

Railfuture in London and the South East

quarterly branch newsletter

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

Railfuture campaign success – first anniversary results

“Redundant industrial sites from the 20th century are giving way to new residential sites for the 21st century in London Riverside – and they’re rail-connected.” So said March’s newsletter, highlighting c2c’s Beam Park and London Overground’s Barking Riverside. On Greater Anglia the reopened **Lea Bridge** now sees an adjacent redundant industrial site cleared for a housing redevelopment of 300 new homes, completing in 2018.



See <https://www.hill.co.uk/new-homes/lea-bridge-road/>

Meanwhile estimated usage of the reopened station is reported to be well ahead of forecasts. In its first year, usage of c.450,000 is almost as busy as Lea Valley line neighbour Northumberland Park. If so, that’s also about 30% ahead of the full 15-year forecast, for 2031!

Just imagine the effect of doubling service frequency to four trains per hour each way, due in December 2018!

See <https://www.transportxtra.com/publications/local-transport-today/news/52858/patronage-at-london-s-newest-station-nearly-30-up-on-forecast>



Sunday 15 May 2016 – evening before official opening day

See more: www.railfuture.org.uk/CLUA-Introduction

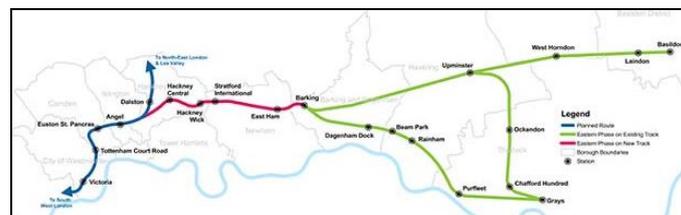
Crossrail 2 – in time for HS2?

Railfuture has been a consistent advocate for what is now Crossrail 2, formerly the Chelsea-Hackney line, in all its various incarnations across several decades. Now re-aligned to include a Euston-St.Pancras double-ended station to serve both HS1 and HS2 termini, pressure is mounting for the £32billion project to be given government authorisation if it is to be ready for HS2’s second major phase opening in 2033.

The Mayor of London and the London Assembly have really been stepping up that pressure this year. Read <https://www.london.gov.uk/press-releases/mayoral/unprecedented-overcrowding-without-crossrail-2> from the Mayor on 8 February, <https://www.london.gov.uk/press-releases/assembly/assembly-urges-government-on-crossrail-2> from the Assembly on 8 March, then <https://www.london.gov.uk/press-releases/mayoral/crossrail-2-is-vital-to-fixing-housing-crisis> on 3 April, <https://www.london.gov.uk/press-releases/mayoral/councils-call-on-government-for-crossrail-backing> on 13 April, and on 21 April <https://www.london.gov.uk/press-releases/mayoral/cross-party-mps-unite-for-crossrail-2>

Meanwhile we note again the **National Infrastructure Commission’s** report ‘*Transport for a World City*’ <https://www.nic.org.uk/publications/transport-world-city/> from March 2016, Part 3 ‘From Development to Delivery’ paras 3.4 and 3.6 and Recommendation 4, and in particular “The latter (the proposed eastern extension) would be more expensive, but could bring greater overall benefits, particularly in relation to its impacts in unlocking housing and economic growth in the east of the capital.” The East London Riverside Route, serving London Plan Opportunity Areas, would support the development of 233,000 new homes, more than the whole of the current Crossrail 2 proposals.

This would use new transport infrastructure creatively, to release the potential for long-term sustainable growth, meeting housing as well as transport needs.



Eastern extension via Hackney, Stratford, Barking, advocated by east London and Essex authorities. See www.railfuture.org.uk/Current+London+and+South+East+campaigns

Rail infrastructure investment

This month or next, government should be publishing the snappily-titled High Level Output Specification (HLOS) and Statement of Funds Available (SoFA) for Network Rail's next spending period, Control Period 6, April 2019 to March 2024. Confusingly, due to the Hendy Review of CP5 and the commitments of delayed and deferred schemes into CP6, new enhancement projects are being developed in a separate process. Network Rail's 'Initial Industry Advice' to government for CP6 in England and Wales remains unpublished – in contrast to the Rail Delivery Group's publication of the same for Scotland back in February! The next formal step after HLOS/SoFA should be in December when Network Rail publishes its Strategic Business Plan, including route strategic plans, for CP6.

Draft Route Study for Kent Area of Network Rail's South East Route



Facing south east from one of several Zone 1 termini

More housing: more train passengers in 30-year vision: <https://www.networkrailmediacentre.co.uk/news/more-housing-and-more-train-passengers-network-rail-sets-out-30-year-plan-to-cater-for-growth-in-south-east-london-and-kent> - consultation closes Friday 30 June.

Kent County Council estimates that the new franchise operator will need to order 20 new 6-car trains just to meet demand on HS1, to add to the current 29, which includes new services across an improved MarshLink to East Sussex, and run all peak services as 12-car. Capacity pressures point to the demise of the ageing Networkers and replacement with new and longer (and even less comfortable?) higher-density trains, with associated platform-lengthening. Performance and capacity pressures raise prospects of a reduced choice of London termini to minimise conflicts at Lewisham.

Lea Valley's STAR is rising

Preparatory and enabling works for a third Lea Valley line track between Lea Bridge station (exclusive) and Angel Road station (inclusive) are developing. See <https://www.networkrailmediacentre.co.uk/news/work-to-begin-at-two-north-london-stations-and-nearby-level-crossing-to-be-replaced-by-footbridge>

Tottenham Hale station works started on 8 May, works for a footbridge at Northumberland Park start on 1 July.

See more: www.railfuture.org.uk/CLUA-JRC+Report

Passenger rail franchise moves

On 1 March Rail Minister Paul Maynard announced three short-listed bidders for the next **East Midlands** franchise, currently due to start in November 2018:

- ~ Arriva Rail East Midlands Limited, a wholly-owned subsidiary of Arriva UK Trains Limited
- ~ First Trenitalia East Midlands Rail Limited, a joint venture company wholly-owned by First Rail Holdings Limited and Trenitalia UK Limited
- ~ Stagecoach East Midlands Trains Limited, a wholly-owned subsidiary of Stagecoach Transport Holdings Limited.

See <https://www.gov.uk/government/speeches/east-midlands-rail-franchise-pre-qualification>

The long-anticipated public consultation on the new franchise has been delayed by pre-election purdah. Other next steps should be issue of the Invitation To Tender (ITT) this month, for submission of Best and Final Offers (BaFOs) from the bidders in October.

Also due this month is contract award for the next **West Midlands** franchise due to start this October, and confirmation of the Expressions of Interest for the next **South Eastern** franchise due to start December 2018 and for the new **West Coast Partnership** in 2020

A consultation on the next **South Eastern** franchise <https://www.gov.uk/government/news/south-eastern-franchise-consultation-launched> began in mid-March, closing 30 June, followed by a Prospectus for bidders: <https://www.gov.uk/government/publications/south-eastern-rail-franchise-competition-prospectus>

The new **South Western** franchise, awarded in March not to Stagecoach but to First/MTR, starts this August. See <https://www.gov.uk/government/speeches/south-western-rail-franchise> and <https://www.gov.uk/government/news/first-mtr-south-western-trains-limited-wins-south-western-franchise>

Find franchise dates in www.railfuture.org.uk/Events

Told you it would end in tears

Evidence of the benefits of devolution of London's franchised metro services and stations to TfL's London Overground continues to gather. It is two years since the former Abellio Greater Anglia's 'West Anglia inners' were grafted onto the previous London Overground concession. As well as the passenger satisfaction improvements reflected in Transport Focus's twice-yearly National Rail Passenger Survey, reported in the previous newsletter, patronage has been ballooning. The RUG Award-winning doughty double who are the **Cambridge Heath and London Fields Rail Users' Group** have recently recorded huge usage increases at their two stations; details in your next newsletter.

This comes at a time when residents and businesses in the south London Boroughs of Lambeth, Southwark, Lewisham, Greenwich, Bromley, and Bexley, and the Kent Districts of Sevenoaks and Dartford, are being consulted on the next franchise for South Eastern – with the previously-anticipated prospects of enjoying similar benefits from their metro services and stations transferring to TfL in a new London Overground concession dashed by Transport Secretary Grayling. It has to be said that one of the concerns in Kent, and the east of East Sussex, that their longer-distance services would suffer as a result of a TfL metro take-over, has not been borne out on West Anglia, where their non-metro timetable remains exactly as it was pre-TfL days.

Meanwhile, read "A brief history of the CHLFUG campaign" found in www.railwatch.org.uk/chlfug.html

Overground gets the hump

In mid-February TfL's London Rail confirmed improved accessibility at Canonbury station, the less-busy of the two interchanges between the East and North London lines. Sections of raised platform on the East London line platforms, used only by London Overground trains with wheelchair space always in the centre carriage, now enable independent travel for wheelchair users through step-free street-to-train access, in common with all four new Hackney stations plus Canada Water.

Read more at: <https://tfl.gov.uk/info-for/media/press-releases/2017/february/new-raised-platforms-improve-accessible-travel>

More bark than bite?

The Transport Committee of the House of Commons published its Ninth Report of Session 2016-17 'Rail franchising' on 5 February, and the Government's response was produced on 5 April. Read in full at: <https://www.publications.parliament.uk/pa/cm201617/cmselect/cmtrans/1145/114502.htm>

Our June 2016 response to the Committee's Inquiry is in www.railfuture.org.uk/Consultation+responses

For Prospective Parliamentary Candidates' benefit we published this message from our Director of Policy Ian Brown CBE: www.railfuture.org.uk/article1742-Our-brief-to-aspiring-MPs

None for ages then lots at once!

Over 1000 new carriages are due to start being introduced across our region this year.

~ for MTR Crossrail, 594 in 66 x 9-car trains.

~ for Great Western Railway, 148 in 37 x 4-car trains.

~ for South West Trains, 150 in 30 x 5-car trains.

~ for Govia Thameslink Railway's Great Northern Moorgate services, 150 in 25 x 6-car trains.



Above: Bombardier Class 345 for MTR, 387/1 for GWR
Below: Siemens Class 707 for SWT, 717 for GTR

And that's not including the 1140 Siemens 'Desiro City' Class 700 Thameslink carriages in fixed 8- and 12-cars

Community Rail – another line, a brighter approach, and more

The North Downs line between Guildford and Gatwick is to be the next community rail line under the Sussex CRP umbrella. See more: <https://acorp.uk.com/north-downs-rail-line-gets-community-platform/> Find out how to get involved, and sign up for Sussex CRP's free e-newsletter, at: www.sussexcrp.org/contact-us/

On the Sussex coast, Newhaven Town station now has a smarter approach thanks to the joint efforts of a local five-partner clean-up. See: <http://acorp.uk.com/a-brighter-approach-to-newhaven-town-railway-station/>

In Surrey, walkers using Hurst Green station are enjoying new art and leaflet displays. In Kent, Hever station users can now 'take notice' of parish events! See more at: <https://acorp.uk.com/sussex-round-up/>

In Hertfordshire, the Abbey line CRP rewarded a local primary school and pupils' competition entries. See: <https://acorp.uk.com/prizes-awarded-to-abbey-line-love-your-community-rail-month-winners/> Sign up for their free e-newsletter at: <http://abbeyline.org.uk/> For ACoRP's free monthly e-newsletter sign up at: <https://acorp.uk.com/contact-us/train-on-line-subscription-form/>

And finally, a new **Scenic Rail** website has been launched: <https://www.scenicrailbritain.com/>

At long last – the London and South Coast Rail Corridor Study

Almost two years from the previous Chancellor of the Exchequer's original announcement in his March 2015 Budget, followed by his expansion of the remit in July 2015, the consultants' 64-page report is now here:

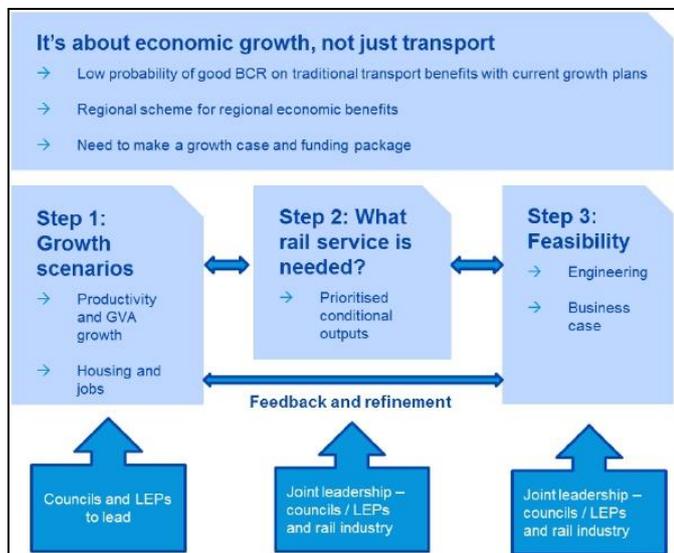
<https://www.gov.uk/government/publications/london-and-south-coast-rail-corridor-study>

The Government's 3-page response can be read here:

<https://www.gov.uk/government/publications/london-and-south-coast-rail-corridor-study-government-response>

In his letter to the House of Commons Transport Committee Chair Louise Ellman, Rail Minister Paul Maynard said the Study takes a long-term view of passenger needs, and makes conclusions about where funders, including Government, should invest in the network to best respond to where and how often passengers will want to travel in future. The central finding is that Network Rail's proposed upgrade of the existing main line, including unblocking known bottlenecks around Croydon, could release capacity to meet passenger demand for at least the next 30 years.

The Study examined the case for reinstating the Lewes-Uckfield link, and building a new link between East Croydon and Stratford via Docklands. It concluded that there is no case for government to take forward either. Other interested parties - local authorities and Local Enterprise Partnerships - may wish to progress work to improve the East Sussex scheme's viability. One way is "through local communities accepting significant additional local housing and commercial development."



"Transport as a potential enabler of economic growth" figure from report summarising "New approach to Lewes-Uckfield"

The report's Chapter 6 is "Lewes-Uckfield Reopening and the Tunbridge Wells Link" which helpfully offers a campaigners' guide to the reinstatement, in which "the value and feasibility of a Tunbridge Wells link should be considered as part of the new approach".

We published this www.railfuture.org.uk/article1737-New-approach-to-Uckfield to set out our response to the Study report, and Government's response to it.

See more at www.railfuture.org.uk/Uckfield+Lewes

A new private-sector consortium has been encouraged by Transport Secretary Chris Grayling to continue to develop their proposals, based on similar concepts.

A three-pronged approach lies ahead of us:

- ~ Network Rail continue to develop/design/deliver the upgrade package for the existing main line;
- ~ local planning authorities and TfL consider protecting a long-term new line solution in Croydon area, while the GLA, TfL and Network Rail examine strategic options;
- ~ local authorities and LEPs lead a 'new approach to Lewes-Uckfield' to improve the business case with plans for "significant uplift in housing or commercial deliverable development" to answer the question "What level of housing and employment growth along the Tunbridge Wells-Uckfield-Lewes-Brighton corridor would be needed in order to create viable demand levels and a viable funding package?"



Eridge station, looking north for London Bridge (left line) and for Tunbridge Wells West (right line)
Image © Copyright [Helmut Zozmann](http://www.helmutzozmann.com) and licensed for reuse under this [Creative Commons Licence](https://creativecommons.org/licenses/by/4.0/)

This view has been possible again since March 2011 when Spa Valley Railway services extended to Eridge, as reported in *raillse* no.112 for June 2011. The Study report's inclusion of the Tunbridge Wells link "as part of a wider sustainable development package focused around rail links" is noteworthy. It comes at a time when Spa Valley Railway have said "a long-term plan for the future of the railway is in process". Avoiding any prescriptions, the Study identified four main options for operating a Tunbridge Wells link with the Uckfield line. Railfuture is clear that the fourth, in which Spa Valley Railway operations would cease, is out of the question.

Uckfield-Lewes reinstatement and Tunbridge Wells-Eridge services need to rely on harnessing the economic growth agenda, not just traditional transport benefits. Local stakeholders need to determine how improved regional connections can contribute to economic growth, and the investment can be funded.

Railfuture will continue its alliance-making in support. We shall again have a stall at the Uckfield Festival's 'Big Day', on Saturday 8 July in Luxford Field off Civic Approach, to talk to present and potential supporters.

 @Uckfield_Lewes

Read more at www.railfuture.org.uk/Thameslink+2

MarshLink – future options

The trio of short-term challenges discussed in the previous newsletter have all continued to develop.

~ the next round of consultation on GTR's consultation for their 2018 timetable is expected to happen during the summer. Our immediate priority is to maintain the through service between Ashford International and Brighton with a rolling stock solution for more capacity.

~ Network Rail's consultation on its draft South East Route: Kent Area Route Study draws to a close. See www.networkrailmediacentre.co.uk/news/more-housing-and-more-train-passengers-network-rail-sets-out-30-year-plan-to-cater-for-growth-in-south-east-london-and-kent

~ the DfT's consultation on its next franchise for South Eastern also draws to a close, after an extension. See <https://www.gov.uk/government/news/south-eastern-franchise-consultation-launched> and the Prospectus <https://www.gov.uk/government/publications/south-eastern-rail-franchise-competition-prospectus>

The draft Route Study, and its Technical Appendix in particular, details options for how 'Conditional Outputs' of Brighton-Ashford capacity and Hastings-London generalised journey time improvements are delivered:

- 1 – electrification
- 2 – rolling stock
- 3 – connecting HS1 to MarshLink
- 4 – linespeed improvements
- 5 – destinations

Although **electrification** of MarshLink is much desired by many stakeholders, for both the local all-stations and HS1 limited-stop services, it would add between £100-£500 million to the cost, risking affordability.

Rolling stock has hitherto been assumed as Hitachi Javelins or similar, either electric or bi-mode. Carriage length may be an issue, as the fleet will have to be compatible with operations off HS1 in Kent, as may the carrying of diesel equipment and fuel in HS1's tunnels. The choice will be for the DfT and the winning bidder for the next South Eastern franchise.

Connecting HS1 to MarshLink at Ashford International is critical to delivering through journeys between East Sussex's eastern coastal and rural communities and Ebbsfleet-Stratford-St.Pancras. The favoured option of new crossovers west of Ashford station adds to project cost by up to £35 million, yet it also delivers operational benefits for services to/from the Folkestone direction.

Linespeed improvements are the other critical element and could save over 10 minutes on current 45-minute Hastings-Ashford times. There are 45 level crossings (foot and road) between Ashford and Ore, many of which need to be enhanced, merged or closed for new line speeds of up to 90mph, and 13 of 31 structures may require enhancement. The current 40mph on the sinuous route between Ore and Doleham can rise to 60mph by track-slewing using the full formation width.

Find out more at www.railfuture.org.uk/Marshlink

Doleham-Rye requires Winchelsea level crossing to undergo expensive upgrade to remove the 25mph limit, and includes an option for extending Rye's station loop to meet the timetable requirement for 2tph each way. In that case an additional Winchelsea platform would be needed, probably behind the camera in this photo.



Winchelsea station, looking towards Ore and Hastings

Rye-Appledore would need either full reinstatement of double track for continuous 90mph to/from Ashford, or a higher-speed turnout at Appledore to raise its 20mph speed limit towards Ashford, but although cheaper would still require a limit of 60-75mph over the junction.



Appledore station, looking south-west towards Rye
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Destinations – Bexhill must be served, as well as Hastings and Rye, and in view of operational issues with reversals there, and to avoid premature truncation during disruption, it may be best to turn at Eastbourne.

DfT's franchise consultation floats an option to transfer Ashford-Hastings from GTR, and assumes Southern operates electric Brighton-Hastings trains. Some will contend that a franchise re-mapping should only occur when through South Eastern HS1 services begin, and until then the through service with more capacity, and good HS1 interchanges at Ashford, are up to GTR.

Among the clear needs in Railfuture's campaigning:
~ a multi-agency, cross-sector alliance of stakeholders
~ a much-strengthened economic case for the project
~ LEP and private sector funding support
~ incremental delivery of benefits – start on linespeed

Read coverage in previous issues of newsletter **raillse**:
www.railfuture.org.uk/London+and+South+East+branch+news

Main line - heritage connections

Expanding the railways includes encouraging new and better links between current and former main lines. We have covered this topic in previous issues of *raillse* edition nos.115 March 2012, 122 December 2013 and 133 September 2016, all of which can be found in <http://www.railfuture.org.uk/London+and+South+East+branch+news>

Early last December none other than Network Rail's Chairman opened new sidings at Robertsbridge to connect the main line with the **Rother Valley Railway**. See www.networkrailmediacentre.co.uk/news/boost-for-heritage-railway-group-and-network-rail-as-new-sidings-open-at-robertsbridge



Sir Peter 'my other train is a bus' Hendy, Network Rail Chair in the GB Railfreight diesel loco no.66718 bearing his name

This takes the heritage line another step towards restoration of the missing link with the **Kent and East Sussex Railway** between Robertsbridge and Bodiam. Read about both heritage railways at www.rvr.org.uk/ and at www.kesr.org.uk/ respectively.

On New Year's Day some of your branch committee had a day in pouring rain (in between two fine days!) at the **Chinnor and Princes Risborough Railway** on a rare day when 'taster' trains ran to Princes Risborough. The heritage railway is benefitting from government funds, announced last May, to reinstate their missing interchange with the main line at Princes Risborough. See <https://www.gov.uk/government/news/rail-tourism-winners-announced>

Closed to passengers exactly 60 years ago, there have been a number of temporary re-openings into Princes Risborough since. One example: www.rail.co.uk/rail-news/2013/trains-return-between-aylesbury-princes-risborough-and-chinnor-after-a-56-year-gap/ Read about the heritage railway: www.chinnorrailway.co.uk/



Princes Risborough station looking south with previous temporary platform for the branch to Chinnor at right

See more at www.heritage-railways.com/index.php

Know your new County Councillor...

On 4 May elections were held in all six of the County Councils within our regional branch area. Despite the lack of overall change, at the more local constituency level there have been many changes of Councillor as a result of the usual mix of some previous Councillors not standing for re-election and some others standing but being unsuccessful. The overall picture is thus:

East Sussex – was Conservative administration with no overall control, now a Conservative majority. See <http://www.eastsussexfigures.org.uk/esc elections 2017/atlas.html>

Essex – no change, Conservative majority. See <http://elections-public.cmis.uk.com/election/Electiondetails/2/21>

Hertfordshire – no change, Conservative majority. See <https://www.hertfordshire.gov.uk/actweb/election17/>

Kent – no change, Conservative majority. See <https://democracy.kent.gov.uk/mgElectionResults.aspx?ID=20&RPID=14416406>

Surrey – no change, Conservative majority. See <https://mycouncil.surreycc.gov.uk/mgElectionResults.aspx?ID=10&RPID=506949047>

West Sussex – no change, Conservative majority. See <https://www.westsussex.gov.uk/campaigns/council-elections-thursday-4-may/>

...and new Member of Parliament

As this newsletter is published the results of the 8 June General Election are known. For our campaigning purposes we knew that we would at the very least have seven new MPs in our regional branch area, as a result of former Members standing down. Those seven were the MPs for Brentwood & Ongar, Chelmsford, Chichester, Clacton, Hitchin & Harpenden, Hornchurch & Upminster, and Lewisham West & Penge. Another of interest was in East Anglia where the outgoing Member for Saffron Walden (change at Audley End) was Chairman of the West Anglia Task Force; others around us were for Aldershot, Oxford East and Slough.

See www.railfuture.org.uk/article1742-Our-brief-to-aspiring-MPs

See also www.railfuture.org.uk/article1727-Putting-passengers-first

You can stay in touch via www.parliament.uk/

Whose station is it anyway?

When it comes to identifying exactly which local authorities – county, unitary, London Borough, district – and whose constituency – county, Greater London Assembly, Westminster – and even wards and parishes, a station or line falls within, the Ordnance Survey's online mapping system is here to help. See <https://www.ordnancesurvey.co.uk/election-maps/> – click on 'Launch GB map' then click on 'Boundary'. Select one or two boundaries, then click and hold to move around the map, zoom in and out on the side bar. A veritable wealth of information unfolds, right down to the finest detail for which the OS is renowned.

www.railfuture.org.uk/London+and+South+East

London & SE Campaigns Calendar

We close with a review of some campaigning activities since March's newsletter. Consultation responses are in www.railfuture.org.uk/Consultation+responses

At the end of March the branch returned to Alexandra Palace for the annual weekend rail festival with a stall of free wares.

A new, and newly-affiliated, branch rail user group is the **Ore Transport Group**, led by Trevor Davies. Now closely associated with Sussex CRP and its MarshLink steering group, Ore is GTR's station adoption number 65. See <https://acorp.uk.com/what-an-achievement/>



Left to right: OTG's Trevor Davies, GTR's Simon Greenfield, and Sussex CRP's Kevin 'Taff' Barry.

See www.businessinhastings.co.uk/news/tag/ore-transport-group and www.1066shrimprail.org.uk/

DfT consultation on the next **South Eastern franchise**, due to start in December 2018, closes on 30 June.

Network Rail's consultation draft South East Route: **Kent Area Route Study** is open until 30 June. See <https://www.networkrailmediacentre.co.uk/news/more-housing-and-more-train-passengers-network-rail-sets-out-30-year-plan-to-cater-for-growth-in-south-east-london-and-kent>

GTR's next phase of consultation on their planned **timetable for 2018**, believed to have been delayed by the pre-General Election purdah period, is expected to have been started as this newsletter is published. Keep in touch via <https://www.thameslinkrailway.com/> or <http://www.southernrailway.com/> or <https://www.greatnorthernrail.com/>

Railfuture annual RUG Awards

There are about 70 Rail User Groups in our regional branch area. All are now invited to consider making a nomination in one, or more, of the six award categories available. The closing date is Saturday 2 September; winners are announced and presentations made at the 4 November national autumn conference in Leicester.



Full details in www.railfuture.org.uk/RUG+Awards

Forthcoming diary/calendar dates

Find further details: www.railfuture.org.uk/events

Saturday 17 June Railfuture's annual national summer conference, Leeds.

Saturday 24 June East Anglia branch open meeting in Ipswich with national Vice-Chair Allison Cosgrove.

Saturday 24 June Last day of 'Lines in the landscape' photograph exhibition, at London Paddington station.

Monday 26 June Evening talk in Brighton – "The Mid-Hants – its history and operation".

Friday 30 June Consultations close on Network Rail's draft South East Route: Kent Area Route Study, and on DfT's next franchise for South Eastern.

Tuesday 4 July Free evening talk in Lewes – "Lower Thames Crossing Project – an update".

Saturday 8 July Uckfield Festival's Big Day, with Railfuture stall on Luxford Field, off Civic Approach.

Wednesday 12 July Eastern Division.

Thursday 20 July Sussex & Coastway and Surrey Divisions joint meeting with GTR's Angie Doll.

Thursday 20 July Deadline for DfT's HLOS & SoFA.

Tuesday 25 July London & SE Branch committee.

Saturday 29 July Herts & Beds Division.

Monday 31 July Final copy date for *raillse* 137, and London & SE branch Local Action in *raillwatch* 153. Send campaign news to rf-southeast@railfuture.org.uk

Saturday 19 August Kent Division.

Saturday 26-Monday 28 August Spa Valley Railway celebrate 20 years of trains from Tunbridge Wells West

Thursday 31 August Final day of members-only discount for annual autumn conference in Leicester.

Thursday 31 August Final copy date for your letters, articles, pictures to appear in October's *raillwatch* 153. Send them direct to editor@railwatch.org.uk

Saturday 2 September Closing date for nominations for 2017 Rail User Group Awards.

Thursday 7 September Sussex & Coastway Division.

Wednesday 13 September Eastern Division.

Tuesday 26 September L & SE Branch committee.

Thursday 5 October Sussex & Coastway Division.

Saturday 4 November Railfuture's annual national autumn conference, including presentation of the 6th annual Rail User Group Awards, Leicester.

Saturday 25-Sunday 26 November Railfuture stall at annual national railway exhibition, NEC Birmingham.

Up-to-date details in www.railfuture.org.uk/events

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

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in **Stratford**, E15 4PH – next on **12 July** then **13 September**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – meets in **St.Albans**. Next on Saturday **29 July**. 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 **19 August**. Contact Division co-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 next on **20 July**. Convener Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly, except August, usually on first Thursday at 18.00, in varying Sussex venues. Next on **20 July** then **7 September** and **5 October**. Division Convener is Nigel Denton at nigeldenton@talktalk.net or at 18 Southway, Littlehampton, West Sussex, BN17 6QW, or tel. 01903 722622. See www.railfuture.org.uk/Sussex+and+Coastway

Q. Where are allegations of electoral fraud investigated?



A. Polegate, obviously!

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*

The copy deadline for *railise* issue 137, due to be published in September 2017, will be Monday 31 July 2017
Items for this newsletter and our branch Local Action column in *railwatch* to be sent to rf-southeast@railfuture.org.uk



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Our four branch neighbours

These and other branches' websites, with their **events** and **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 Tony Smale – wessex@railfuture.org.uk

Board liaison is via Director Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, held at 14.00 on alternate fourth Tuesdays in London. The next one will be **25 July** then on **26 September**.

The **branch AGM presentation** emailed to members is available on the website's branch page, or in hard copy from the branch Chairman or Vice-Chairman.

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: Vacant.

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