

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

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

New homes need new transport

Barking Riverside, Beam Park, Beaulieu Park, Meridian Water, South Godstone – the list goes on.



Known in current parlance as 'Garden Communities', while about a decade ago the focus was on some new 'Eco-Towns', the basic concept of 'New Towns' is in fact nothing new. Since the two founding Garden Cities of Letchworth (1903) and Welwyn (1920), eight of England's 20 'first wave' New Towns (designated in the late-1940s) are in our regional branch area: Basildon, Bracknell, Crawley, Harlow, Hatfield, Hemel Hempstead, Stevenage, and Welwyn. Further afield are 'first wave' Corby, and three of the six in the 'third wave' (designated in the mid-1960s): Milton Keynes, Northampton, and Peterborough. What do they all have in common? Their own rail stations!

Current proposals for 'Garden Communities' are two-fold: for Garden Towns (>10,000 new homes, or about 25,000 people) and Garden Villages (1,500-10,000 new homes, or 4,000-25,000 people) and, just like those first Garden Cities and most of the New Towns, are predominantly in South East England. Although there have been many other announcements since, in January 2017 the then DCLG (now MHCLG) identified [14 new Garden Villages and three new Garden Towns](#) in England and [Railfuture assessed them](#) in relation to their current, or prospects for, [accessibility by rail](#).

This year MHCLG announced in February funding to [speed-up building](#) in garden communities, through [Homes England](#), in March [five new Garden Towns](#) were confirmed, and in August it confirmed funding for [infrastructure to support up to 50,000 new homes](#) in five 'high-demand' areas, all in London and the South East. The one in Essex with no rail component, with others known to be in the pipeline, will be our focus. That is Railfuture's role, to determine and begin to develop the case for infrastructure investment to support generated travel demand sustainably by rail.

[Transport for New Homes](#) is funded by a registered charity, the [Foundation for Integrated Transport](#).

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

Stations need their champions

The decade-long campaign by the Railfuture-affiliated [Cooksbridge Station Partnership](#) / [Cooksbridge Area Rail Action Group](#) to improve their service is about to bear fruit. From this December they will have hourly [trains in each direction all day](#) (a few more in the weekday peak periods), and on six days of the week!



A Rail Minister visits East Sussex station! Claire Perry (2nd right) was in that post from July 2014, when she succeeded Stephen Hammond, until July 2016. She in turn was succeeded by Paul Maynard, until January 2018 when Jo Johnson succeeded him, but only until November 2018 when he was succeeded by Andrew Jones, to be followed most recently by Chris Heaton-Harris in July 2019 (with Paul Maynard back in the DfT with some specific rail responsibilities!) Are five changes of rail minister in as many years what 'strong and stable' was meant to look like? Just asking.

Railfuture supports new RUGs

What do Greenwich and Woolwich have in common? Southeastern, Thameslink, and DLR services. What do they also now have in common? Rail User Groups, since the inaugural meeting of [PAWRUG](#) (Plumstead and Woolwich RUG) after Railfuture was contacted for assistance. Supported by our branch Vice-Chair and the Convener of our Kent division, a key first topic was GTR's Passenger Benefit Fund which was covered by their Stakeholder Manager overseeing the scheme. PAWRUG welcomes suggestions for future topics.

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

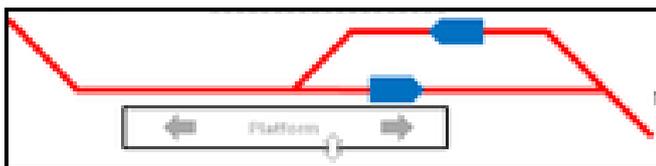
“You’re joking. Not another one?”

Brenda from Balcombe, Barnham, Bexhill, Berwick, Billingshurst, Bognor Regis, Brighton, or Burgess Hill could be forgiven for wondering why only two years since the previous one, ie the major timetable changes in May 2018, passengers using Gatwick Express and Southern face another re-cast. This time the cause is the 2-year [£150 million project](#) to redevelop the station concourse at Gatwick Airport, confirmed in early-July.



ABFLY adopts Cornish model

From Penryn to Bricket Wood? There and back in a day is just possible! What matters more is that the [Maritime Line](#) between [Truro and Falmouth](#) is the source of inspiration for [ABFLY](#), the users’ group for the [Abbey Line](#) between St. Albans Abbey and Watford Junction - and also with a [Community Rail Partnership](#).



Driven by the ambition to increase service frequency, ABFLY crowd-funded for a report from the [Railway Consultancy Ltd](#). It recommends an extended platform with a [partial passing loop](#) (illustrated) at Bricket Wood to enable a two trains service. The 16-minute end-to-end journey-time should make a 3tph peak / 2tph off-peak service possible. The proposal is now listed as one of Hertfordshire County Council’s [top ten priorities!](#)

Going around in Outer Circles

TfL has published the Strategic Outline Business Case for the [West London Orbital](#) – the proposal to introduce passenger services over the Dudding Hill line, as covered previously in [railse no.140 for June 2018](#). Its 111 pages conclude that “there is a strong case for the scheme to be taken forward to the next stage of business case development.” and “If the scheme were to be progressed, further work would be required to identify the preferred service pattern, develop a financing strategy, and further develop options to close the subsidy gap relating to operating costs.”

Fake franchising follows Fools Day

Three months after 1st April, and almost two years since the previous update in July 2017, the DfT issued “[Guidance: Rail Franchising Schedule - Rail franchise schedule update](#)” with this very limited content: “The Secretary of State has commissioned Keith Williams to undertake [a root and branch review of the railway](#), including franchising. Currently contracted franchises and franchise competitions will continue. Other live rail projects are outside the scope of the review. View [information on each passenger rail franchise for bidders, passengers and stakeholders](#).” (although there is a more complete listing of [every franchise](#)).

Since the previous *railse* in June, **Southeastern** – not the DfT, note – have confirmed on 7 August that their contract will continue [until 1 April 2020](#), which is a Wednesday, not the usual franchise change Sunday. It also became apparent that the bidding process, which had already seen the withdrawal of Trenitalia and the disqualification of Stagecoach, was scrapped!

On 14 August newly-appointed Transport Secretary Grant Shapps (MP for Welwyn-Hatfield since 2005) announced that the [First/Trenitalia consortium](#) had won the contract to supercede the Virgin/Stagecoach consortium and operate West Coast Main Line and initial HS2 services as the new [West Coast Partnership](#) from Sunday 8 December 2019 until 2031.

On Sunday 18 August Abellio duly took over from Stagecoach to operate the new [East Midlands Railway](#) franchise until 27 August 2027, with the option for extension/s of up to two further years.

Whoever said that August is a slow/no-news month?

Other relevant franchises covering or adjacent to our London and South East regional branch area are **Govia Thameslink Railway** for which the current management contract is due to expire in exactly two years’ time (although it does have the familiar option for extension/s of up to two further years).

Great Western Railway are understood to be still in negotiations about a new Direct Award until 2022.

London North Eastern Railway is now expected to remain with [DfT OLR Holdings Ltd](#) (DOHL) for longer than the originally-anticipated short period during which a new East Coast Partnership was to be formed.

CrossCountry continues in limbo pending decisions taken on the forthcoming Williams Rail Review report.

A change of Prime Minister to one who previously was the second Mayor of London, who between 2008-2016 saw the benefits of his predecessor’s work to develop rail devolution (London Overground was launched in November 2007, just six months before he first took office), was followed by a new Transport Secretary to succeed one at odds with the current Mayor of London on the subject. Prospects for devolution to TfL of more metro services – of South Eastern, Great Northern and Southern – are thought by some informed observers to be stronger as a result. Railfuture should be ready!

See [dates of franchises, consultations, publications](#)

Railfuture's Rail User Group Awards

Inaugurated in 2012 but paused for 2019, the annual [RUG Awards](#) are due to return for 2020 with a switch to presentations being made at the national AGM.



The closing date will be Sunday 1st March 2020. Stay tuned for further announcements!

Ramping-up to a step-free future!

The DfT's [Access for All / Mid-Tier Programme](#) was re-launched in July by [Accessibility Minister Nus Ghani](#) (2nd from right) to mark the first anniversary of the [Inclusive Transport Strategy](#). Applications to the £20 million MTP fund for up to £1million DfT support close on 18th October. Several potential schemes require initial feasibility studies, which have been proposed in bids to GTR's £15million Passenger Benefit Fund.



Also pictured: (l > r) Network Rail Route Enhancement Manager Robert Sue, Southeastern MD David Statham, Dr Amit Patel, and Transport Focus CE Anthony Smith.



New step-free bridges for [Trimley](#) (l) and [Tide Mills](#) (r)

All stations, great and small!



MarshLink station car park – then, and now!

Community Rail Awards 2019

This year's short-listed entries from around our L&SE regional branch area:

1. Involving Children and Young People –

sponsored by Merseyrail

- # Hounslow and Richmond CRP with South Western Railway – National Citizenship Service Project
- # Sussex CRP – Active Access for Growth

2. Involving Diverse Groups –

sponsored by Great Western Railway

- # Kent CRP – Five Acre Wood Project
- # South Western Railway, East Hampshire CRP, Isle of Wight CRP and Three Rivers CRP – Community Ambassadors and Community Rail Partnerships

3b. Community Art Schemes: Renewable and Smaller Projects –

sponsored by Transport for Greater Manchester

- # Andrew Morris, East Grinstead station partner and Montessori nursery school – Christmas Tree decorations at East Grinstead

6. Best Community Engagement Project –

sponsored by Rock Rail

- # Kent CRP – Sea Folk Sing on the Train
- # Sussex CRP and Southern – Commemorating the First World War on the railways

7. Best Marketing or Communications Campaign

- # Essex and South Suffolk CRP – Mayflower Magic on Liverpool Street Station (see p.6!)

8. Influencing Positive Change –

sponsored by TransPennine Express

- # East Suffolk Lines CRP – The East Suffolk Lines Walks Booklet, Routes and Guided Walks

9. Tourism and Heritage Award –

sponsored by Transport for Wales Rail Services

- # Essex and South Suffolk CRP – Bucket and Spade Event Train
- # Sussex CRP – Signing the North Downs Way

10. Photo and Video Competition –

sponsored by Porterbrook

- # Bedford to St. Albans City CRP – Fun gardening at Flitwick
- # Kent CRP – So much fun on the Santa Train!
- # Marston Vale CRP – Upcycling on the 230
- # South Western Railway – New Mums take new trip
- 12. **It's Your Station** – *sponsored by West Midlands Railway & London Northwestern Railway*
- # All Aboarders *Welwyn Garden City Station Adoption Group* – Welwyn Garden City station adoption projects
- # Friends of Angmering Station – Angmering station adoption projects

A Green mural in Ashford (Kent)



[Damian Green MP](#) (2nd left) celebrates second mural by artist Lionel Stanhope in Newtown Road underpass.

TfSE rail – west of East Sussex: BTN-FMR-LWS-UCK-COH-ERI-TBW

Four contrasting images on this page paint a picture of some different styles of campaigning / lobbying / negotiating / influencing for our bigger better railway.



“On Luxford Field” – taking the argument to Uckfield at the annual Uckfield Festival’s ‘Big Day’ in July.

Over the roundly eight years across which we’ve been developing our own distinctive approach to the case for ‘bridging the gap’ – reinstating a rail link between Uckfield and Lewes – our thinking has moved on from “where would it go?” (the means) to “what would it do?” (the end). When asked 18 months ago to present to Lewes District Council’s Scrutiny Committee on our latest thoughts we adopted a ‘start from first principles’ approach rather than a ‘because it was there’ mind-set followed by others. Our website has that [presentation](#).

Since the previous *raillse* our current message has been taken to public audiences in Uckfield and Lewes, as illustrated, with a [new leaflet](#) and a map of the area with an overlay to show the foot-print of a 6,000-home/ 15,000-population new garden community – which just happens to be about the same size as an Uckfield or a Lewes! Located somewhere between the two, it has the potential to be the game-changer in making the case for a new rail link serving all three communities.

The imminent public consultation on Transport for the South East’s draft Transport Strategy 2050 follows [stakeholder workshops](#) in which Railfuture participated. It will be the opportunity to establish a new rail-served ‘LUcky Garden Village’ – part of an emerging Brighton-Falmer-Lewes-Uckfield-Crowborough-Tunbridge Wells economic corridor – with a new sub-national transport body. See p.7 for an October talk and 5 drop-in events.



A stall in the hall – at the annual Lewes Societies Fair.

See more about [Railfuture’s Uckfield-Lewes campaign](#)

TfSE rail – east of East Sussex: EBN-BEX-SLQ-HGS-RYE-AFK-STP

The Railfuture RUG Award-winning Hastings & Rother Rail Users’ Alliance hosted GTR’s Managing Director for Southern and Gatwick Express, Angie Doll, in June.



Chair of [MarshLink Action Group](#) Stuart Harland welcomes fellow members of the HRRUA and their guests to Rye.

Theme for the visit to East Coastway and MarshLink was “Rail connectivity and the area economy.” It brought together community, business and political representatives and came a year after the Railfuture-inspired May 2018 timetable changes, tweaked in the two since. Their success in improving connectivity, despite the limits of existing infrastructure and rolling stock, has highlighted the next challenge: additional capacity, as the twin pillar on which vulnerable local economies rely. This summer’s, sadly unsuccessful, experiment with ‘hot-weather specials’ to respond to short-term needs of the visitor economy has reinforced the need for such enhancements to be contractualised.



Bexhill & Battle (l) [Hastings & Rye](#) (c) with Network Rail (r)

While ‘the Eastbourne Overlap’ MarshLink service is a template for the longer-term ambition for through HS1 services, Network Rail - supported by key stakeholders such as local MPs (above) - ‘determine-develop-design-deliver-deploy’ the infrastructure required. The HS1-MarshLink connection at Ashford may now be via a new rather than existing platform, also benefitting HS1 services for east Kent. Residents and businesses in those authorities and constituencies are now potential stakeholders! October’s Hastings and Kent Summits are opportunities to reinforce partnerships – all-party, multi-agency, cross-sector – never more vital at times of change and uncertainty, both technical and political.

Read [coverage in previous issues](#) of newsletter *raillse*

TfSE rail – N. Downs Line east: Surrey - Kent RDH-NUF-GDN-EBR-PHR-LIH-TON

The Redhill-Tonbridge line is seen by some, perhaps too unkindly, as a Cinderella – the more so with its current reduced level of service since May 2018 – and the levels of patronage of most of its intermediate stations are modest when viewed over the long term. Official usage estimates for 2016/17 and 2017/18 were:

Redhill	3,705,282	3,553,742
Nutfield	78,296	84,096
Godstone	58,346	66,190
Edenbridge (North)	241,344	257,530
Penshurst	31,894	34,854
Leigh	44,358	41,744
Tonbridge	4,414,394	4,391,184

Transport for the South East however recognises the corridor as significant, ranking it 15th of the 22 Strategic Corridors in its [Economic Connectivity Review](#). Taken together with the 14th/17th rankings of different sections of the North Downs line, and the 11th-place ranking of the Medway Valley line, there is clear evidence to take a strategic view of an outer orbital rail corridor between Reading and the Medway Towns – an R25. With Ashford no bigger than Hastings and Medway Towns (especially with the county town of Maidstone) bigger than Brighton, there is a case to be argued for the R25 to be TfSE's signature rail corridor emerging from the imminent consultation on its draft Transport Strategy. Including links with Gatwick Airport, an incrementally-developed R25 is a key 'sustainable route for growth' serving many of TfSE's principal constituent authorities which is vital to securing and sustaining commitment.

In the meantime housing demand pressures continue. On 27 June 2019 the [MHCLG confirmed to Tandridge District Council's Chief Executive](#) that, following a competitive bidding process, [South Godstone](#) is to be one of 19 Garden Villages selected to join the Garden Communities Programme following last summer's prospectus (reported a year ago in p.4 of [railse no.141](#)) This confirmation came a year after a presentation to Council Members: '[South Godstone Village Extension](#)'.



New Garden Community for Surrey, by rail station

South Godstone Garden Village will be on the south side of the Redhill-Tonbridge line (and on the A22 between Croydon and the M25 to the north, and East Grinstead, Uckfield, Hailsham, and Eastbourne to the south). As 'New homes need new transport' – in this case better rail services – might South Godstone be a future winner of the [Transport for New Homes Award](#)?

TfSE rail – N. Downs Line west: West Sussex - Surrey - Hampshire - Berkshire GTW-RDH-REI-DPD-GLD-WKM-RDG

May 2020 is when Great Western Railway are planning to add a third hourly train along the North Downs line, making it the second to run limited-stop in each hour between Reading and Gatwick Airport via Redhill. This is a franchise commitment which will proceed subject to timely completion of any line crossing upgrades which may be necessary to ensure the railway's safe operation. County Councils as the highway authorities are responsible for addressing any highways issues.



Ex-Thameslink tri-mode 'Flex' to supercede Turbostars

Railfuture shares with other stakeholders the ambition for the new half-hourly GWR Gatwick service to evolve to become through Gatwick-Reading-Oxford services.

The North Downs line has not hitherto been particularly well-served with rail user groups but there are some encouraging signs. As well as the established [Reigate, Redhill and District Rail Users Association](#) there is also the [Dorking Town Forum](#), the more recent Guildford Rail Users, and now Shalford Station Users. There is also the [line CRP](#), under the auspices of Sussex CRP, delivering its own annual action plans.

Official estimates for 2016/17 usage of North Downs line stations were on p.3 of [railse 140](#) for June 2018; they can be revised this December with 2018/19 data.

TfSE rail – West Coastway: BTN-HOV-SSE-WRH-LIT-BOG-CCH

Railfuture has in 2019 embarked on another journey of discovery, this time with Network Rail as they pilot their successor to the former Route Studies, the snappily-titled Continuous Modular Strategic Planning (CMSP) introduced on p.5 of the previous [railse 144](#) for June.

The chosen test-bed for this laboratory experiment is the Brighton-Havant corridor, ranked third-highest of [TfSE's 22 Strategic Corridors](#). After a stakeholders' workshop in January there have been two CMSP newsletters, a Market Study, and a second workshop. All of this material can be viewed in "[How to improve West Coastway rail services](#)" in [Sussex & Coastway](#).

Official estimates for 2016/17 usage of West Coastway stations were given on p.3 of [railse 140](#) for June 2018 and for 2017/18 on p.5 of the most recent [railse 144](#); they can be revised this December with 2018/19 data.

Community railways round-up

Out with 'designated lines' and in come '[Accredited Partnerships](#)'. Five were confirmed in late-June, two in our regional branch area: [Essex & South Suffolk CRP](#), and [Sussex CRP](#) – Railfuture's congratulations to both! The other three were the Cambrian, Severnside, and Tyne Valley Line CRPs. Noteworthy in the letter from Kul Bassi, Community Rail Team Leader in the DfT, are these points about a CRP worthy of accreditation – and arguably no less applicable to Railfuture – that it "operates to a high standard and that its objectives and activities are supported (by Government)." "Accreditation should provide assurance to others, including potential funders and partners, that the CRP operates to high standards of governance and financial propriety; adopts a collaborative approach; is worthy of trust by others; and is a suitable entity for receiving public funds. Further Government considers it a good representative of the local community." For Railfuture?

The DfT's new [Community Rail Development Strategy](#), which heralded CRP accreditation, has four pillars:

- # providing a voice for the community;
- # promoting sustainable, healthy and accessible travel;
- # bringing communities together;
- # support diversity, inclusion plus social and economic development.



Community Rail's 4 pillars akin to this characterisation

Community Rail in the South East

Railfuture was in Southampton in mid-July for the inaugural Showcase event which drew together CRPs and their many and varied stakeholders from across the area of the newly-emerging sub-national transport body [Transport for the South East](#) under this umbrella:



More at: [Association of Community Rail Partnerships](#). Click to subscribe to ACoRP's monthly "[Train on Line](#)"

Community Rail in the city 2019

The [Essex and South Suffolk CRP](#) had perhaps one of the more unusual attention-seeking displays this year!



"All aboard!" [Community Rail in the city floats my boat!](#)

Meanwhile, in other news

[Marston Vale line enjoys new trains](#) (when they work!) and has celebrated a [new Bank Holiday train service](#). The [All Aboarders of Welwyn GC](#) first came to the rescue, went on to wow the judges of [Anglia in Bloom](#), and then had another well-supported [gardening event](#). East Anglia's Lowestoft station exhibits in its [restored parcels office](#), [Lowestoft in Bloom](#), [signal box tours](#).

Three new line CRPs make their mark



The [Bedfordshire Rural Communities Charity](#) hosts three CRPs, the newest being for Bedford-St. Albans launched officially in June. In July the new CRP, in collaboration with the local Signal Box Trust, unveiled a history panel to mark the [station's 150th anniversary](#).

Also in June, the [Surrey Hills to South Downs CRP](#) on the SWR network held its inaugural meeting.



A [new CRP in Kent](#) launched in September, covering the line and stations between [Sevenoaks and Swanley](#). Unsurprisingly the reception was at [Bat and Ball station!](#)

Campaigns calendar, London & SE

In July we had our eighth successive stall at the annual **Uckfield Festival's 'Big Day'** where we launched our [latest leaflet](#) about our [Uckfield-Lewes link](#) campaign. In early-September we had our first stall at the annual **Lewes Societies Fair** on exactly the same theme.

Current consultations of specific and general interest to our London and South East region are [here](#).

Responses to all previous consultations are [here](#). Worthy of note are what we've said recently to the [South East Local Enterprise Partnership](#) about coastal communities, to [Network Rail](#) about Norwood Junction station upgrade, and to [Transport for the South East](#) about becoming a statutory body.

Two of the emerging **Sub-National Transport Bodies** are consulting on their draft transport strategies. [England's Economic Heartland](#) is current, Transport for the South East is imminent (see October dates below).

Forthcoming diary/calendar dates

Full details can always be found in our national website's [Events](#) and [Rail dates](#) pages.

Saturday 28 September East Anglia branch open meeting with Network Rail guest speaker, in Norwich.

Wednesday 2 October "A Transport Strategy for the South East." Free evening talk in Ashford.

Thursday 3 October "Inspiring the next generation of civil engineers." Lunchtime webinar.

Thursday 3 October Sussex & Coastway Division.

Thursday 3 October "Fundamentals of Project Management." Free evening workshop in Reading.

Friday 4 October "The art of being assertive." Morning webinar.

Tuesday 8 October "High Output Track Renewals – ready for CP6." Free evening talk in Croydon.

Thursday 10 October "Railway signalling, from policeman to digital rail." Free evening talk in Reading.

Monday 14 October Bexhill Rail Action Group.

Tuesday 15 October "Investment analysis and the engineer." Lunchtime webinar.

Wednesday 16 October Transport for the South East public drop-in for draft Transport Strategy consultation, Reading.

Wednesday 16 October "The evolving challenges of smart cities and places." Free evening talk in London.

Wednesday 16 October "Young woman in engineering" with Michele Dix, MD for Crossrail 2. Free evening talk in London.

Thursday 17 October Transport for the South East public drop-in for draft Transport Strategy consultation, Woking.

Friday 18 October "Dealing with conflict." Lunchtime webinar.

Monday 21 October "The Future of Transport Debate: Rail vs Road." Free evening talk, London.

Monday 21 October Campaign for Better Transport, London group. Non-members welcome, Farringdon.

Monday 21 October Copy date for your campaign news/reports for London & SE branch Local Action column in December's *railwatch* no.162, and for December's *raise* no.146.

Send to londonandsoutheast@railfuture.org.uk

Tuesday 22 October Transport for the South East public drop-in for draft Transport Strategy consultation, Canterbury.

Tuesday 22 October Chesham & District TUG.

Wednesday 23 October Transport for the South East public drop-in for draft Transport Strategy consultation, Brighton.

Thursday 24 October "Community energy: will it play a significant part of the future of our energy system?" Lunchtime webinar.

Thursday 24 October Transport for the South East public drop-in for draft Transport Strategy consultation, Southampton.

Thursday 24 October Copy date for your campaign news, letters, articles, photos to appear in December's *railwatch* no.162. Send to editor@railwatch.org.uk

Tuesday 29 October "HYPED, HYPERLOOP II (The Flying Podsmen)." Free evening talk in Brighton.

Monday 4 November "Improving new train introduction: challenges and lessons learned." All-day seminar, London.

Monday 4 November "Leading and developing successful teams." Morning webinar.

Thursday 7 November Sussex & Coastway Division.

Monday 11 November "New technology does not mean that we can stop investing in new transport infrastructure." Evening talk by Crossrail 2's MD Michele Dix, Reading.

Monday 11 November Bexhill Rail Action Group.

Wednesday 13 November Eastern Division.

Friday 15 November "Introduction to management." Lunchtime webinar.

Saturday 16 November Kent Division.

Monday 18 November "Class 88 bi-mode locomotive." Free evening talk in London.

Wednesday 20 November Transport Planning Day.

Saturday-Sunday 23-24 November Railfuture stall at annual rail exhibition in the NEC, Birmingham.

Monday 25 November "Rail Freight Group." Free evening talk by its DG Maggie Simpson, Maidenhead.

Thursday 5 December Sussex & Coastway Division.

Monday 9 December Bexhill Rail Action Group.

Tuesday 10 December Chesham & District TUG.

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 **13 November**. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets 3 times a year on Saturdays at 11.00 in **St.Albans**, AL1 4JP. Division Convener is Neil Middleton at neil.middleton@railfuture.org.uk See [Herts & Beds Division](#).

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **16 November**. Contact Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or on tel: 01634 566256. See [Kent Division](#).

London Metro – a Division to cover all TfL rail modes: Underground, Overground, London Trams, DLR, and TfL Rail (becoming Elizabeth line). Contact Branch Vice-Chair Roger Blake (opposite). See [London Metro Division](#).

Surrey – Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk or on tel. 01737 762153. See [Surrey Division](#).

Sussex & Coastway – meets monthly on first Thursdays at 18.00, in varying Sussex venues. Next on **3 October**, then 7 November, 5 December. Division Convener is John Black at jcbblack@yahoo.co.uk. See [Sussex & Coastway Division](#).

inter-railse

Our monthly branch e-newsletter is available to all members on email (as a pdf or as a link) by requesting it via roger.blake@railfuture.org.uk It's also available in [Branch News](#) for anyone to view and/or download.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *railse* issue no.146, due to be published in December 2019, will be Monday 21 October 2019. Items for this newsletter and our branch Local Action column in *railwatch* to londonandsoutheast@railfuture.org.uk

railfuture

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

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

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Our four branch neighbours

These and other branch websites, with their **events** and **newsletters**, are all in '[Railfuture near you](#)'.

East Anglia – contact is Branch Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk Branch-Board liaison via Director Jerry Alderson.

East Midlands – contact is Branch Secretary Steve Jones – eastmidlands@railfuture.org.uk Branch-Board liaison via Director William Whiting.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk Branch-Board liaison via Director Roger Blake.

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk Branch-Board liaison via Director Stewart Palmer.

London and SE Branch officers

Branch Chairman: Vacant.

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

Branch committee meetings

Open for any of our members to attend, as observers, subject to advance notice to our Vice-Chair, (above). Next on **Monday 28 October**, in central London.

 **RailBusinessDaily**

Readers may find this free six-item briefing a simple way of staying in touch with rail (and some Railfuture!) developments. Click [RailBusinessDaily](#) to subscribe.