the previous newsletter we have responded, either on our own behalf or in collaboration with other members, to:

two of MHCLG's consultations on Devolution Priority Programme proposals, for Greater Essex (Essex, Southend-on-Sea, Thurrock) and for Sussex and Brighton (Brighton & Hove, East and West Sussex)
DfT's proposals to reform Great Britain's railways.

Have your say

For completion before this newsletter is published are further comments on Gatwick Airport's Northern Runway Project and Network Rail's application for Liverpool Street station redevelopment. In the pipeline are the Mayor of London's "*Planning for a better London – towards a new London Plan*," Eastbourne / Lewes Councils on local government re-organisation, and East Sussex County Council's draft Strategies for Rail and Freight.

Your opportunity to influence our responses to Calls for Evidence and Consultations, and policy development, is to email londonandsoutheast@railfuture.org.uk

Current consultations of general interest to our London and South East regional branch area are in the "*What's on*" section of the website, within '*Rail dates*', and linked [here](#); of specific regional branch interest are in the branch website and linked [here](#).

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

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

Regime change!

The regional branch AGM on 12th April elected a new Chair, Richard Bowry succeeding Keith Dyal who had passed away in late-2022, and Neil Middleton to replace Roger Blake after his 18 years as Vice-Chair.

Forthcoming calendar / diary dates

Saturday 14 June "*Intersections*" – an afternoon symposium In Lewes, with Railfuture's Director for Infrastructure & Networks among the guest speakers.

Tuesday 17 June Herts & Beds Division evening **online** meeting. [Invite non-members!](#)

Thursday 19 June Sussex & Coastway Division evening in-person meeting. [Invite non-members!](#)

Saturday 21 June Railfuture East Anglia regional branch open afternoon meeting, Ipswich.

Saturday 5 July Railfuture's national AGM (morning), guest speakers (afternoon), in Newcastle-upon-Tyne.

Wednesday 9 July Eastern Division evening **online** meeting. [Invite non-members!](#)

Thursday 10 July London Metro Division in-person evening meeting, central London. [Invite non-members!](#)

Thursday 17 July Herts & Beds Division evening **online** meeting. [Invite non-members!](#)

Thursday 17 July Sussex & Coastway Division evening social meeting. [Invite non-members!](#)

Friday 18 July School summer holidays start.



Saturday 16 August Kent Division afternoon meeting, in Dartford, final resting place for Richard Trevithick. [Invite non-members!](#)

Monday 25 August Copy date for your campaign news / reports for the London & South East regional branch Local Action column in October's *railwatch* no.185, and for September's *railse* no.169. Send to londonandsoutheast@railfuture.org.uk



Wednesday 27 August Copy date for your campaign news, letters, articles, photos to appear in October's *railwatch* no.185. Send to editor@railwatch.org.uk

Tuesday 2 September School summer holidays end.

Thursday 4 September Sussex & Coastway Division evening **online** meeting. [Invite non-members!](#)

Wednesday 10 September Eastern Division evening **online** meeting. [Invite non-members!](#)

Thursday 18 September London Metro Division in-person evening meeting, central London. [Invite non-members!](#)

By the time this newsletter appears, the places for you to look for further informed, independent analysis and comment will be your quarterly magazine [Railwatch](#) for July, our "*News and views*" [articles](#), [press releases](#) and our [Facebook](#), X / [Twitter](#) and [LinkedIn](#) output.

Your branch divisions' meetings – members / potential members all welcome!

Eastern [s. Essex and n. & e. London] –

meets alternate months on second Wednesdays, **online** at 19.00 – next on **9 July**, then 10 September. Division Convener: howard.thomas@railfuture.org.uk. See [Eastern Division](#).

Herts & Beds – meets monthly – next **online** at 19.30 on **17 June**, then 17 July and an August social. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on third Saturdays, at 14.00 – next due on **16 August** in Dartford. Division Convener: chris.fribbins@railfuture.org.uk. See [Kent Division](#).

London Metro – covers all TfL rail modes and DfT TOCs within London. Meets alternate months on third Thursdays in-person at 19.00 – next on (N.B.) **10 July**, then 18 September and 20 November. Division Chair: Richard Bowry (opposite). See [London Metro Division](#).

Surrey – Division Convener is Stephen Rolph: stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets about monthly on Thursdays, at 18.00. Next on **19 June**, then 17 July (both in-person), and 4 September **online**. Division Convener is John Black: jcbblack@yahoo.co.uk, Division Secretary: robertcheesman@btinternet.com. See [Sussex & Coastway Division](#).

Your branch committee's **meetings**

Regional branch officers and other committee members meet **online** every first Wednesday evening.

railse online

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

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **railse** issue no.169, due to be published in September 2025, will be Monday 25 August 2025. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk



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

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

Follow us on  **twitter** @Railfuture and @RailfutureLSE and @Railwatch

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Railfuture campaigns (noun, and verb!)

Our five national **railfuture** policy priorities:

- # **A better railway** – attracting more passengers to rail by improving the whole travelling experience;
- # **Fares, and ticketing** – making fares fairer, and the ticketing system easier;
- # **A bigger railway** – driving economic / housing growth through new / re-opened rail lines / stations;
- # **Modal shift** – how the railway can help to reduce road traffic congestion and particulate pollution;
- # **Electrification** – an incremental approach gap-filling on strategic routes especially for freight, and partial electrification where battery traction is realistic.

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

~ Stay abreast of Railfuture's and others' reports and thoughts published in our website [articles](#); making, not just reporting, the news through our [press releases](#); and making, not just watching, things happen in our website [media extracts](#).

~ Railfuture is also on [Twitter](#), [Facebook](#) and [LinkedIn](#).

Neighbouring and other branches

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

London and SE Branch officers

Branch Chairman: Richard Bowry
richard.bowry@railfuture.org.uk

Vice-Chairman: Neil Middleton
neil.middleton@railfuture.org.uk

Secretary: vacant

Membership Secretary: Neil Middleton.

inter-railse

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