

Railfuture in London and the South East

quarterly branch newsletter

Campaigning by the Railway Development Society in London and the Home Counties - Kent, Surrey, Sussex, south Hertfordshire, south Essex, Bedfordshire, and Greater London

The *independent* campaign for a better passenger and freight rail network

Eurostar and Javelin birthdays

Our regional branch is proud and privileged to host Britain's first new high-speed rail line, which celebrated 20 years of Eurostar services in and out of Waterloo International on 14 November. A long-standing advocate of the economic and environmental as well as transport benefits of high-speed rail, Railfuture will also celebrate the fifth anniversary of full Southeastern Highspeed services on HS1 on 13 December.

Those milestones are however seen as only the first increments in the long-term evolution of a fully national high-speed rail network. The cross-Channel rail link was followed by the first phase of the Channel Tunnel Rail Link, with a spur into Waterloo International which saw high speed rail linking international city centres. The second phase of CTRL extended across the Thames and into north London, with a spur into St. Pancras International. A North London Line link enables access to the West Coast Main Line.

The prospect of HS2 represents the opportunity for the development of a national High Speed Spine through the next extension of HS1 - from its western portal to Old Oak and far beyond, first with a line to the West Midlands with a spur into Birmingham's Curzon Street.

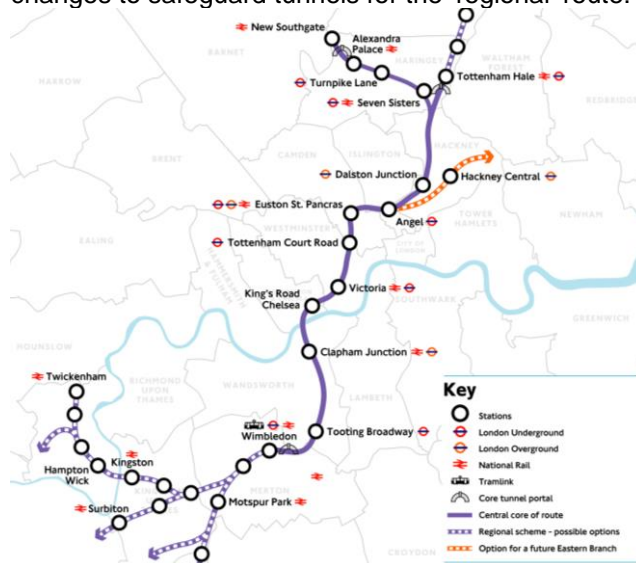


New e320 class 374 for new 200mph Eurostar services to Amsterdam and Cologne in 2016 Photo: Siemens

HS2 is NOT just Britain's second high-speed line. Railfuture sees it as the second major phase in that incremental development of a fully national high speed network, connecting the country's regional economies and enabling modal shift. Javelins to Milton Keynes and Northampton, anyone? Why not Birmingham Curzon Street to Ashford International and east Kent? Railfuture says **“Put the Spine into High Speed Rail!**

Crossrail 2 tunnels safeguarded

The Mayor of London has recently re-stated the case for Crossrail 2, ahead of DfT consulting on proposed changes to safeguard tunnels for the 'regional' route:-



A potential eastern branch via Hackney would deliver the two local stations there sought by Railfuture and very many others. Next steps will be a new statutory Safeguarding Direction in Spring next year, followed by consultation from September on a single preferred route option and station/worksite locations. An application for legal powers could be in 2017 with an operational railway by 2030. See <http://crossrail2.co.uk>

Welcome to new members

In the nine months since the March *railse* no. 123 went to press, two Rail User Groups and 21 individuals have joined us, plus one supporter. The RUGs are a coastal SHRIMP [St. Leonards and Hastings Rail Improvement Programme] www.1066shrimprail.org.uk and an inland Sevenoaks Rail Travellers Association <http://srta.org.uk>

The 21 are Messrs. A.Figgess of Brighton, F.Bass of Seaford, K.Moore E.McLeish and R.Murray of Lewes, S.Yapp and J.Fowden of Uckfield, A.Berman of Oxted, L.Ling of Eastbourne, P.Hillier-Palmer of Rye, M.Cover of Chichester, C.King of Coulsdon, D.Ashby of Morden, A.Spring of Camberwell, J.Gunner of Milford, T.Leunig of Surbiton, I.Brown and P.Blake of London, M.Weyell of Newbury Park, P.Hughes of St.Albans, R.Johnson of Bedford. New supporter is I.D.Luder of Barbican.

Rail infrastructure investments: planning for 2019-24 moves on

The second phase of Network Rail's new Long-Term Planning Process [LTPP], successor to the old Route Utilisation Strategies, has been unleashed! The first-phase Market Studies – for us the London and South East Passenger Market Study – were published a year ago. In mid-October the drafts of the **Western Route Study** and **South East Route: Sussex area Route Study** were published, followed in early-November by the **Anglia Route Study**, all for 90-day consultations. East Midlands and Wessex are expected to be close behind. Details of all the Market and Route Studies are at www.networkrail.co.uk/Long-Term-Planning-Process Railfuture's responses, drawn from input by branches and rail user groups, will be overseen by our national Infrastructure and Networks Group, chair Chris Austin.

All Route Studies take a 30-year view from when work on them started, to 2043, use a baseline of 2019 assuming that Control Period 5 enhancements will be in place, and focus specifically on 'options for funders' in CP6. These reflect stakeholder aspirations for capacity, service frequency and journey time compared with the capacity and capability of the network. Tests of feasibility, affordability and value for money will apply. Final Route Studies published next year then inform the third phase of the LTPP, Network Rail's Initial Industry Plan to be published in September 2016.

The **Western Route Study** has a vast and diverse scope, covering mainly our Thames Valley, Devon & Cornwall and Severnside branches, as well as being of interest to Wessex, West Midlands, Wales and ourselves. Of particular note is the planned renewal of Ladbrooke Grove junction in CP6, offering the prospect of a grade-separated junction for a range of benefits, and the availability of Western Rail Access to Heathrow to create new journey opportunities to Wessex stations.

The **Anglia Route Study** covers the Great Eastern and West Anglia Main Lines, North London lines and Essex Thameside route, plus a web of cross-country and branch lines. Ten CP6 'conditional outputs' are: + peak passenger capacity into London on the GEML, WAML and ET routes; + passenger capacity between Peterborough and Norwich/ Cambridge via Ely, and across north London; + capacity for freight on Felixstowe-Nuneaton [F2N], cross-London and ET [London Gateway] routes; + journey-time improvements for GEML and WAML long-distance services [Norwich, Cambridge/Stansted].

GEML options include more Liverpool Street platforms, doubling Felixstowe branch, and 110mph linespeed Shenfield-Norwich. WAML options are longer platforms for 12-car trains at 18 stations, and 100mph linespeed [note thumbs-down to 4-tracking Lea Valley]. The main ET option is all morning peak trains 12-car. No options are thought needed for NLL/GOB in CP6.

A comment overheard: "disappointing because it is not the broader mind-set of 'redefining the railway, to do what is desired by the stakeholders and others' that the new LTPP process promised us". Ouch!

Refranchising: start-ups for new franchise and direct award

The new 15-year **Essex Thameside** franchise began on 9 November www.gov.uk/government/news/better-journeys-for-east-london-and-essex-passengers-as-c2c-franchise-starts Still operated by incumbent owner National Express and trading as **c2c**, it is only the second wholly new, competitively bid, franchise awarded in the two years since the 'Hatfield moment' of the collapse of the process for re-franchising InterCity West Coast. For the five weekends before Christmas special Liverpool Street services operate via Stratford for Westfield; read more in first news item on page 3.

The other new, competitively bid, franchise is the combined Thameslink/Southern/Great Northern [TSGN] management contract for 'Greater Thameslink'. Awarded to **Govia Thameslink Railway [GTR]** it began on Sunday 14 September by taking over the Thameslink and Great Northern operations www.thameslinkrailway.com/ and then Southern with Gatwick Express will merge on Sunday 26 July 2015.

Meanwhile the rest of the re-franchising process, now rescued and re-structured, depends heavily on new single-tender franchises negotiated with incumbent operators and known as Direct Awards. The Award for **Southeastern** was confirmed on 11 September www.southeasternrailway.co.uk/about-us/meeting-the-challenge/ extending Govia's tenure from October to June 2018 when a new and longer franchise starts.

In October DfT announced they are negotiating with **First Great Western** for a follow-on second Direct Award from September next year until a new and longer franchise starts in March 2019. An updated Rail Franchise Schedule was issued at the same time www.gov.uk/government/publications/rail-franchise-schedule showing all franchises and direct awards.

Abellio Greater Anglia started their Direct Award in July, taking them through to the start of a new franchise in October 2016. After Essex Thameside and TSGN, it will be the third competitively-bid new franchise affecting our regional branch area. It will start with publication of a Prior Information Notice [PIN] in the Official Journal of the EU in March next year, to be followed by a Pre-Qualification Process, then the Invitation To Tender [ITT] issued to short-listed bidders next August. The New Anglia LEP is running a Great Eastern Rail Campaign www.newanglia.co.uk/find-out-about-us/campaigns-to-unlock-barriers-to-growth/gerailcampaign/ For us, and East Anglia Branch, this will be our next opportunity for Railfuture's influence in the specification for a new franchise.

West Coast Trains which began their Direct Award in June, through to April 2017, introduce some direct Virgin services to/from Shrewsbury and Blackpool North from the new timetable starting on 14 December.

The three short-listed bidders for the new **InterCity East Coast** franchise were expecting to hear in November which one of them has won the contract to start the eight-year franchise from 1 March next year.

New franchises>new timetables

Both **c2c** and **GTR** have issued consultations on their proposals for their December 2015 timetables.

c2c propose more capacity and better connectivity. The morning peak will see 16% more services, and at least four trains per hour at all stations as in the evening peak too. All trains will call at Barking, West Ham and Limehouse, earlier first and later last trains will run, and as we requested there will be an all-weekend half-hourly service between Liverpool Street, Stratford and Barking [to/from Shoeburyness via Basildon]. Consultation www.c2c-online.co.uk/about-us/latest-news/TT_Consultation closes on 15 January.

GTR's proposals are initial changes to the off-peak timetable, aligning with the expected post-Thameslink Programme timetable in December 2018. In turn, the changes necessitated by London Bridge rebuilding from 5 January 2015 form the basis for December 2015. The focus then is on Brighton Main Line off-peak services with for example reduced journey times for key Coastway centres and alternate Gatwick Expresses extended non-stop to Brighton. There is strong local disquiet at Redhill about reduced services and connectivity, led by East Surrey Transport Committee. Away from the BML, Southeast on the Seaford branch is to have additional later evening services, and barely a year after the event at Winchelsea station [see *railse* no.122 for December 2013] local rail user group THWART can barely contain its delight at securing all-day Sunday services for Winchelsea and Three Oaks! However Uckfield line users will be very disappointed by the absence of mention of an earlier first Sunday train. Consultation www.southernrailway.com/ closes on 30 January.



People power at Winchelsea station 7 December 2013

GTR's timetable for **Great Northern** this December includes two new evening peak services into King's Cross, from Royston and from Cambridge, and increased capacity by lengthening many services. December 2015 will see late-evening and all-weekend services on the Moorgate branch, improving connectivity for the City and Shoreditch via London Overground's Highbury & Islington interchange.

In addition, **Chiltern Railways** consulted on their proposed timetable for September 2015, when they will inaugurate the London Marylebone-Oxford Parkway services www.chilternrailways.co.uk/news/september-2015-timetable-consultation We welcomed the extra weekday evening 'up' services at Northolt Park and Sudbury Hill Harrow, and pressed Chiltern to continue timetable improvements at both Sudbury stations.

Community Rail Award winners

The **Association of Community Rail Partnerships** held its 10th annual Awards Ceremony in October. With the awards' emphasis on 'rewarding excellence, promoting best practice' and 'recognising ordinary people doing extraordinary things', four of the five CRPs with whom we maintain close relations won nine prizes – Abbey Line [a first and two seconds], Essex and South Suffolk [a first], Marston Vale [a first and a second], and Sussex [a first and two seconds]. Prizes are in all but one of the categories they had entered:

"Involving young people", sponsored by the EU Citizens' Rail Project – joint **first** prize to **Sussex CRP** and St. Philip Howard School and Partners for 'St Philip Howard Barnham & 150th Anniversary Project'.

"Community art schemes - permanent projects", sponsored by First Great Western – **second** prize to **Abbey Line CRP**, St Peter's School, Groundwork Hertfordshire and Jane Visick for 'St. Albans Abbey station mosaics' project.

"Community art schemes - renewable and smaller projects", sponsored by FGW – **first** prize to **Abbey Line CRP**, Watford YMCA and Eleanor Shipman for Watford Junction community art project A to B.

"Most-enhanced station buildings", sponsored by the Railway Heritage Trust – **second** prize to **Marston Vale CRP** and Bedfordshire Rural Communities Council for Ridgmont station Heritage Centre. **Third** prize to Southern Railway, Network Rail and partners for Battersea Park station refurbishment.

"Small projects award (under £500)" sponsored by Community Rail Lancashire – **second** prize to Fenya Sharkey, Tracey Tootill and **Sussex CRP** for 'Bognor Regis 150th anniversary mosaic'.

"Innovation in Community Rail" [not covered in any other category], sponsored by Network Rail – **second** prize to **Abbey Line CRP** and Groundwork Hertfordshire for the Garston station waiting shelter.

Photo competition/best 'Essence of Community Rail' image, sponsored by Abellio – **first** prize to Stephen Sleight (**Marston Vale CRP**) for 'Tickets Please!'

Best marketing campaign, sponsored by Rail Media – **second** prize to **Sussex CRP** for 'Time for a new look' campaign.

"Passengers matter", sponsored by Northern Rail – **first** prize to Abellio Greater Anglia, Suffolk CC, Waveney DC, Anglian Bus and **East Suffolk Line CRP** for 'Developing the East Suffolk Line'.

For full details go to www.acorp.uk.com/ and click on 'Community Rail Awards' to view the colour-illustrated brochure with the complete list of winners.

ACoRP publish monthly a lively electronic newsletter '**Train on Line**' - just click on 'Publications' instead.

Bridge the gap: connect Sussex!

Launched for 90-day public consultation on 15 October at www.networkrailmediacentre.co.uk/News-Releases/Have-your-say-on-rail-industry-plans-for-growth-in-South-London-and-Sussex-218f.aspx

Network Rail's draft **Route Study for the Sussex area** of their South East Route is our new focus of attention. The context for this Route Study has been rehearsed on page 2 in this and previous issues of this newsletter.

The Foreword makes clear that developing options on this route which can make a particular contribution long term to improving performance, as well as meeting the capacity challenge, is particularly important. The study also considered growing challenges of peak passenger volumes at stations eg at East Croydon and Tulse Hill.

The Sussex area Route Study covers the Brighton Main Line and connecting routes, plus the dense suburban network of radial routes in south central inner and outer London, and the orbital routes of the West and East London Lines. It notes that the 2019-24 Control Period 6 is after completion of the Thameslink Programme, with additional capacity through the Thameslink Core and its December 2018 timetable increasing usage of the BML itself which unlike central London will not have had any upgrade.



100mph Desiro City for BML – on test in Germany

Conditional Outputs for this Study therefore include:
+ the level of rail capacity required to accommodate the demand for passenger journeys and freight services;
+ the level of rail connectivity between large towns and cities across the country eg the frequency of train services, journey times, and the provision of direct journeys which do not require an interchange;
+ providing adequate connectivity to airports.

The performance challenge on the BML presents difficult choices, decisions required, and opportunities:
+ mainline signalling due for replacement, so combine improvements to layouts and signalling with renewals;
+ forecast demand requires interventions post-CP6;
+ delivering acceptable performance threatened by additional services on present route configuration.

Eight schemes in CP6 could deliver an extra 6tph in the peak period, including grade separations north and south of East Croydon and extra platforms there, track and signalling alterations at Victoria, Gatwick and Haywards Heath, and options for Clapham Junction. Beyond 2024, given the 2043 planning horizon, Keymer Junction/Wivelsfield grade separation hoves into view.

Suburban services on London Bridge, Victoria and West London routes anticipate longer platforms for trains and/or higher frequencies.

Other key options include improved connectivity for Gatwick Airport via the North Downs line, and a diversionary route for the BML, via an Arundel chord.

The final Route Study to be published in late Spring next year will allow identified 'choices for funders' to feed into Network Rail's draft Initial Industry Plan [IIP] for CP6 in September 2016.

One particular missing link in the Sussex network is that between points north of **Uckfield** and **Lewes** and points south. The Route Study first addresses this as one of two possible Brighton Main Line diversionary routes, with NR now recognising that the R also stands for resilience. Benefits during unplanned disruption [eg Balcombe tunnel collapses?] and associated with planned blockages [eg Brighton wants un-disrupted seven-day rail access to support its visitor economy] are the drivers. Despite Arundel Chord being the apparent front-runner, it is dismissed after assessment.

Assessment of the '**Uckfield-Lewis** [sic] **Diversion**' is no less dismissive, even if the scheme would not be justified on diversionary benefits alone. Not a hint of the L&SE Passenger Market Study's language ie 'what should be achieved to deliver the desired outcome', only 'what can be achieved given existing constraints'.

The 'longer-term' case for **Lewes-Uckfield re-opening** is considered [only] on capacity grounds – under 'Beyond 2043', and under the heading 'New Lines!' Again the mind-set is one of existing constraints rather than desired outcomes, with no suggestion whatever that incremental benefits – consistent with Network Rail's own strategic goals in the L&SE PMS, drawn out on page 2 of the previous newsletter – can be secured meanwhile. It's apparently all or nothing, ignoring the evidence of experience described by a leading TOC as 'success through incremental development'.

Not every rail development is blessed with the qualities of a magic bullet. Many depend on a package of benefits to make their case, and 'the Wealden Line extension' is no exception. Only in a resilience context can it be considered as an 'alternative' to the Brighton Main Line; in other respects it is additional to it.

Of the nine themes in the L&SE PMS [p.2 *railse* 125] four at least are directly applicable here:

3. Improved connectivity within the Market Study area, other than to central London [Weald-Sussex coast]
4. Improved access to international gateways [Port of Newhaven]
5. Improved connectivity to centres of service provision including retail, tourism and higher education [Weald-Sussex coast/South Downs National Park destinations]
6. Competitive services to abstract trips from congested roads [trips via Uckfield-Lewes in 10 mins]

While Network Rail are achieving their outputs for the BML in CP6, in parallel they should deliver network and local economic benefits elsewhere – '**Bridge the gap**'!

Add support via www.railfuture.org.uk/Uckfield+Lewes

Electrify Uckfield!

This was the title of a letter from the Branch Vice-Chairman which appeared in the November issue of a widely-respected professional rail journal. It read: *"Electrify Uckfield!" is, we and local MPs and Councils and Partnerships believe, the higher-value investment for the long term to meet that line's pressing capacity challenge, not more diesels as implied in Tony Miles' article on Govia Thameslink Railway (GTR) last month. While there is a High Level Output Specification and franchise commitment to bring in longer trains on the route, GTR still cannot say when, or from where, the required 14 carriages will come; DMUs are in short supply.*

Electrification of MarshLink is already an 'absolute commitment' of DfT and Network Rail from the Transport Secretary's visit to Hastings on 31 March, promising Javelins for East Sussex [p.72, June issue]. As that project includes raising MarshLink linespeed and fettling Ashford Western Junction for the HS1-MarshLink connection, amongst several other interventions, that prospect is several years away, during which time the Ashford-Brighton service would have to struggle on with increasingly-crowded 2-car Turbostars.

Electrifying Uckfield [with 3rd rail for quicker delivery at lower cost - as per Alan Williams p.98, August issue] would release the 6x4-car trains in use there for Ashford-Brighton services pending MarshLink electrification, while releasing 10x2-car trains for cascade to operators in northern constituencies, with the added prospect of those 6x4-car trains to follow. Angels for the North?

We recall Danny Alexander's announcement of funding for the electrification infill of Gospel Oak-Barking in last year's Comprehensive Spending Review. We note there's an Autumn Statement due on Wednesday 3rd December."

Soon after that letter was written, Transport Scotland announced Abellio as the new operator of ScotRail from March next year. For the Uckfield line many believe this will lead to a cascade of some 3-car class 170 Turbostars to Southern. Reports indicate that initially four such units will head south in Spring next year, be re-formed as two 4-car and two 2-car units, and enable all peak period trains to be lengthened and operate as up to 8-car trains. As that is the maximum length permitted to use the current platforms, 10-car trains can only operate after platform-lengthening has been completed, due by December 2016. It is noteworthy that Network Rail's Enhancements Delivery Plan for CP5 specifies that the longer platforms at the eight stations on the branch, and any associated signal re-positioning, should allow for 12-car electric trains!

Longer platforms enabling 10-car trains will meet the official requirement for CP5, so why do we in Railfuture persist in advocating electrification of this diesel peninsula? One reason is that it reflects a top priority in East Sussex County Council's Rail Strategy and Action Plan. Another reason is the unrelenting capacity crunch. Cheaper season tickets for relatively slow journey-times continue to encourage rail travel on the Uckfield corridor, resulting in worsening crowding especially between East Croydon and London Bridge.

A first class season ticket from Uckfield, with a seat virtually guaranteed, is much cheaper than its standard equivalent from destinations on neighbouring lines less distant from London. Combined usage of the branch's eight stations has almost quadrupled over the past decade, from a total of under half a million in 2002/03 to more than 1.7 million in 2012/13, boosted too by those modern air-conditioned Turbostars replacing the 'Thumpers' from the '50s and '60s ten years ago.

Yes those 10-car diesels will add 42% to passenger capacity, yet at the average annual growth rate of line patronage of c.15% over the past decade, that will all be used up in just three years from their introduction in December 2016. In other words, early in the beginning of CP6. Whatever next? Only electrification for 12-car electric trains can add the next increment of capacity.

Add your support to 'Electrify Uckfield!' NOW at www.railfuture.org.uk/article1495-Electrify-Uckfield

Electrify MarshLink!



Image: East Sussex Javelin at St.Pancras International

Network Rail's draft 'refresh' of the October 2009 Network RUS [Route Utilisation Strategy] for Electrification is due to be published for consultation early next year. One of our region's un-electrified links – north London's GOBLIN – already has funding committed. Three more are in the Sussex area Route Study, of which Ashford International-Ore is one [Hurst Green-Uckfield and Reading-Reigate being the others].

While significant increases in MarshLink line-speeds are the core of the East Sussex-HS1 project, to reduce journey times between the Rye-Hastings-Bexhill areas and London, electrification is the headline-grabbing transformation. It is no less important for improving the capacity, performance and passenger experience of the hourly Ashford International-Brighton service too. We shall be advocating the cases for all three infills; for 'the East Sussex two' some SELEP funds would help.

Read more at www.railfuture.org.uk/Marshlink

Herts and minds plan ahead

We have long been supporters of County Councils who understand and advocate the benefits of rail development for the continued prosperity of their communities and businesses, and express their growth aspirations between a single pair of covers in a Rail Strategy. Our region has a number of positive role models – Kent, East Sussex, Essex, Surrey – and now there are some indications of interest emerging from West Sussex wishing to follow suit. Meanwhile Hertfordshire CC have started work on a new one with a workshop on ‘conditional outputs’ [reflecting Network Rail’s Market and Route Study parlance]. This is expected to lead to a public consultation next year, taking forward the county’s Rail Strategy from four years earlier. For details of the 2011 documents see: www.hertsdirect.org/services/transtreets/ltplive/supporting/rail/

The times they’re interchanging

The September 2011 issue of *railse* no.113, found in www.railfuture.org.uk/London+and+South+East+branch+news drew attention to 31 ‘useful transfers’ listed in the GB timetable, 25 of which are in our region and 15 of which are in London. Adjacent stations rather than officially-recognised ‘Interchange stations’ they often afford valuable links for those in the know but unattractive journey times for those who are not. Now one is reality and another is months from becoming so.



Model of Hackney Interchange looking north-west, with Hackney Central at right, Hackney Downs top centre

Both interchanges are in north-east London and link orbital Overground with radial soon-to-be Overground. Walthamstow Central now has a direct link with Walthamstow Queen’s Road, and Hackney Central will regain its direct link with Hackney Downs when London Overground take over inner West Anglia next May. Hackney Interchange has featured in *railse* nos.118 and 120, and most recently no.122 last December.

Passenger Focus widened

The national watchdog will start to represent users of the Strategic Road Network in England next year, and become ‘Transport Focus’. Meanwhile, the autumn National Rail Passenger Survey is due to be published on 27 January. You can see the monthly ‘*Passenger Voice*’ at www.passengerfocus.org.uk/news/newsletter

Branch AGM 2015 – Notice 1 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in **London on Saturday 25 April 2015** at 14.00. An open meeting with speaker/s is planned for the morning. The venue and other details, including the Agenda for the AGM, will be published in the March newsletter.

Nominations are now invited for Branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and up to six other members for the Branch committee. Nomination forms are available from the Branch’s Hon. Secretary Graham Morrison – see contacts on back page. Candidates must be proposed and seconded, with their nominations signed by both, and sent with signed confirmation of acceptance by the nominee. All three [proposer, seconder, nominee] must be currently paid-up Railfuture members and must state their membership numbers; Hon. Membership Secretary Chris Page can confirm those numbers – see contacts on back page. When accepting nomination for any of the four elected officer posts, all candidates must declare whether or not they would accept a non-officer position on the Branch committee, in case they are not successful in a ballot for that officer post. Nominations must be accompanied by a candidate CV and Election Statement, of no more than 100 words each, and sent to Branch Electoral Returning Officer Paul Krebs at 24 Bartok House, 30 Lansdowne Walk, London, W11 3LT, to arrive no later than **Saturday 24 January 2015**.

Motions for debate, and possible amendment, at the AGM are also invited now. This arrangement is intended to enable the whole Branch membership to be aware of Motions for debate at their AGM in advance of the meeting, so widening the opportunity for participation. This provision will not prevent the acceptance of emergency Motions at the discretion of the Chairman, and by those present at the AGM, in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of conventional Motions, which is also **Saturday 24 January 2015**.

Motions - to be on Branch organisation, policy or strategy - should be brief, to the point, indicate to whom each is addressed for action, and must be proposed, seconded, signed by both who must be paid-up members of Railfuture [quoting membership numbers] and sent to Hon. Secretary Graham Morrison.

The next issue of the Branch newsletter no.127 in March will, in the event of a ballot, include a numbered ballot paper together with voting instructions [which will include provision for supplying your membership number as well as postcode, which only the Electoral Returning Officer will see], together with the candidate CVs and their Election Statements. The ballot paper must then be returned to the Electoral Returning Officer, to be received by him no later than the stipulated date which is likely to be by mid-April 2015. The next Branch newsletter will also include details of submitted Motions duly proposed and seconded. Any proposed amendments should then be notified in writing to Branch Chairman Keith Dyall to arrive no later than ten clear working days before the AGM ie no later than **Saturday 11 April**.

Campaigns calendar

We close with a quarterly review of some of our Branch's campaign activities since September's newsletter, and a look-ahead to forthcoming events. Further details always available in our branch website at www.railfuture.org.uk/London+and+South+East

We attended the public launch of the **Uckfield Town Centre Regeneration Project** which includes the new station car park we supported, opening next Spring.

We responded to Transport for London's consultation https://consultations.tfl.gov.uk/london-overground/gobe/consult_view on **extending London Overground services to Barking Riverside**, 4km beyond Barking, supporting the proposal. We noted with approval the alignment to allow for a further cross-Thames extension to Crossrail terminus Abbey Wood.

We responded to the Greater London Authority's consultation on the **London Infrastructure Plan 2050**. We particularly advocated an **eastern branch for Crossrail 2** between Angel, Hackney, Stratford International, Barking and the Thames Gateway growth area, and a **Thameslink 2** between Stratford/the Isle of Dogs as London's economic growth centres spread east, and the East Sussex coast including Brighton.

We visited Newhaven Port and Properties' exhibition for the **Newhaven East Quay and Port Expansion Area** development, which includes a revived Newhaven Marine station, and we supported East Sussex County Council's proposed **Newhaven Town Interchange Scheme** <https://consultation.eastsussex.gov.uk>

We supplied comments to neighbouring Thames Valley Branch who led on the Railfuture response to Chiltern Railways' consultation on their proposed September 2015 timetable, inaugurating **London Marylebone-Oxford Parkway services** via Bicester. Sudbury Hill Harrow will see six more weekday evening 'up' calls!

We played a prominent part in Railfuture's national stall at the annual Warley Show at the NEC, showcasing our campaign to electrify and extend the Wealden line.

We have continued our engagement with the Brighton Transport Partnership, Uckfield Transport Hub Working Group, Uckfield Railway Line Parishes Committee, and the Tunbridge Wells Public Transport Forum.

We participated in the Uckfield/East Grinstead and Tonbridge-Reigate lines' joint annual meeting of **Sussex Community Rail Partnership**, SCRP's annual Strategy Advisory Board, the MarshLink Steering Group, and the other SCRP line groups.

As we were closing for press we were finalising our responses to Transport for London's consultations on a new **London Overground station at Old Oak** to integrate with HS2, National Rail and Crossrail <https://consultations.tfl.gov.uk/london-overground/old-oak-common> and their proposed **Bakerloo line extension** through Lewisham to Hayes: <https://consultations.tfl.gov.uk/tube/bakerloo-extension>

Forthcoming dates for your calendars and diaries.
Further details always in www.railfuture.org.uk/events

Monday 1 December Surrey Division, Redhill.

Tuesday 2 December "*Highspeed Hastings – a new 'Brede' of total route modernisation*" Talk at CILT (UK) Sussex Group, Lewes. Book for free evening event.

Thursday 4 December Sussex & Coastway Division.

Thursday 4 December ORR station usage estimates for 2013-14: <http://orr.gov.uk/statistics/published-stats>

Sunday 7 December Consultation closes on TfL's proposed extension of the Bakerloo line <https://consultations.tfl.gov.uk/tube/bakerloo-extension>

Saturday 13 December Herts & Beds Division.

Friday 26 December Boxing Day services on Chiltern, Southeastern Highspeed, Gatwick Express, Southern.

Thursday 8 January Sussex & Coastway Division.

Tuesday 13 January Consultation closes on Network Rail's draft South East Route/Sussex Area Route Study www.networkrail.co.uk/long-term-planning-process/south-east-route-sussex-area-route-study/

Wednesday 14 January Eastern Division.

Thursday 15 January Consultation closes on c2c's proposed December 2015 timetable www.c2c-online.co.uk/about-us/latest-news/TT_Consultation

Tuesday 20 January Final copy date for your letters and articles to appear in April's Railwatch 142. Send them to editor@railwatch.org.uk

Saturday 24 January Closing date for nominations to Branch committee, and for Motions to Branch AGM.

Friday 30 January Final copy date for *rail/se* 126, and London & SE branch Local Action in Railwatch 142. Send campaign news to rf-southeast@railfuture.org.uk

Friday 30 January Consultation closes on Govia Thameslink Railway's draft off-peak December 2015 timetable <http://www.southernrailway.com/>

Tuesday 3 February Consultation closes on Network Rail's Anglia Route Study www.networkrail.co.uk/long-term-planning-process/anglia-route-study/

Thursday 5 February Sussex & Coastway Division.

Saturday 21 February Kent Division.

Thursday 26 February "*The Croxley Rail Link*" talk at CILT (UK) Hertfordshire Group, St. Albans. Book, free.

Thursday 5 March Sussex & Coastway Division.

Wednesday 11 March Eastern Division.

Saturday 25 April London & South East Branch AGM.

Branch divisions' meetings – open to all branch members, and visitors

Eastern [s. Essex and n. & e. London] – meets on the second Wednesday of odd-numbered months, at 18.30 in **Stratford** – next on **14 January** and **11 March**. Division Convener is Howard Thomas [opposite]. See www.railfuture.org.uk/Eastern

Herts & Beds – meets on **Saturday 13 December** in **St.Albans**. Division Convener is Keith Dyall [opposite]. See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **21 February** in **Tonbridge**. Contact joint Division Conveners Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256; and Ian Killbery at ian.killbery@railfuture.org.uk or at 11 Western Road, Deal, Kent, CT14 6RX, or tel: 01304 362569. See www.railfuture.org.uk/Kent

Surrey – meets twice-yearly, next in **Redhill** on **Monday 1 December**. Division Convener is Chris Page [opposite]. See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly on the first Thursday at 18.00, in varying Sussex venues. Next on **4 December**, then **8 January**, **5 February**, **5 March**. Contact Division Minutes Secretary Rev. Michael Davies at michael.j.davies21@btinternet.com or at 13 Savill Road, Lindfield, Haywards Heath, West Sussex, RH16 2NY, or phone 01444 482024. See www.railfuture.org.uk/Sussex+and+Coastway

The rights of RUGs (if affiliated)

Each Rail User Group affiliated to Railfuture should appoint someone to represent it and vote on its behalf at Railfuture meetings, and may appoint an alternate. They may then attend General, local Branch, and [as observer] national topic Group meetings, and vote at General and local Branch meetings and for Board Directors, and be appointed to a national topic Group.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue 127, due to be published in March 2015, will be Friday 30 January 2015. Items for this newsletter and the branch Local Action column in *railwatch* to be sent to rf-southeast@railfuture.org.uk



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

Websites: www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk www.railwatch.org.uk

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Our neighbouring branches

See these, and all other branches' websites, including their newsletters, in www.railfuture.org.uk/branches

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk
Board liaison is via Director Jerry Alderson.
East Midlands – contact is Secretary Roger Bacon – eastmidlands@railfuture.org.uk
Board liaison via national Finance Officer David Harby.
Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk
Board liaison is via Director Roger Blake [below].
Wessex – contact is Branch Secretary Charles Burns – wessex@railfuture.org.uk
Board liaison is via Director Chris Fribbins [opposite].

Branch committee meetings

Open for any of our members to attend as observers, they are held at 14.00 on alternate fourth Tuesdays in London. The next are on **27 January** and **24 March**. Please give advance notice to our Secretary, below.

London and SE Branch officers

Branch Chairman: Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB.
tel: 020 8959 7147; keith.dyall@railfuture.org.uk

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.
tel: 020 7254 1580; roger.blake@railfuture.org.uk

Secretary: Graham Morrison, 13 Listria Park, Stoke Newington, London, N16 5SW.
tel: 020 7502 1062; graham.morrison@railfuture.org.uk

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.
tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
tel: 01344 778643; chris.page@railfuture.org.uk