

railfuture

London and South East regional branch

Annual Meeting 2026

Saturday 18 April 2026

The Kwanglim Room at [Wesley's Chapel & Leysian Mission](#), 49 City Road, London, EC1Y 1AU.

Doors open at 10.30 for a 11.00 start

Note: Changes in the Ts & Cs for Wesley's Chapel mean we are no longer able to provide Tea & Coffee

Now with
2025 draft
Minutes

Agenda

11.00-13.00

Fri 17th: No more changes
Back back
on Friday for
the final version

Guest speaker:

Phil Hutchinson, Head of Strategic Planning, Govia Thameslink Railway



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“A demand led Railway”

Covering both the next few years and the longer term

“GTR to GBR”

With plenty of time for Questions and Answers

then lunch break.

14.00: formal Annual General Meeting for members

Agenda

1. Apologies for absence

James Barber, Robert Cheesman, Roger Johnson, John Michael Hammond, Peter Lane, Martin Ross, Richard Townend, Michael Willsher

2. Minutes from the 2025 meeting

For approval

3. Matters Arising from minutes

If not covered in the agenda for the 2026 AGM.

Refer the 2025 meeting for the reports to the meeting.

4. Branch Committee 2026-27

Do you want to be a member?

Current members

- Chair: Richard Bowry (also Metro)
- Vice Chair: Neil Middleton (also Herts & Beds)
- Member: Roger Blake
- Member: Chris Page
- Kent: Chris Fribbins
- Metro: Charlie King
- Metro: Howard Thomas
- Surrey: Stephen Rolph
- Sussex & Coastway: John Black

Gordon Pratt (also Kent Division), also attends regularly.

5. Chair's overview

6. Membership Report

7. Attracting new members (see Chair's report)

8. Divisional reports and campaigning priorities (see Chair's report)

9. Finance update

10. Round table

Draft minutes of 2025 meeting

Minutes of Annual General Meeting on 12 April 2025

Location: The Kwanglim Room at Wesley's Chapel & Leysian Mission, 49 City Road, London, EC1Y 1AU.
Time: The meeting commenced at 2pm

1. Apologies for absence

Apologies for absence had been received from Michael Hopkins, John Hobourn, Stephen Rolph, Dick Tyler.

2. Minutes of Annual General Meeting of 20 April 2024

Such minutes had been made available to members within the 2025 AGM [document](#) pack. There were no comments from the meeting and they were approved.

3. Matters Arising from Meeting and Minutes of 2024 AGM

No matters arising were raised.

4. Reports

The retiring Vice-Chair addressed the meeting as to events of the branch in the preceding year, and attention was drawn to the various reports in the 2025 AGM [document](#) pack to which members were invited to raise questions; none were raised.

5. Results of elections to Branch Committee 2025-26

Nominations to the Branch Committee had been received from Richard Bowry, Charles King, Neil Middleton, and Chris Page who were elected unopposed.

The Divisional Representatives were noted as follows, those not otherwise elected also being declared a Branch Committee member:

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

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

No nominations had been received for the positions of Chairman, Vice-Chairman, Secretary or Treasurer.

Roger Blake, as retiring Vice-Chair, initiated a discussion as to the vacant office-holder positions and what they entailed. After open discussion at the meeting, the meeting invited any Branch Committee member to put themselves forward for any of the vacant positions.

After discussion, Richard Bowry put himself forward as Chairman and Neil Middleton put himself forward as Vice-Chairman, who were both duly elected unopposed by the meeting in those roles, confirmed by the other appointed branch committee members present at the meeting.

6. Any Other Business

There being no other business, the meeting closed.

1. Chair – Richard Bowry

As you may recall, at the branch AGM last year we faced something of a dilemma, not having had a chair for seven years and our vice-chair (after many years of service) wishing to step down. We were therefore faced with the possibility of having a branch committee without a chairman or indeed any other formal office holder. I stepped forward at that meeting, and have agreed to continue in that role for a further year.

I think that illustrates well the difficult position we find ourselves in as a branch, but we should also not forget the positives. I list these as follows:

1. We are the largest of Railfuture's fourteen branches in terms of membership (about 320) which is relatively stable.
2. We have amongst our members a number of directors at national level who also sit on our branch committee and who give the branch their time and knowledge.
3. Uniquely amongst branches, we are further sub-divided into a number of divisions (five at present) so we have further reach at a more local level, each headed by a division convenor.
4. We are holding regular meetings, some at branch level but most at divisional level, somewhere in the region of 25 to 30 each year, some with guest speakers and some more in the nature of member campaign meetings
5. We issue 22 newsletters/bulletins each year, being 4 branch newsletters, 6 Metro newsletters and 12 Herts & Beds email news bulletins.
6. Our committee members are engaged in regular meetings with stakeholders. For example recently we have engaged in meetings with Chiltern, GTR, GWR, Network Rail, Southeastern, South Western Railway and TfL, as well as with politicians, both MPs and at more local level.

However we have very few active members. For some considerable time now the majority of the work of the branch has been undertaken by no more than a small handful of people.

This lack of manpower limits what we can achieve, in particular the human resources we can dedicate to campaigning. This in turn has limited the nature and extent of actual campaign work we can undertake. In short, we are over-reliant on a small group of people, a situation which is not sustainable in the longer term.

The need for more active members has been recognised for some considerable time, both at national and at branch level. The importance of this branch means we do have some influence at national level, and if there is something you feel we should be doing at national level then please speak to me or one of my fellow branch committee members, and I urge you to attend our national annual general meeting in Birmingham on Saturday 4 July 2026.

At branch level, the first task I undertook on becoming chairman was to set in motion a complete review of how the branch operates, with all members of the branch committee taking part. At numerous meetings we discussed our strengths and weaknesses, considered our structures (in particular the operation of our divisions) and what we could best do going forward.

Our issues however ultimately returned to the same matter, our lack of human resources, i.e., active members. We have a branch membership of 320 and yet we have around ten active members, some of whom have extensive Railfuture commitments outside the branch.

In past years I suspected we might have existing members within the branch who would be willing to be actively involved if prompted to do so, an untapped resource so to speak. I have found the reality however to be somewhat different. This is not meant as a criticism of existing members, there being many ways to support Railfuture, and we welcome those who wish to do so by being subscribed members which of course supports the society financially.

I rather suspect that our low rate of active members to the membership overall correlates to the aging nature of that membership, and that the answer to our issues is not to be found within the membership, but in recruiting new members, whose very act of joining a society indicates an enthusiasm we could tap into.

New members are therefore our current focus, something of course that is far more easily said than done. However action is being taken, which I'd like to share with you now. Currently there are two approaches under way:

1. A drive to attract students to join the society.

We have a large student population in London, some of whom are studying courses related to planning and transportation in some form. This is a resource we have never attempted to reach. At the very least we should be maintaining contacts with our local universities, whom I suspect are presently unaware of our existence. We will therefore be approaching relevant professional staff at relevant universities to develop such relationships.

In order to reach actual students, and indeed to be taken seriously by the universities, we are working on a university presentation which we will offer to students. This will need to have, and will have, relevance to the students by being related to an extent to the course they are studying.

It will be one thing to reach students, another to attract them to membership.

It is my personal view that the internet has dramatically changed why people join (or do not join) societies. Before the internet, societies were means to connect with like-minded people and learn more about a matter of personal interest. That can now all be done on the internet, and societies that are essentially information based may well struggle to continue unless they recognise this changed reality.

In short, societies need to offer more. Holding meetings and issuing newsletter will not be enough for younger people in particular who have so many options. Even within transport campaigning, there are many options other than ourselves that can readily be found on the internet.

To survive, a society will not only need to be very active in what it is doing (its main focus) but will also need to be attractive in other ways too. It will need to offer a means for younger members to participate in a way that is interesting and meaningful to them (creating posts on social media, for example) and will also need a social element to provide a 'fun' aspect.

After some consideration, I have decided that an activity that can provide an interesting social element is a walks programme specifically targeted at students and younger people. I have some experience of this as a walk leader and committee member of the Railway & Canal Historical Society (RCHS), which has an extensive national walks programme (about 30 per year) and London based walks programme (6 to 8 per year) designed for members, which have proved very successful.

The RCHS faces similar issues to Railfuture in terms of membership. Its London branch is already working on a 'students walk programme' but faces human resource problems as we do. By working together, we can be more effective. The 'students walk programme' (it comprises eight historical rail themed walks starting from a main line station terminus designed to be of interest to younger people) is already being trialled by means of walks for RCHS and Railfuture members. The first such walk (Waterloo Station and all things LSWR) was undertaken on Wednesday 15 April as a joint RCHS/ Railfuture event, and was over-subscribed such that a reserve list became necessary.

With the success of this, the final work is being undertaken to complete the details of the entire students walk programme so that when universities are approached this coming term in the manner mentioned above, we will already have to hand an eight-part walk programme to take place within one single academic year. The programme can of course be annually repeated systematically.

2. A more general drive to attract younger members, through social media.

I think it is fair to say that Railfuture is not particularly good at social media. Nationally we are on LinkedIn and X (twitter) and there is a Railfuture and an associated 'Railfuture Campaigners' site on Facebook. However in most cases, actual posting is irregular.

As a branch we are free to set up and operate our own social media, but have not done so in a meaningful way. Again, a lack of resources is the reason. Younger people use social media extensively and if we are not present on it we simply will not be seen.

It is therefore imperative that we as a branch put much more effort into social media. We already have access to a branch Facebook page and this needs to be developed urgently (volunteers, please). TikTok is also an important site, and I'm currently working on developing a branch TikTok site and hope to make progress on that soon.

A further advantage of social media like TikTok is that it gives creative things for younger people as society members to do. It seems many young people today no longer just consume media but want to create it. We at Railfuture need social media but we don't have the creators. Seems like an opportunity, doesn't it?

Campaigning

You would have noticed that comparatively little herein has so far been said about campaigning. One of the problems of having few active members is that a disproportionate amount of time is spent by them on what you may call administrative or membership matters. Newsletters need preparing and meetings organised and held. These all take considerable effort and can take away time from hard campaigning work. There is potential for this to become a downward spiral as more and more time of those actively involved is needed to cover the basic elements expected from our members.

However much campaign work was undertaken in 2025 and I suspect may be the reason why we attracted 13 new members in the last 12 months. In short, some of our main campaigns involved:

1. Capacity issues in respect of the Brighton Main Line, due in part to the planned Gatwick Airport expansion, and the necessity for additional trains to deal with it. This has many consequences including (i) how existing services are provided for example whether it makes sense to have rail paths taken up by lightly used Gatwick Express trains, (ii) railway capacity enhancements at choke points such as East Croydon and Norwood Junction, (iii) access to the airport from other directions, such as the North Downs Line and Kent, and (iv) how we ensure good and reliable non-airport services to the south coast.
2. Our continuing call for all London suburban services to be 'turn up and go' with minimum service level of 4 trains per hour.
3. Passenger issues arising from the expansion of contactless ticketing outside Greater London.
4. Moves by the London Mayor to subsume some national rail services into TfL, presently effecting Great Northern Inner Services.
5. East - West Rail as it effects our region, including new stations to serve the new Universal Studios.

There was also much behind the scenes campaign work going on. As everyone in campaigning understands, it is a 'people's business' and much work involves making and maintaining the many contacts we have, both within the rail industry and at the political level.

Much has been written here as to new members, but it is you as our existing members who can influence where we go and what we achieve. If you feel you can contribute in some way, but don't know how, please come and talk to myself or one of my fellow branch committee members. Something is always needed to be done!

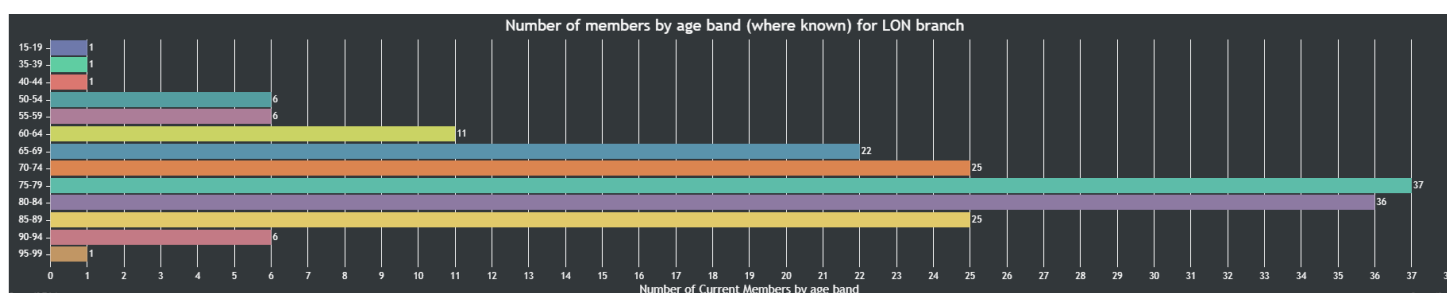
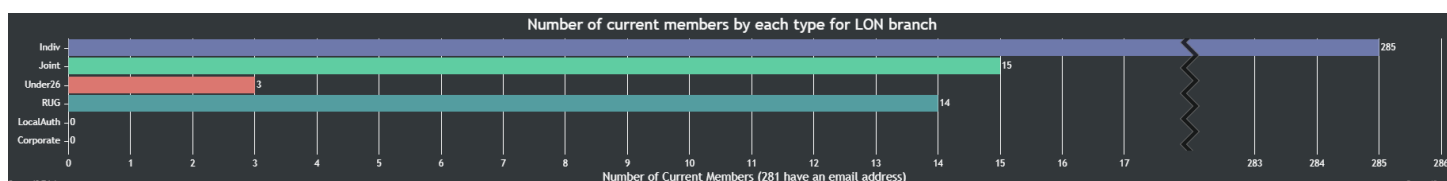
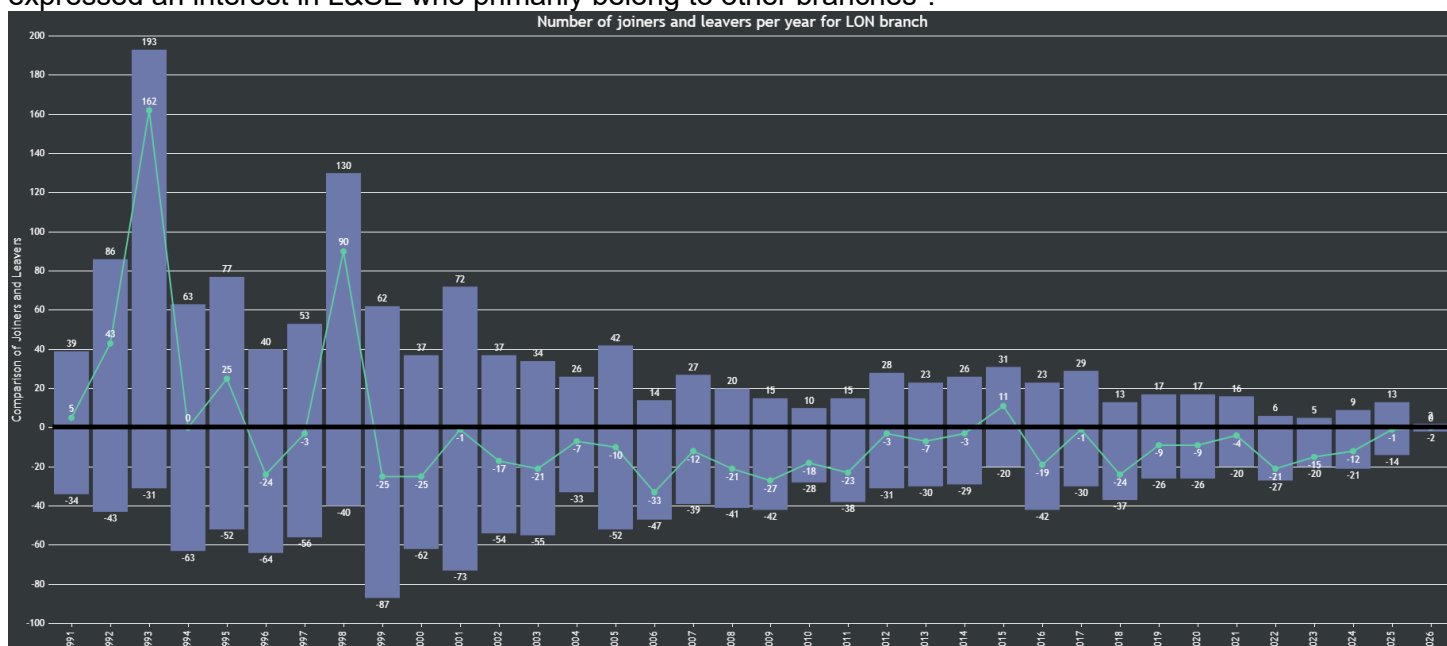
Finally I'd like to thank my fellow committee members, all of who are staying in place for another year.

Richard Bowry
Chair - London and South East Branch

2. Membership – Neil Middleton

Membership numbers during 2026 declined by 1 to 320. We gained 13 members and lost 14 members – a 0.3% loss. This is less than the national trend (15 member reduction ~ 1.0%).

Included in membership are 14 Rail User Groups and 3 Under 26s¹. and there are also 27 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. 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.

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)

¹ This data being as of 12 April 2026

² This data being as of 31 March 2026

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.

3. Divisions

a Herts and Beds – Neil Middleton

The Division met ten times in 2025 – six times on Zoom, three times in person and an in-person social. The planned frequency for the next twelve months will remain around the same. One of our in-person meetings will be a mainly social one as in recent years.

Attendance at our regular meetings has been around 7 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:

- TfL’s bid to take over the GN Inners
- Fares, including contactless fares
- ECML timetable
- Performance
- East West Rail
- Weekend frequencies
- Access for all
- Hadley Wood Toilet – and more importantly the issue of toilet opening when stations are unstaffed (an ongoing saga..)
- Wixams station

We also returned to regulars:

- Performance
- 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 around monthly (possibly excluding August), and in each year have around eight Zoom sessions and four in person meetings one/two in Hertfordshire or Bedfordshire and one/two in central London near Kings Cross or Euston (ie around two Zoom and one in-person per quarter). We will also have a primarily social meeting. Our 2025 goal for this was an opening day outing on East West Rail – who knows if we will manage this in the next twelve months?

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 AGM paperwork will be a Zoom session on Thursday 14 May. 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.

b Kent – Chris Fribbins

Not received

c London Metro – Richard Bowry / Charlie King

On 10 July 2025, the London Metro Division and the Eastern Division of the LSE Branch merged to form a new ‘London Metro & Eastern Division’ (‘Metro’ for short).

The boundaries of the LSE Branch as a whole did not change. Howard Thomas, who had run the Eastern

Division as convenor for many years, became a committee member of the enlarged Metro Division. The merger was a consequence of the successful rejuvenation of the London Metro Division. For a considerable time when Metro was in abeyance, Eastern Division looked after East London as well as its core area of South Essex. With Metro Division now taking care of Greater London services (including the Overground and the Underground), much of the Eastern Division area had already been absorbed back into Metro. The merger was therefore the completion of an existing process.

Meetings

Metro has a rolling programme of in-person meetings (six per year) held in a convenient central London location (Alan Baxter Gallery, Farringdon), just a few minutes' walk from Farringdon station. As planned we held six meetings in 2025.

We welcomed:

- Southeastern who gave a presentation on its proposals for the London area;
- TfL on its proposals for rail in London, Network Rail and on the revised plan for Liverpool Street Station;
- Chiltern trains on its proposals for improving services.

Metro Campaign Newsletter

Metro continues to issue its bi-monthly Campaign Newsletter, which now includes former Eastern Division concerns. Six newsletters were issued during the year.

Events and Concerns

Nationalisation: The passenger services of the following TOCs were nationalised during the course of the year, joining Southeastern as part of DfT Operations:

South Western Railway:	May 2025
c2c:	July 2025
Greater Anglia:	October 2025.

The impact of this on Metro services is not yet apparent, unsurprisingly as nationalisation is a somewhat drawn out process.

Southeastern is now working as an integrated business with Network Rail, and it is envisaged this is a pattern that other former TOCs will follow.

Rolling Stock : TfL although the new Piccadilly line stock is in the process of being delivered from Siemens and testing is taking place its introduction has been delayed until 2027. New stock is under consideration for the Bakerloo line, but no order has yet been placed. Although on DLR the first of 54 new B23 trains from CAF entered service in 2025, they were taken out of service again when one overshot a platform in wet weather. It is hoped they will return to service in Summer 2026. TfL have announced they intend to replace all 36 trams on Tramlink in two batches of 24 to replace the Bombardier and 12 to replace the Stadler trams. No preferred bidder has yet been announced.

National Rail : SWR finally settled train driver issues and introduced the Arterio fleet and withdrew its remaining Class 455 units, although this meant a reduction in metro services across the school summer holidays. **Great Northern** received 30 four-car Class 379 units from warm storage - the units had previously been used by Greater Anglia on the Stansted Express. This allowed the transfer of the existing Class 387 trains to Southern which in turn transferred 13 Class 377 units to Southeastern. This enabled it to scrap a number of Networker units. Southeastern has still not placed orders to replace the remaining Networkers.

Ticketing Contactless : In February 2025 DfT decided to introduce the use of contactless ticketing to 47 stations on Southeastern train services around London. Unfortunately, the technology was not ready in time and paper tickets were substituted in the first instance. Later in the year DfT announced Project Oval to extend contactless to 58 stations around London. This was delayed and finally rolled out in December 2025 although Greater Anglia was not included at that time. Railfuture supports the general move to enable contactless ticketing, however there are numerous issues that need resolving, and these are being pursued at Branch level (nearly all Divisions are affected). These include the inability to attach a railcard to contactless journeys, there being no equivalent for children and families as there are with Oyster, and there being problems of identifying peak and off-peak times on longer distance journeys. That leaves the only ticket that can be used with these cards is the one-day paper travelcard.

Gatwick Airport : When the rail network was privatised Gatwick Airport station was deregulated and individual fares were introduced to individual London stations by each operator, resulting in over 30 different fares to London. Railfuture believes this can be rationalised to three ticket types London Terminals, London Zone 1 and London Travelcards.

National Fares Increase 2026 : The Government announced a fares freeze on Regulated Fares which affect national rail fares, however this did not include fares within London which are subject to an earlier financial settled with central government. In line with commitments, for 2026 TfL has had to increase TfL fares by RPI plus 1% however the London Mayor did decided to freeze Travelcards.

Campaigns

In 2025 our main campaign revolved around ensuring a 'turn up and go' metro style frequency of service (at least 4 trains per hour) on all of London's railways. We also remain committed to extensions, in particular the DLR to Thamesmead and the West London Outer Orbital. Much campaign work of 2025 revolved around joint campaign work with the wider LSE Branch in respect of capacity issues on the Brighton Main Line, and how the Gatwick Express negatively effects that capacity, and our consequent view that the Gatwick Express should be subsumed into Southern services whilst maintaining the brand.

Campaign Plans for 2026

Our campaign plans for 2026 remain as at present, our top priorities being:

1. Ensuring a 'turn up and go' metro style frequency of service, and improving Sunday service frequencies;
2. Encouraging the progression of the proposed West London Outer Orbital Route;
3. Improvements to the Underground, in particular aged rolling stock issues;
4. Ensuring promised improvements to the Croydon Tram system are implemented;
5. With the wider branch, working on Brighton Main Line/ Gatwick Express service issues.

General Plans for 2026

Metro shares the organisations general concerns as to falling and aging membership.

The Division Chair is working on a number of initiatives to address this, including wider engagement with the community. On 15 April 2026 Metro organised (in conjunction with the Railway & Canal Historical Society) its first 'railway walk', a free social event open to all members.

There is a plan to extend these walks to comprise a Walks Programme consisting of 8 walks which will be specifically targeted to London based students undertaking transport related courses, and approaches to relevant Universities are already in an advanced stage of planning.

Richard Bowry and Charles King

d Surrey – Stephen Rolph

One of the key themes of 2025, which is still continuing, is assessing the effects of Gatwick Airport's expansion, both beneficial and negative on rail services across the county.

It is good that the Airport want at least 54% of passengers to use public transport, both rail and road, to and from the airport. This means, potentially, less cars blighting local residents with their emissions from exhaust fumes plus road and tyre dust generated by all vehicles - however powered. It could also mean more ticket money going into the DfT fares box, via presumably at some stage, Great British Railways.

The negative effects of Gatwick's expansion were clearly set out by Network Rail at the Airport's Development Control Order Planning Inquiry. In summary Network Rail had concerns about track capacity to and from the Airport aggravated by the pausing of the Croydon Area Remodelling Scheme (CARS). This included extra platforms at East Croydon station and the removal of flat junctions in the Selhurst Triangle and replacement by flying junctions.

There is potentially a lack of passenger rolling stock to handle increased passenger numbers. Currently GWR

are still using 3 car diesel units on their Reading Gatwick services. It must be remembered that much of this route, along the North Downs line, is not electrified so longer electric rolling stock, even if available, cannot be used.

Another concern for Network Rail is passenger capacity at Gatwick Airport station. Although this station has recently been expanded NR suggested it was not fully aware of the potential passenger numbers increase that the Airport had in mind with its second runway plans, when planning the station expansion. Later, after giving this evidence NR withdrew it, apparently after receiving monies from the Airport for further research.

Locally your Surrey & Sussex convenors attended a surgery with the MP for Horley & Dorking, whose constituency includes Brighton Main Line and North Downs line stations. Further to this meeting your Surrey convenor had a detailed meeting with the MP's Chief of Staff for his Parliamentary Office, to further explain our local concerns.

Finally there was a Surrey meeting late 2025, where senior staff from GTR and NR set out the problems facing them and some possible solutions. The Airport was invited but declined to attend.

In essence all the solutions need DfT funding for infrastructure works and to purchase additional rolling stock. The newly created All Party Parliamentary Group (APPG) for Rail Access might be successful in any lobbying to fund improvements.

Finally, it should be noted that two East Surrey community aviation groups are seeking judicial reviews of the planning permission to expand the Airport on environmental grounds. If they succeed and Gatwick does not rapidly expand, then, in the short term, all the rail capacity problems may cease to exist, at least in their current forms.

Stephen Rolph

e Sussex & Coastway – John Black

We have met regularly throughout the year both by Zoom and face to face. Some of our face to face gatherings have been largely social allowing attendees to discuss railway topics with others whom they, perhaps, did not know quite so well. At others we have been able to focus on matters affecting current and future developments on and of the railways here in the South East area. We have been pleased to welcome key people from both Govia Thameslink Railway and Network Rail who have added to the sum of our knowledge and listened to our own views. In addition we have kept in touch with the progress of Transport for the South East through the good offices of Roger Blake and his reports of meetings to which he has been invited and attended on behalf of Railfuture.

With plans for the expansion of Gatwick Airport being announced we have been following and, together with Surrey Division, getting involved with local MPs and representatives of affected local authorities, keen to see Gatwick's promise to have over half of passengers travelling to and from the airport by public transport being fulfilled whilst doing what is necessary to improve infrastructure and ensure best services to the South Coast. The message many in our division of Railfuture have adopted is "I am not anti-flying or anti-airport but rather pro-rail" as part of the general discussion to make sure that services, particularly to South Coast destinations, do not suffer to satisfy demands that could arise during the airport expansion debate.

I thank members of the Branch leadership for their support with technical and other important matters to make divisions and the Branch work. I would also thank members within the division who have supported it and helped with making any arrangements.

John Black
Divisional Coordinator

4. Branch campaigns

We responded to 14 consultations:

- [01/10/2025 - Railfuture L&SE response to DfT on Rail Vehicle Dispensation for GWR Class 230 Fast Charge Unit \(154kB\)](#)
- [14/08/2025 - Railfuture L&SE response to TfL survey on proposed DLR extension to Thamesmead \(141kB\)](#)

- [11/08/2025 - Railfuture L&SE response to Medway pre-submission draft Local Plan 2041 \(Regulation 19\) \(135kB\)](#)
- [03/07/2025 - Railfuture L&SE representation to City of London Corporation on 2nd planning application for Liverpool Street station \(141kB\)](#)
- [30/06/2025 - Railfuture L&SE response to ESCC's draft East Sussex Freight Strategy 2025-50 \(189kB\)](#)
- [30/06/2025 - Railfuture L&SE response to ESCC's draft East Sussex Rail Strategy 2025-50 \(185kB\)](#)
- [22/06/2025 - Railfuture L&SE response to GLA survey "Towards a new London Plan" \(136kB\)](#)
- [08/06/2025 - Railfuture L&SE response to Planning Inspectorate on Gatwick Airport additional DCO information \(149kB\)](#)
- [11/04/2025 - Railfuture L&SE response to MHCLG on Greater Essex devolution \(161kB\)](#)
- [11/04/2025 - Railfuture L&SE response to MHCLG on Sussex & Brighton devolution \(162kB\)](#)
- [16/03/2025 - Railfuture L&SE response to Medway Council on Community Infrastructure Framework for Hoo Peninsula \(114kB\)](#)
- [07/03/2025 - Railfuture South East response to TfSE survey for draft Transport Strategy \(1.1MB\)](#)
- [28/02/2025 - Railfuture L&SE response to draft Lewes DC Local Plan 2040 \(420kB\)](#)
- [24/01/2025 - Railfuture final response to East West Rail Co. non-statutory consultation \(187kB\)](#)

5. Finance report

	2025 Budget	2025 Outturn	2026 Budget
Income			
Donations			
Other			
Total income	0	0	0
Expenditure			
AGM	200	348	275
Other branch meetings	740	139	200
Branch Newsletter Printing	1,000	1,007	1,000
Postage Expenses, Travel	50		100
Postage, printing & other admin (incl Zoom)	10		
Bank charges			
Liaison with other branches			
Contingencies (TikTok pilot)			2,000
Sub total admin/running costs	2,000	1,494	3,575
Campaigning and lobbying			
Branch wide	1,000	44	
Brighton mainline/Gatwick Express campaign			200
Publicity at events			
Pop Up Banners & stalls			150
Exhibition Costs			
Subscriptions/conference fees			
Convention, workshop, & publicity materials			
Publicity			
Sub total campaigning	1,000	44	350
Total expenditure	3,000	1,538	3,575
Net expenditure	3,000	1,538	3,575

Fri 3 April 2026