

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

The climate for rail investment

Changes to our world's climate are continuing, as they've been doing for millennia, for different reasons, including anthropogenic causes since about 1830 and evidently now at an accelerating pace. As a result, both the frequency and the severity of disruptive weather impacting our railway's infrastructure and services are increasing, and our London & South East region has had and continues to have at least its fair share of such disruptions. Risk analysis points to reducing both, by adaptation and by mitigation but, when applied to Victorian rail infrastructure, it's costly!



In late-January Network Rail published their 115-page [third Adaptation Report](#).

Funds for adaptation and mitigation works are via the Strategic Plans of the 4 of Network Rail's 5 Regions which affect our regional branch, deemed 'renewals'.

At this 60% point in the lifespan of one Network Rail Control Period preparations for the next for 2024-29, CP7, have already begun under the auspices of the ORR's Periodic Review process PR23 (ends in 2023). See <https://www.orr.gov.uk/monitoring-regulation/rail/networks/network-rail/price-controls/pr23> for the definitive source, including the timeline with an infographic too detailed to reproduce here. Watch out for the return of Network Rail's pre-HLOS / SoFA submission very soon, then the Transport Secretary's HLOS and SoFA in the third quarter, followed by Network Rail's Strategic Business Plan in early-2023 – and any opportunities for stakeholder engagement!

With the drive for a post-pandemic #ReturnToRail and mode shift to rail for sustainability reasons, adequate funds to minimise unplanned disruptions to services for [climate-related reasons](#) have ever-greater importance.

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.*

Levelling-Up – another slogan in search of a strategy?



The All-Party Parliamentary Group for the South East, newly-established by South East Councils as noted on p.5 of the [previous newsletter](#), launched its first inquiry in mid-December on expectations, requirements and concerns related to government's levelling-up agenda: "*Financing for the future – what does levelling up mean for South East England?*" Following our response to the Call for Evidence, two branch members joined in each of two inquiry meetings, and parallel sessions run by the think-tank supporting the APPG-SE inquiry.

Our focus is 4-fold: the 'prosperity gradient' north-south and west-east across the TfSE part of the South East, not just North-South nationally, and including coastal as well as post-industrial disparities; to reduce that gradient to benefit peripheral communities will require not just incremental but visionary transformational change; that any better connectivity must be matched by joined-up place-making strategies; and that a cross-boundary economic partnership of Hastings-Bexhill-Eastbourne would give newly outward-looking identity and strategic focus to a coastal economic growth hub.



By the time this newsletter appears, the places where you'll need to look for more informed, independent analysis and comment will be your quarterly magazine [Railwatch](#) for April, our "*News and views*" [articles](#) and [press releases](#), plus our [Twitter](#) and [LinkedIn](#) output.

Access for All in CP7 – “99 by ’29”?

Train operating companies began drawing together their lists of priorities for the next round of the national Access for All programme, in Control Period 7 (2024-29), ahead of a DfT deadline understood to be in mid-April. All Railfuture branches have been urged to liaise with the TOCs in their areas, and also to share their own ‘Top Ten’ priorities with our national Infrastructure and Networks Group for a composite national submission to the latest Rail Minister (since the week before Christmas) Wendy Morton who has two official Departmental responsibilities: rail, and accessibility. Members’ nominations should go to their local branch divisions before end-March; details on the back page.



The conventional DfT criteria (with all their limitations):
~ *Footfall, using figures published by the Office of Rail and Road;*
~ *Stations where there is a particularly high incidence of disability in the area, based on Census data;*
~ *A particular local circumstance such as the proximity of hospitals, a school for disabled children or a military rehabilitation centre for example, or stations with relatively high numbers of interchange passengers;*
~ *The availability of third-party funding;*
~ *Stations that would help to fill gaps in accessibility on the network.*

Elaborating, for footfall the pre-pandemic data for 2019-20 is a more reliable indicator of long-term usage over the life-span of an investment in step-free access facilities. Gaps in accessibility on the network can also be seen as outliers where communities suffer from the furthest / most difficult distance to a step-free station. Not a formal criterion this but our evidence of public / stakeholder support would add value to the assessment. Finally, in a similar way that A4A in CP6 included a number of schemes brought forward from CP5 (having been ‘paused’ by the Hendy Review) any of the now 85 already-funded schemes for CP6 making no or tediously-slow progress should be identified.



Canterbury East, where the new lifts and footbridge were opened officially in late-November after being opened to the public in time for last year’s August bank holiday weekend.

For a station with modest usage, East Sussex’s Eridge has had good investment in recent years, culminating in the [official opening](#) on 16th February by the latest Rail Minister of the new lift to the bi-directional mainline platform. Earlier infrastructure enhancements were the platform extension for 10-car Turbostar / 12-car Electrostar trains and more recently the new footbridge.



Artist’s impression of Eridge from June 2021

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

The first-quarter anniversaries of our local successes:

January

~ on the 5th, in 1981, restoration of passenger services from Barking into Gospel Oak instead of Kentish Town, after a 55-year break - now with four, 4-car electric, tph!
~ on the 8th, in 1996, Ashford International connected to the European high-speed network when Eurostar began serving the station, but pandemic withdrawal of services from Kent’s two stations continues indefinitely.

February

~ on the 7th, in 1966, Garston, Herts. Probably the first new, rather than reopened or relocated, post-Beeching rail station, with c.75k entries and exits in 2019/20. (Not to be confused with Garston, Lancs. It reopened on 2nd January 1978 after a 6-year closure, and then closed permanently the day before Liverpool South Parkway station opened on 11 June 2006.)



~ on the 28th, in 2011, the Dalston Junction-Highbury & Islington extension of London Overground services from Crystal Palace and West Croydon, just 4 months short of 25 years since the last train on 27th June 1986.

March

~ in 1991 (date/s in March uncertain), north and south chords off West Anglia Main Line and new 3-platform Stansted Airport station.
~ on 27th, in 2008, Heathrow Airport T5 extension from Heathrow Central / T1-3, and new Terminal 5 station.

Community Rail Network: L&SE news



The awards ceremony was in Southampton and live-streamed last December. Ten of the nominations from in / near our regional branch area were successful:

Winners

~ Community Creative Projects and Station Arts. Joint third: Camberwell Society - *Denmark Hill station Art Trail*.

~ Best Community Engagement Project. Second: Essex & South Suffolk CRP - *'The Bees Knees', Alresford Bee-Friendly Community Station Garden*.

~ Station Friends and Adopters at the Heart of Communities. Third: Farnborough Street Residents Association - *Reg's Garden by Farnborough North station*, North Downs Line.

~ Influencing Positive Change and Sustainability. Second: Southeast CRP and GTR / Southern - *Passenger Benefit Fund vs Pandemic Lockdown, An Unexpected Journey*.

~ Best Communications. Second: Southeast CRP, Meldreth-Shepreth-Foxton / Darent Valley / Marston Vale / Beds & Herts CRPs - *Countryside, Capital and Coast - an online Thameslink Guide*.

~ Best Communications. Third: Essex & South Suffolk CRP - *Keeps communications on track*

~ Involving Children and Young People. First: Community Rail Education Network, Backtrack Education Team (included Southeast CRP) - *Create it, Share it, Saves lives*.

~ Outstanding Volunteer. Second: Michael Solomon Williams of *Friends of Ally Pally station*.

~ Photo. Second: Metalwork Trains - *Friends of Glynde station blacksmith*.

~ Outstanding Contribution to Community Rail. Joint winner: Southeast CRP.

Non-winners

~ Involving Diverse Groups: Abbey Line CRP, Watford MENCAP, LNWR - *Travel with confidence*; Beds & Herts CRP and GTR - *Art@theStation*; Grow19 and Friends of Cuxton station - *The Cuxton Project, Together As One*.

~ Community Creative Projects and Station Arts: Marston Vale CRP- *'Tomorrow will be a good day', honouring Captain Sir Tom Moore's legacy at Millbrook station*.

~ Best Community Engagement Project: Kent CRP - *Establishing the Kent Downs Line*.

~ Best Communications: Abbey Line - *What's on at the end of the line?* Kent CRP - *Embracing the digital world*.

~ Photo: of the 10 shortlisted 3 others were in our regional branch area: Abbey Line CRP (two), and Beds & Herts CRP with St. Albans South Signal Box Trust.

~ Station Friends and Adopters at the Heart of Communities: Friends of Angmering station, Sussex Coast / West Coastway - *Sidetracked Somewhere over the Rainbow*.

Engaging communities in their railways – for the monthly “Community Rail News” sign-up [here](#).

No CRP? Not a problem in NE London!



Hackney Downs community joins [together for a mural](#).



SE London, summer 2021



Better #RailTransportForNewHomes. Berkeley Homes are building 5,000 new homes at [Kidbrooke Village](#). The ['new', developer-funded, station](#) was opened officially by Network Rail Chair [Sir Peter Henty CBE](#).

A draft Strategic Investment Plan for Transport in the South East in 2022!

Two years after it adopted its Transport Strategy in July 2020, Transport for the South East will next have its draft Strategic Investment Plan to 2050 out for public consultation this summer.



TfSE's shadow Partnership Board includes the Chair of the Transport Forum of stakeholders, of which Railfuture is one and is represented by your regional branch Vice-Chair / national Infrastructure & Networks Director. Also 'in the room' for all five of the Area Studies being undertaken, where so many common issues have emerged from them that they are being brought together ahead of the draft SIP, along with the newly-adopted Freight, Logistics & Gateways Strategy and the Future Mobility Strategy adopted last July.

One common issue which is to be guarded against is a tendency for some individual stakeholder interests, if challenged by the need to strategise and extrapolate from the particular to the general, to remain within the comfort of their own topic silo. Railfuture has sought to avoid being pigeon-holed and confined by a perception of its natural habitat, with some success, driven by the lessons learned up to five years ago in making the economic case for the innovative East Coastway / MarshLink 'Eastbourne overlap' May 2018 timetable.

Rail development campaigning, but not as many know it, has already seen our general "*bigger better railway*" translate into "*Better lives through better journeys*" then developing into "*Creating Competitive Places*." This more holistic approach may, despite TfSE's admirable ambitions for transport interventions to deliver social, economic and environmental gains, need Railfuture's support through our emphasis on 'place-making'.

It is therefore no surprise that we are taking an active interest in the [UK2070 Commission](#), an independent inquiry into city and regional inequalities in the UK.



Chaired by Lord Kerslake, former Head of the Home Civil Service, and set up to conduct a review of policy and spatial issues related to UK's long-term city and regional development, it published its final report in pre-pandemic February 2020: "*Make no little plans – acting at scale for a fairer and stronger future*." Months later its response to the COVID-19 crisis was launched: "*Go big – Go Local: a new deal for Levelling-Up the UK*" including a post-COVID-19 Action Plan.

"What does levelling-up mean for South East England?" – APPG-SE

Railfuture's submission to the APPG inquiry was titled "*Making levelling-up work – empowering communities to become winners*." Ours was among 24 which can all be accessed in the APPG South East website [here](#).



Although perhaps invidious to single-out some others for mention, it is nevertheless instructive to note the more holistic contributions from the likes of the Local Enterprise Partnerships, and of the South East LEP in particular if for no other objective reason than that its coverage includes the two counties where our leading two regional rail development campaigns are situated.



We have also been stimulated by the submission of Localis, providing support to the APPG-SE inquiry. An independent cross-party leading not-for-profit think-tank founded in 2001 that promotes neo-localist ideas, its research programme is guided by the concept of neo-localism which it describes as giving places and people more control over the effects of globalisation.

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

Railfuture is represented on the Steering Group of the MarshLink Community Rail Partnership, as it is with all within the Southeast Communities Rail Partnership. It recently had the presentation on Kent and East Sussex Coastal Connectivity Programme, with its summary of the Strategic Outline Business Case lodged with the DfT. Network Rail are clear that its location in the South East means that, regardless of its 'levelling-up' or other credentials, it will struggle to win investment.

Those credentials are thrown into sharp focus with one of a multiplicity of metrics, Gross Domestic Product per capita by local authority area, with latest data for 2019. Of the UK's 375 local authorities, 'historic' East Sussex shows highest > lowest rankings for per capita GDP as:

- 97th – Brighton & Hove
- 283rd – Lewes
- 285th – Eastbourne
- 312th – Hastings
- 325th – Wealden
- 364th – Rother

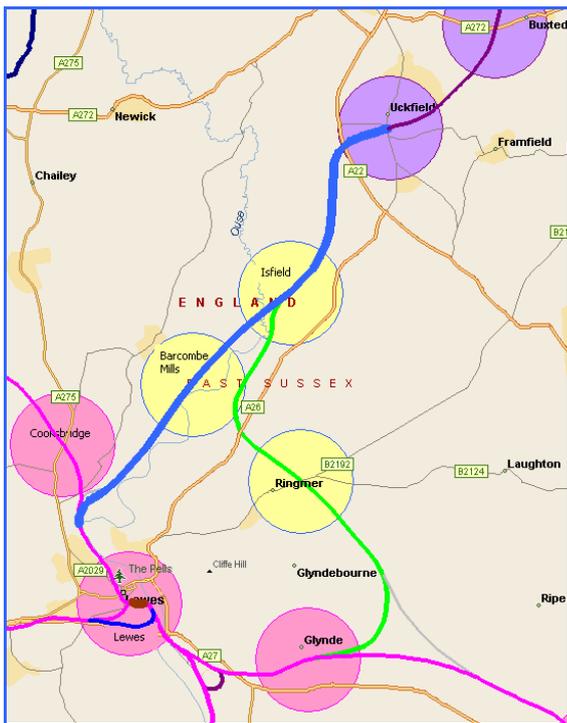
Of the 11 UK LAs even lower-ranked than Rother, only two are in 'the North'! One is in the TfSE area, around the Solent, one is a south London Borough. Note: the lower 4 of the 6 above are within East Sussex's part of Kent & East Sussex Coastal Connectivity Programme!

Read more about [Railfuture's MarshLink campaigning](#)

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

The next stage in Lewes District Council’s process towards a new Local Plan, a consultation on Preferred Options, is overdue since ‘Autumn 2021’ and so could come at any time. Wealden District Council’s next stage towards their new Local Plan, consultation on a Local Plan Draft, is due to be ‘Spring 2022’.

Railfuture has become increasingly clear, and over recent years more assertively so, that ‘the Wealden Line extension’ south from Uckfield is more than just a transport solution to a transport problem. Put simply, it’s a transport solution to a housing problem. Like it or not, population and therefore housing growth, at varying rates, has been a fact of life for centuries and there is scant if any evidence that either will not continue over the longer term. Public and politicians therefore face choices, in this as in all other areas of public policy. Unless and until Railfuture is presented with an alternative paradigm, our strategic advice remains: better to indulge in some joined-up land use and transport planning by locating inevitable housing growth in sufficient concentration where it can most readily be rail-served. If aligned with the ambition for the Wealden Line extension, three options are offered.



From “Access and Connections: East Sussex – Opportunities to align railway investment to the economic growth requirements of East Sussex” – an independent report published by Railfuture July 2013.

Lewes option 4: Uckfield via Ringmer to Glynde and Lewes

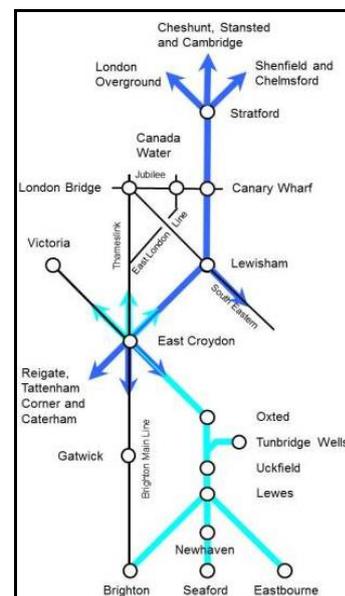
“This would be a longer route to re-open Uckfield-Lewes. It uses 3 miles of the former Uckfield-Lewes line to Isfield, before diverging on a 7-mile route with a potential station east of Ringmer, then avoiding Glyndebourne to rejoin the Lewes main line at Glynde. In total, Uckfield to Lewes would be about 13.2 miles with a journey time of 17-18 minutes, if including a Ringmer stop (about 9 minutes from Lewes) but no Isfield stop.

The line could be engineered through gently-graded terrain. It would incur more route challenges as 7 miles would be new railway through good countryside but avoids the South Downs National Park. The overall time from Uckfield to Lewes would be comparable to the former line via Barcombe plus use of (other, eg Lewes loop) options to continue to Brighton. Overall the Lewes Bypass loop would still be a quicker option by about 5 minutes.

The option merits consideration as Ringmer is an expanding village with lower-than-average proportion of public transport travel to work (11.4%). Concerns about the railway stimulating more local housing at Ringmer would need to be addressed. At further cost, a direct spur towards Eastbourne could be built east of Glynde, otherwise Uckfield trains could not serve Eastbourne directly. Lewes could be served by Brighton trains.” July 2013.

Of the three options identified, Ringmer is clearly the place currently attracting the developer interest, with applications for outline planning permission reported elsewhere in this and recent newsletters. While the objections to those applications which Railfuture has lodged have all necessarily been on planning policy grounds, there is as yet no planning or transport policy anywhere which identifies the Wealden line extension as an officially-adopted objective with a commitment to protect any defined route. That is the whole purpose of our engagement in the local plan-making processes, to secure such a commitment. Meanwhile there is no hiding the risk that decisions on developments may prove prejudicial to an optimal route for a new rail link. The risk is exacerbated by Lewes District Council’s recent publication of its Land Availability Assessment, “previously known as the Strategic Housing and Economic Land Availability Assessment, a detailed document that identifies and assesses land to support future development.” It shows key sites in Ringmer as “Deliverable” or “Potentially developable”!

The appropriate regional strategic context for the Wealden line extension drives the local investment, which in summary is about a new growth hub in the TfSE-recognised Brighton – Tunbridge Wells corridor.



Railfuture’s full “Thameslink – 2” proposition

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

The return of Railfuture's Awards for Rail User Groups



After a 4-year hiatus the eighth Awards return this year with presentations on Saturday 16th July at the national Annual General Meeting, to be held within a stone's throw of Bristol Parkway station. Easter Saturday will be the closing date for nominations, in six categories:

- ~ social media promotions
- ~ websites
- ~ newsletters – the new Paul Abell Award
- ~ new rail user groups – the Oliver Lovell Award
- ~ campaigns
- ~ campaigners – the Clara Zilahi Award

There's also a Judges' Special Award which is given at the sole discretion of the Judging Panel comprising Railfuture Vice-Presidents and overseen by Awards presenter our Honorary President Christian Wolmar.



Full information is in the dedicated Awards web page: <https://www.railfuture.org.uk/RUG-Awards>

Railfuture's directories of rail user groups (RUGs) and rail re-opening campaigns (RoCs) across the country, here: <https://www.railfuture.org.uk/Rail-User-Groups> run to about 250 and 150 respectively; London and South East has around 80 and 20 respectively. Among those are organisations which are affiliated to Railfuture, numbering about 20 of those c.80 L&SE RUGs and less than a handful of the c.20 L&SE ROCs.

Over the seven previous years of the hitherto annual RUG Awards, seven groups and three individuals from our London and South East regional branch have been among the winners, collecting 11 awards for best website (3), best new group (1), best campaign (4), best campaigner (2), and one Judges' Special Award. By deduction it's apparent that the RUGs in our regional branch area have yet to come up with a winning social media promotion or newsletter!

Of those previous winners above, examples *pour encourager les autres* include Best Website won in 2015 by the [Abbey Flyer Users' Group](#) ABFLY, Best New Group won in 2017 by the [Hadley Wood Rail User Group](#), and most recently in 2018 Best Campaign by the Hastings & Rother Rail Users' Alliance.

Final reminder: 2022 nominations by Easter Saturday!



Subscribe to <https://www.railfuture.org.uk/Rail+User+Express>

Exactly how reliable are your trains?



Our Vice-President Cap'n Deltic aka 'Informed Sources' in the monthly Modern Railways magazine, with the Golden Spanners Awards presented every November.



At the Fourth Friday Club event there were nine categories offering 25 prizes, and 12 of the winners serve our region. Outstanding last year were two South Western Railway ex-BR EMUs, the 35-year-old class 455 for the highest Moving Annual Average of Miles per Technical Incident (a stop over 3 minutes) and the 30-year-old class 456 for the highest percentage improvement, both in the same category.

Campaigns calendar, London & SE

Fieldwork for technical research, or indulgence in a '12th-night' day trip to the Isle of Wight? (no BYOB!)



Three of your regional branch committee - pic by branch Vice-Chair

We have responded to several consultations and calls for evidence since the previous newsletter, including:

- ~ Gatwick Airport's pre-Development Consent Order application consultation on its second runway;
- ~ Medway Council's second consultation on the Hoo Peninsula railway upgrade for passenger services, supported by the Housing Infrastructure Fund;
- ~ the All-Party Parliamentary Group for the South East inquiry on levelling up;
- ~ Ebbsfleet Development Corporation's 'Ebbsfleet Central East' development;
- ~ Hertfordshire County Council's 'HERT' proposals for a Hertfordshire-Essex Rapid Transit;
- ~ Transport East's draft regional Transport Strategy;
- ~ the Whole Industry Strategic Plan for Great British Railways;
- ~ two applications to Lewes District Council for outline planning permission for a total of up to 300 homes on two sites between Ringmer and Broyle Side;
- ~ Transport for London's survey of user priorities for step-free Tube access.

Responses to **all** previous consultations are [here](#) in the 'Campaigns / Consultation responses' section of the main Railfuture website's home page.



The Planning Inspectorate



~ London Resort news – the Swanscombe Peninsula was designated a Site of Special Scientific Interest by Natural England in mid-November. The 260-hectare SSSI clearly has major implications for the proposed London Resort. It has become increasingly apparent that the Planning Inspectorate (an executive agency of the newly-named Department for Levelling-Up, Housing and Communities) which is handling the application for a Development Consent Order for this designated Nationally Significant Infrastructure Project, has become progressively more exasperated at the applicant's extended delays in responding and at its lack of meaningful engagement with all parties. Dates for the Preliminary Meeting and two Hearings have nevertheless been set, for late-March and early-April.

~ the branch had lodged a formal objection to Lewes District Council last July on an application submitted last April for outline planning permission for up to 97 homes on a key gap site between Ringmer and Broyle Side. Planning Committee then went against the advice of its officers, resolving to refuse planning permission! The applicant has six months from December's decision in which to lodge an appeal to the Planning Inspectorate.



~ the branch then lodged similar objections to Lewes District Council in February on two further applications submitted in December for new homes – up to 100 and up to 200 respectively – in exactly the same vicinity.

Current consultations of specific and general interest to our London and South East region are shown [here](#). *Your opportunity* to influence our policy development is by mailing londonandsoutheast@railfuture.org.uk

Forthcoming diary/calendar dates

Saturday 12 March Herts & Beds Division morning meeting, [online](#). [Invite non-members!](#)

Saturday 19-Sunday 20 March London & South East regional branch stall at Alexandra Palace, London.

Tuesday/Wednesday 29/30 March Preliminary Meeting by Planning Inspectorate for London Resort.

Monday/Tuesday 4/5 April Examination Hearings for proposed London Resort Development Consent Order.

Monday 4-Sunday 17 April Landscape Photographer of the Year exhibition at London Paddington station.

Thursday 7 April Sussex & Coastway Division evening meeting, maybe [online](#). [Invite non-members!](#)

Saturday 9-Sunday 24 April Easter school holiday: [>95% of the rail network remains open for business!](#)

Monday 11 April Herts & Beds Division evening meeting, [online](#). [Invite non-members!](#)

Saturday 16 April Railfuture Rail User Group Awards nominations close. See **"What's on"** in website.



Monday 18 April-Sunday 1 May Landscape Photographer of the Year exhibition at London Waterloo station.

Saturday 30 April London & SE regional branch open meeting and AGM. RSSB speaker on 3rd rail invited.

Sunday 1 May Copy date for your campaign news / reports for the London & South East branch Local Action column in July's *railwatch* no.172, and for June's *raise* no.156. Send to londonandsoutheast@railfuture.org.uk

Monday 2 May Copy date for your campaign news, letters, articles, photos to appear in July's *railwatch* no.172. Send to editor@railwatch.org.uk

Thursday 5 May Sussex & Coastway Division evening meeting, maybe [online](#). [Invite non-members!](#)

Wednesday 11 May Eastern Division evening meeting, maybe [online](#). [Invite non-members!](#)

Saturday 14-Sunday 15 May Kent Division in-person meeting and London & South East regional branch stall in Faversham – in association with the return of [Faversham Festival of Transport](#). [Invite non-members!](#)



Saturday 28 May-Sunday 5 June School holiday: [>95% of the rail network remains open for business!](#)

Thursday 9 June Sussex & Coastway Division evening meeting, maybe [online](#). [Invite non-members!](#)

Saturday 9 July London & South East regional branch *Bridge the gap* stall, Uckfield Festival Big Day.

Wednesday 13 July Eastern Division evening meeting, maybe [online](#). [Invite non-members!](#)

Saturday 16 July Railfuture national AGM, Bristol. See **"What's on"** in website.

Thursday 15 September "Turning point for the railways" – Railfuture national conference, Leeds. See **"What's on"** in website.

Details of these and other important dates are in the Railfuture website's [Events](#) and [Rail dates](#) pages.

Your branch divisions' meetings – all members, and non-members, welcome

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 – next due on **11 May**, then 13 July. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets about monthly – next due on **12 March**, then 11 April. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on Saturdays, at 14.00 – next due on **14-15 May** in Faversham. Division Convener is Chris Fribbins at chris.fribbins@railfuture.org.uk 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 – meetings usually held jointly with Sussex & Coastway Division (below). Surrey Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets monthly on first Thursdays, at 18.00. Next due on **7 April**, then **5 May** and **9 June**. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Trevor Davies at trevor.d2016@outlook.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 3 weeks on Wednesday evenings.

raise online

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

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.156, due to be published in June 2022, will be Sunday 1 May 2022. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk



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

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

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

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Railfuture campaigns (noun, and verb!)

Our five national **railfuture** policy priorities:
Attracting passengers back to rail – improving the travelling environment
Climate change and modal shift – how the railway can help reduce the carbon footprint of transport
Restoring Your Railway – restoring communities' rail connections by reopening lines and stations
Fares and ticketing – making the system easier and fairer
Industry structure and Williams / Shapps – taking the opportunity to move to devolution and concessions.

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

~ Stay abreast of Railfuture's and others' reports and thoughts published in our website [articles](#).
~ Stay abreast of Railfuture members making, not just watching, things happen in our website [media extracts](#).
~ Railfuture is also active on [Twitter](#) and [LinkedIn](#).

Neighbouring and other branches

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

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

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

Treasurer: Howard Thomas.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Neil Middleton.
neil.middleton@railfuture.org.uk

inter-raise

Our two-page monthly e-newsletter, by email (as a [pdf or link](#)) on request from roger.blake@railfuture.org.uk