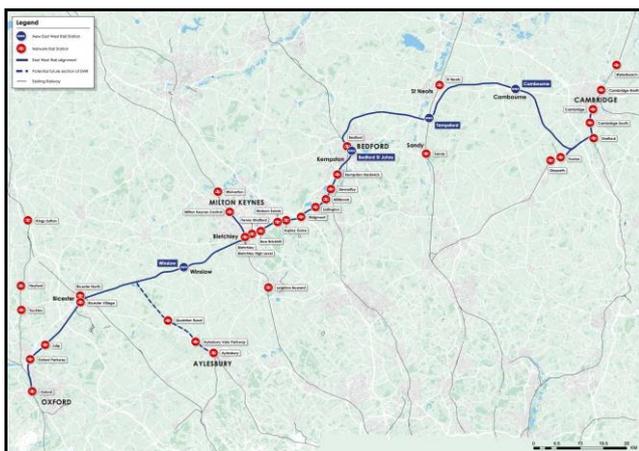


The **quarterly** branch newsletter of **railfuture** in London and the South East

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

Rail transport for new homes across Middle England

One of the longest running campaigns by local group OBRAC (the Oxon and Bucks Rail Action Committee) and many others, together with Railfuture and its predecessors, has been for what is now referred to as the new East West Main Line, hitherto known by many as The Varsity Line. Parts of the corridor and now the specific new route announced on 26 May for the Bedford – Cambridge section sit in that part of our regional branch territory which includes the unitary authorities of Bedford and Central Bedfordshire. They include eight of the 12 existing stations on the Marston Vale Line from Bedford towards Bletchley, and the new station to be built on the East Coast Main Line at Tempsford which is between Sandy and St.Neots.



First announced within an HM Treasury news story on Thursday 25 May, updated on 26 May, about a 'life sciences growth package' which included the unattributable yet all-important phrase "including a direct link to the Cambridge Biomedical Campus" (ie via the new Cambridge South station), the full announcement was then made by the East West Rail Company. Within our branch area it includes the planned relocation of Bedford St. Johns station closer to Bedford Hospital, as well as the new Tempsford station. Probably most controversially 65, rather than the original 97, homes in Bedford will make way for two new tracks north of a redeveloped Bedford station.

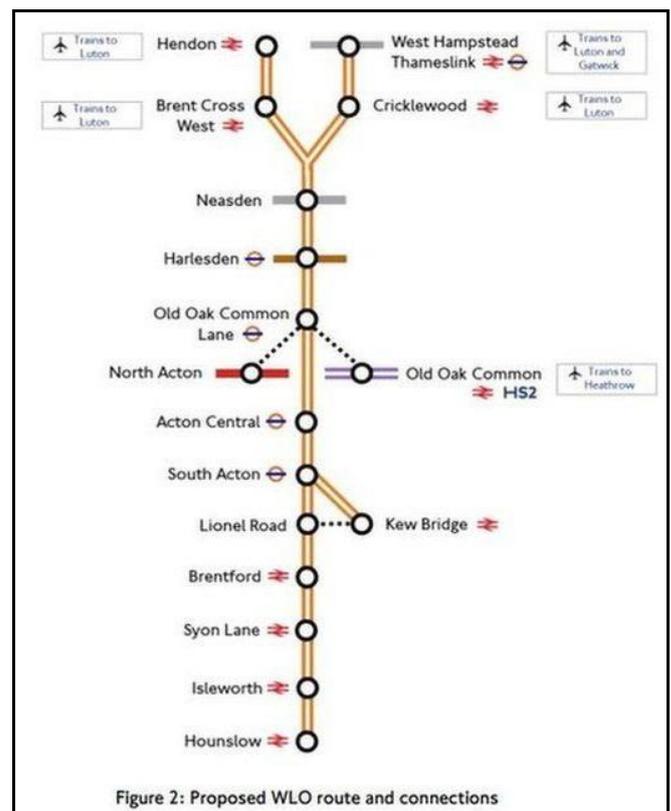
Ten local public drop-in events along the route are taking place this month and next, including in Bedford, Ravensden, Woburn Sands, Lidlington, and Tempsford.

See more at <https://eastwestrail.co.uk/routeupdate>

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.

Rail transport for new homes around West London

Transport for London are developing plans for the next stage of London Overground, the West London Orbital.



First featured in *railse* no.140 for June 2018, we had previously responded in October 2017 to the Mayor of London's draft Transport Strategy which included this proposal, and also in November 2017 to Transport for London's consultation on two new London Overground stations at Old Oak, including Old Oak Common Lane.

In late-March London Assembly Member Elly Baker had an encouraging response to her question to the Mayor of London – see in link below. A Transport for London document in 2022, which had prompted Elly Baker's question, mentioned that the project could help support the creation of 15,800 new homes on its route, but its completion is likely to take until the early-'30s.

As the East London Line Extensions Project had the backing over two decades of the East London Line Group of stakeholders, so the West London Orbital is supported by the West London Alliance and the WestTrans Partnership of six London Boroughs.

Transport for London's weblink: [West London Orbital](#). London Assembly's weblink: [Question and answers](#).

So what did local elections ever do for us?

Local elections are only of any interest to us, as an independent and non-party political organisation, in view of the responsibilities and accountabilities of elected representatives in local councils as, from our perspective, transport and / or planning authorities. Below are the results in the contested local authorities across our regional branch and the wider TfSE area.

The most significant changes in the unitary authorities have been in Bracknell Forest, Brighton & Hove, Central Bedfordshire, Medway, Slough, West Berkshire, and Windsor & Maidenhead.

The most significant changes in the districts have been in Chichester, Dacorum, Dover, Gravesham, Guildford, Horsham, Surrey Heath, and Thanet.

Previous and new political control in the unitaries, as they are transport as well as planning authorities – **Unitaries** [whole council elected]: Bedford **NOC > NOC** (Con Lab LD all equal), Bracknell Forest **Con > Lab**, Brighton & Hove **NOC > Lab**, Central Bedfordshire **Con > NOC** (Ind largest), Luton **Lab > Lab**, Medway **Con > Lab**, Slough **Lab > NOC** (Con largest), Southampton **Lab > Lab**, West Berkshire **Con > LD**, Windsor & Maidenhead **Con > LD**.

Unitaries [one-third of council elected]: Portsmouth **NOC > NOC** (LD largest), Reading **Lab > Lab**, Southend-on-Sea **NOC > NOC** (Con largest), Thurrock **Con > Con**, Wokingham **NOC > NOC** (LD largest).

Districts [whole council elected]: Arun NOC no change, Ashford NOC no change, Braintree **Con** hold, Canterbury NOC no change, Chelmsford **LD** hold, Chichester **LD gain** from NOC, Dacorum **LD gain** from Con, Dartford **Con** hold, Dover **Lab gain** from Con, Eastbourne **LD** hold, East Hampshire NOC from Con, East Hertfordshire NOC from Con, Epsom & Ewell **RES** hold, Folkestone & Hythe NOC no change, Gravesham **Lab gain** from NOC, Guildford **LD gain** from NOC, Hertsmere NOC from Con, Horsham **LD gain** from Con, Lewes NOC no change, Maldon NOC no change, Mid-Sussex NOC from Con, Mole Valley **LD** hold, New Forest **Con** hold, Rother NOC no change, Sevenoaks **Con** hold, Spelthorne NOC no change, Surrey Heath **LD gain** from NOC, Swale NOC no change, Test Valley **Con** hold, Thanet **Lab gain** from NOC, Tonbridge & Malling NOC from Con, Waverley NOC no change, Wealden NOC from Con.

Districts [one-third of council elected]: Basildon **Con** hold, Basingstoke & Deane NOC no change, Brentwood NOC from Con, Broxbourne **Con** hold, Castle Point NOC no change, Crawley **Lab** hold, Eastleigh **LD** hold, Elmbridge NOC no change, Epping Forest **Con** hold, Harlow **Con** hold, Hart NOC no change, Havant **Con** hold, Maidstone NOC from Con, North Hertfordshire NOC no change, Reigate & Banstead **Con** hold, Rochford NOC no change, Runnymede NOC from Con, Rushmoor **Con** hold, St. Albans **LD** hold, Stevenage **Lab** hold, Tandridge NOC no change, Three Rivers **LD** hold, Tunbridge Wells NOC no change, Watford **LD** hold, Welwyn-Hatfield NOC from Con, Winchester **LD** hold, Woking **LD** hold, Worthing **Lab** hold.

What do these local elections mean for us?

Remember the strapline of an independent specialist advisor familiar to Railfuture in general, and to our regional branch in particular for his 'ACES' study a decade ago – “*It's all about the politics of projects.*” ('ACES' by the way is “Access and Connections: East Sussex – opportunities to align railway investment to the economic growth requirements of East Sussex”).

One significant change in control of a unitary, in Kent, which may have implications for our campaigning – for the Hoo Peninsula Railway – has been at Medway. The council's area includes most of the branch line, and the area where substantial housing development and new rail station at Hoo St. Werburgh are planned.

Another related change in control of a district has been to the immediate west, at Gravesham. Its area includes Hoo Junction, and the area where a new east-south chord would link the Hoo Peninsula Railway with both the Medway Valley Line and the Medway Towns, valuable for passenger and freight services alike.

In an entirely coincidental change, Medway Council has recently appointed a new Director of Place – the former and highly-regarded CEO of South East LEP.

In East Sussex our campaigning for a new rail link between Uckfield and Lewes currently focusses on influencing the new Local Plans for the two districts through which any such link would pass. Over the next four years it may be affected by the re-alignment of the controlling coalition in Lewes District following the elimination of all local representatives as are in the national administration party, and the loss of control of that group in Wealden District to a new alliance of a partly-similar complexion to that in Lewes District.

Railfuture Awards - Rail User Groups



Three of the eight groups, from across five of Railfuture's 14 branches, with award nominations for 2023 have come from within our regional branch area, and all three are welcome newcomers to the Awards. Their five nominations, of the 13 received in total, span four of the Awards' six categories.



FoBS has been nominated for Best Social Media, Best Website, and Best Campaigner (Barbara Mine), TLC for Best Newsletter, Rail CargoLiner for Best Website.

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

Second-quarter anniversaries of our local successes, including 30 new / re-opened stations, one new service, five extended services, and four new chords:

April

~ in 2010, on the 27th: Dalston Junction (first opened 1 November 1865, closed 30 June 1986), Haggerston, Hoxton, and Shoreditch High Street stations opened as London Overground 'preview' services ran north from New Cross and New Cross Gate beyond Whitechapel on the East London Line's new northern extension.

May

~ in 1979, on the 14th: West Ham Low Level station; Dalston<>Stratford (Camden Road<>North Woolwich).
~ in 1980, on the 12th: Hackney Central, Hackney Wick stations; Kensington Olympia <> Willesden.
~ in 1980, on the 13th: Moulsecoomb station.
~ in 1982, on the 17th: Watton-at-Stone station.
~ in 1983, on the 17th: Dalston Kingsland station (first opened 9 November 1850, closed 1 November 1865).
~ in 1984, on the 14th: Bedford St. Johns station.
~ in 1985, on the 13th: Homerton station.
~ in 1988, on the 16th: Farringdon <> Blackfriars.
~ in 1990, on the 29th: St. Paul's, later City, Thameslink station.
~ in 1994, on the 29th: Mitre Bridge Curve (WLL<>NLL) and Sheepcote Lane Curve (SWML <> WLL).
~ in 1994, on the 31st: Kensington Olympia <> Willesden Junction High Level.
~ in 1995, on the 30th: Chafford Hundred station.
~ in 1999, on the 30th: West Ham High Level and West Brompton stations.
~ in 2010, on the 23rd: New Cross Gate Down Junction (for full London Overground services from the new East London Line northern extension through to Crystal Palace and West Croydon).
~ in 2016, on the 15th: Lea Bridge station.
~ in 2022, on the 24th: Elizabeth Line's Abbey Wood, Woolwich, Custom House, Canary Wharf, Whitechapel, Liverpool Street, Farringdon, Tottenham Court Road, Paddington stations



June

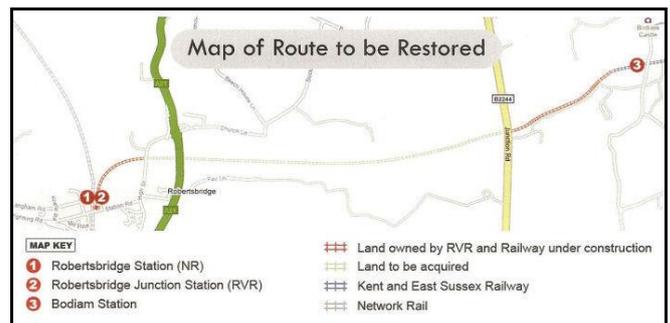
~ in 1998, on the 23rd: Heathrow Airport Junction <> Heathrow Terminal 4 station (via Heathrow Terminals 1, 2 & 3 station).
~ in 1998, on the 23rd: Heathrow Terminals 1, 2 & 3 station (later Terminals 2 & 3, now Heathrow Central station) and Heathrow Terminal 4 station.
~ in 2008, on the 3rd: Mitcham Eastfields station.
~ in 2013, on the 26th: Hitchin ('Down Cambridge') flyover.
~ in 2019, on the 3rd: Meridian Water station.

Stay up-to-date and lend your support via our website pages under **'Campaigns'** > 'Restoring Your Railway.' See also ['Current London and South East campaigns.'](#)

Britain's growing heritage railways in London and the South East

Five years ago branch newsletter *raipse* no.140 for June 2018 gave notice that Rother Valley Railway's application to the Department for Transport for an Order under the Transport & Works Act – "to construct, operate and maintain a new railway between Bodiam and Robertsbridge Junction" – had been submitted that April. The Order was granted on Tuesday 9 May 2023 – and Railfuture may well have played a part in that.

On 29 May 2018 Railfuture wrote to the Department's Transport & Works Act Orders Unit to express general support for the proposal. We were, and remain, particularly mindful of the evidence of the benefits of heritage railways to their local economies, citing the report from the All-Party Parliamentary Group on Heritage Rail "The social and economic value of heritage railways" published by the Heritage Railway Association in July 2013. Our representation concluded: "We believe that the full potential value of the Kent and East Sussex Railway will come to be realised when it is connected to the Rother Valley Railway and has an interchange with the mainline rail network at Robertsbridge, thereby enabling more sustainable access."



One of the most contentious issues in the proposal, the inclusion of a new level crossing over the Hastings-Lewisham A21 (green line, above), is believed to have become further complicated by the transfer of highway authority responsibility from East Sussex County Council to Highways England, now National Highways.

In *raipse* no.143 for March 2019 it was reported that a Public Inquiry to hear unresolved objections would be held, starting in mid-June. A year later, after a request by Rother Valley Railway for a postponement to address A21 issues with Highways England and the Office of Rail and Road, *raipse* no.147 for March 2020 reported that the adjourned Inquiry was due to re-start in May, but no.148 for June then had to report its inevitable and indefinite postponement due to the pandemic. The second attempted re-start of the Inquiry was reported in *raipse* no.151 for March 2021 as July, confirmed in issue no.152 for June; the Inquiry was conducted virtually in July and into August 2021.

Railfuture's interest in the future of the Rother Valley Railway actually goes back at least as far as 18 August 2012 when the railway hosted a regional branch forum and joint Kent / Sussex & Coastway Division meeting! It was advertised in the first issue of *raipse* to introduce colour, no.116 for June 2012, and reported in the next issue no.117 for September.

Transport for the South East from Transport Strategy > Strategic Investment Plan > Delivery Action Plan

The Partnership Board of TfSE has finally adopted its Strategic Investment Plan (SIP) to 2050.



With the TfSE SIP and its Delivery Plan now providing the regional policy basis for our campaigning for a bigger better railway in and around London and the South East, including parts of our Thames Valley and Wessex branches, the Delivery Plan's Appendix A from p.88 details the 25 Place-Based Packages, Appendix B from p.118 is the Delivery Plan Summary Table. As many of our desired 'interventions' will require feasibility studies and / or Strategic Outline Business Cases, clarity of our objectives and beneficial outcomes sought will be vital – 'why' before 'how'.

ESCC Councillor Rupert Simmons RIP

The previous *railse* no.159 said "Next, an East Sussex Rail Strategy & Action Plan Mk2!" The current Mk1 version owes a great deal to the county's Councillor Rupert Simmons, first elected in 2001 and who as Lead Member for Economy had rail within his portfolio.



Sadly he passed away in mid-April, and some in Railfuture feel that was when we lost a kindred spirit. After incoming Leader (from May 2013) Keith Glazier committed to a first Rail Strategy and Action Plan for the county, Railfuture contributed its seminal 'ACES' report in July 2013 and has enjoyed good relations with both Councillors before and since Rupert formally approved the Rail Strategy and Action Plan in November 2013. His Cabinet post is currently vacant.

('ACES' = *Access and Connections: East Sussex – Opportunities to align railway investment to the growth requirements of East Sussex*)

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

After almost a decade of sustained efforts, including funding, to advance the case for adding East Sussex coastal destinations to the HS1 network, the Strategic Outline Business Case developed by Network Rail has like too many other rail development projects across England been put into government's storage sidings.

Meanwhile, local rail improvements continue thanks to Three Oaks and Winchelsea Action for Rail Transport (THWART) and several other groups and organisations not the least of which is GTR's train operator Southern.

THWART, MarshLink Action Group, Ore Transport Group, and Railfuture, joined with two other groups in the Hastings & Rother Rail Users' Alliance, have been among those pressing for restoration of the levels of service enjoyed until the timetable change in 2005!

The arrival of Ashford-Brighton through services in that year reduced what had been hourly calls at THWART stations to just three trains per day each way! Activism by THWART began, resulting eventually in alternating two-hourly Monday-Saturday services from December 2010, until mid-evenings, as reported in *railse* no.110.

With experience of our all-day passenger counts done at Rye in September 2009, more counts were done at Three Oaks and Winchelsea in July 2011, reported in *railse* no.113, garnering evidence to support further enhancements. A gathering at Winchelsea station in December 2013 (*railse* nos.122, 123 and 126) boosted that campaign, resulting in Sunday services returning at last in December 2015 (*railse* nos.130 and 131).

The next campaigning opportunity, in September 2016, was GTR's consultation for the May 2018 timetable (*railse* nos.133 – 139). THWART and all other MarshLink stations benefited from better connections with HS1 services at Ashford, and Ore gained all-day every day hourly MarshLink services. HRRUA won Railfuture's Gold Award for Best Campaign for 2018.



Sunday 21st May 2023: after 18 years, the return of hourly services for both THWART stations, all day and every day!

The moral of this tale for campaigners? As *railse* no.139 said in March 2018 before that new timetable began: Preparation of evidence, Promotion of benefits, Persuasion of all key stakeholders, Professionalism, Patience, Politeness, + Partnership and Persistence.

Find out more: <https://www.railfuture.org.uk/Marshlink>

TfSE rail – west of East Sussex:

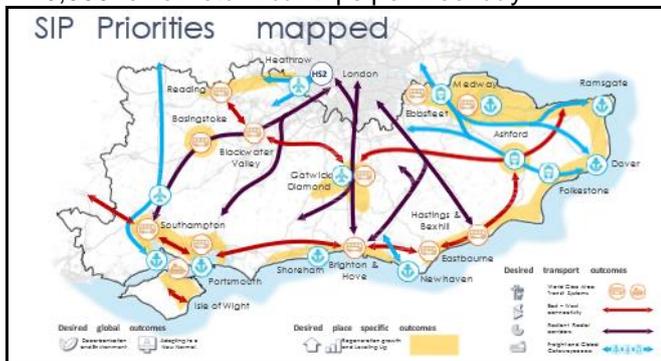
Brighton - East Sussex - Kent

BTN-FMR-LWS-UCK-COH-ERI-TBW

There's no escaping the realities and the potential resulting implications for our campaigning of the outcomes of May's local elections in all three of the local planning authorities affected by our distinctive proposition for a new Uckfield-Lewes rail link. Like changes to track-side colour light signals, Brighton has gone from green to red, Lewes from yellow and green to yellow and red, and Wealden to yellow and green!

As such a new link, wherever its footprint, would be in Wealden and Lewes Districts it is the new Local Plans for those areas which should, or may not, give local policy expression to Delivery Plan Packages J & K in TfSE's SIP: "London - Sussex Coast Rail (Core) and London - Sussex Coast Rail (Reinstatements)" - p.101.

These are key Modelling Results for Packages J & K:
~ £375m GVA uplift per annum (by 2050, 2020 prices);
~ 45,000 more return rail trips per weekday;
~ 10,000 fewer return car trips per weekday.



Note the 'Resilient radial corridor' in dark blue north-east of Brighton!

In mid-March Wealden published a Local Plan update: "As matters stand, we are likely to publish our Plan for consultation in late summer / early autumn 2023 which will cover both proposed site allocations and development management policies. This is, of course, subject to the actual timing of the NPPF updates and extent of the final changes and so remains uncertain." (NPPF = National Planning Policy Framework).

Regular readers will recall that we responded to the Council's 'Direction of Travel' consultation in January 2021, and Wealden's then Head of Policy and Economic Development, now Corporate Director – Place, addressed our Sussex & Coastway Division meeting in February 2021.

Lewes District Council's Cabinet last December agreed to recommend to Full Council in February a revised 'Local Development Scheme' for Local Plan production which would see consultation on a Preferred Option as the next stage in Autumn 2023. As it was not even in the agenda for February's meeting the next opportunity for Full Council ratification will be the July meeting. Regular readers will recall previous coverage of Lewes District Council's 'Issues and Options' consultation in 2021, to which we responded in September 2021, and the results published in May 2022 which showed least preference for housing growth in the very area where it would most likely support the case for a new rail link!

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

TfSE rail – north Kent:

Medway – Gravesham / Tonbridge & Malling

HMK-GRV-DFD-ABW-GNW-LBG

HMK-HGM-SOO-RTR-CTM-GLM-RAI

HMK-HGM-SOO-SDA-MDB-PDW-TON

In late-March, just before pre-election statements had to cease, Medway Council issued a statement which included "the council is proposing to pause its plans to create a new railway station and train service on the Hoo Peninsula. Instead, it is currently exploring the potential for alternative transport options to improve access for residents travelling on and off the peninsula. The preferred option being considered is to improve local bus services to provide better and regular connections into areas across Medway. The planned road investment, doubling the number of road routes on and off the peninsula, and environmental improvements have widespread public support and remain part of the council's vision to support sustainable communities on the Hoo Peninsula."

Readers may wish to learn about the Jevons Paradox!



That was then, this is now: new administrations have taken control of both Medway and Gravesham councils and Medway Council has appointed the outgoing CEO of the South East LEP as its new Director of Place – so watch this space!

TfSE's SIP includes Hoo Peninsula Railway in Delivery Plan Package S: "Kent, Medway and East Sussex Rail (Core) and this 'Classic Rail Package' has these key Modelling Results:

~ £140m GVA uplift per annum (by 2050, 2020 prices);
~ 15,000 more return rail trips per weekday;
~ 15,000 fewer return car trips per weekday.

You can subscribe to receive updates on Hoo Peninsula here: <https://www.medway.gov.uk/futurehoo>
See <https://www.railfuture.org.uk/Kent> for more details.

And finally



As the regional branch Vice-Chair discovered at Winchelsea, it's always useful to have a Railfuture business card handy!

Campaigns calendar, London & SE

On Saturday 18 / Sunday 19 March London & South East regional branch had its regular stall during the annual model rail exhibition in London's Alexandra Palace. It was the first public outing for our new roller banner, for the Hoo Peninsula Railway (shown right), with thanks to Alix Gunn for generating the artwork.



On Saturday 22 April London & South East regional branch held its open members' morning meeting, with guest speakers TfSE's Head of Strategy Mark Valleley (his presentation in 'What's on' in the branch website)



and Railfuture Policy Director Ian Brown CBE, followed by an afternoon AGM.

On Saturday 20 May / Sunday 21 May London & South East regional branch / Kent division had a joint stall with the Kent Community Rail Partnership and train operator Southeastern in the Guildhall, Market Place during the annual Faversham Festival of Transport.

On Sunday 21 May Three Oaks and Winchelsea celebrated Southern's new East Coastway timetable.

On Sunday 4 June London & South East regional branch's "Bridge the gap" campaign had a stall



**Uckfield and District
Lions Club**

at Uckfield & District Lions Club Family Fun Day / Car Boot Sale, on Luxford Field, off High Street, Uckfield.

Our **campaigning** has continued through responding to **consultations** and **calls for evidence** and making other **submissions**, such as to local planning and transport authorities and to the Planning Inspectorate.

TfL's 'engagement' on the planned withdrawal of the One-Day Travelcard was extended to Tuesday 6 June.



Offering leadership Railfuture submitted its response in May for others to draw on as they deemed appropriate.

The Planning Inspectorate

Railfuture L&SE's previous objections to applications for outline planning permission on a central Ringmer site, potentially affected by an alignment for a new rail link and station, first refused for 200 new homes and then for a reduced 75 new homes, went forward to a joint Public Inquiry on 13th June as both refusals are the subject of appeals to the Planning Inspectorate.

At national level, branch officers have contributed to Railfuture responses to consultations on Minimum Service Levels for passenger rail during strikes (DfT) and Reduction in the timetable change notice period from 12 weeks to 8 weeks (ORR).

The Network Rail / Stellar / MTR consortium has just submitted their applications for planning permission and listed building consent for the Liverpool Street station upgrade to the City of London Corporation.

Control Period 7 (2024-29) – cont'd

Network Rail's Strategic Business Plan was published in mid-May. By the end of June the ORR is due to publish and consult on its 'draft determination' for CP7.

"From a railway carriage"

*Faster than fairies, faster than witches,
Bridges and houses, hedges and ditches;
And charging along like troops in a battle,
All through the meadows the horses and cattle:
All of the sights of the hill and the plain
Fly as thick as driving rain;
And ever again, in the wink of an eye,
Painted stations whistle by.*

*Here is a child who clammers and scrambles,
All by himself and gathering brambles;
Here is a tramp who stands and gazes;
And there is the green for stringing the daisies!
Here is a cart run away in the road
Lumping along with man and load;
And here is a mill and there is a river:
Each a glimpse and gone for ever!*

Robert Louis Stevenson – 1885
(as this *raillse* marks completion of the Elizabeth Line)

Our responses to all consultations and calls for evidence and submissions to planning bodies etc are in the “**Campaigns**” section of the main website, within ‘**Consultation responses**’, and linked [here](#). For our regional branch see ‘**Submissions**’ [here](#).

Since the previous newsletter for March, *railse* no.159, went to press the regional branch committee has overseen submissions to:

- # the Planning Inspectorate for two appeals against refusals of applications for outline planning permission for 75 or 200 new homes on the same site in central Ringmer, Lewes District, now going to Public Inquiries.
- # Transport for London on its public engagement about the planned abolition of One-Day Travelcards.
- # England’s Economic Heartland’s Call for Evidence for its Connectivity Study of Southern East-West Movements covering Buckinghamshire, Bedfordshire and Hertfordshire.
- # City of London Corporation as it considers the applications for planning permission and listed building consent for the Liverpool Street station upgrade.

Current consultations of specific and general interest to our London and South East regional branch area are shown in the “**What’s on**” section of the website, within ‘**Rail dates**’, and linked [here](#).

Your opportunity to influence our responses to Calls for Evidence and Consultations, and policy development, is to email londonandsoutheast@railfuture.org.uk

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.*

Forthcoming diary / calendar dates

Tuesday 13 June East West Rail public drop-in event for Bedford-Cambridge route, in Bedford.

Tuesday 20 June East West Rail public drop-in event for Bedford-Cambridge route, in Ravensden, Bedford.

Friday 30 June East West Rail public drop-in event for Bedford-Cambridge route, in Woburn Sands.



Tuesday 4 July East West Rail public drop-in event for Bedford-Cambridge route, in Lidlington, Beds.

Friday 7 July East West Rail public drop-in event for Bedford-Cambridge route, in Tempsford, Beds.

Wednesday 12 July Eastern Division evening meeting, **online**. [Invite non-members!](#)

Thursday 13 July Sussex & Coastway Division evening meeting, **online**. [Invite non-members!](#)

Friday 14 July ORR publishes passenger rail performance cancellations data for Period 3, 28 May – 24 June 2023.

Saturday 15 July 18th Annual General Meeting of Railfuture Ltd, followed by presentations of award for Railfuture Member (formerly Campaigner) of the Year and Rail User Group awards and commendations



in the Woburn Suite of University of London’s Senate House, Malet Street, London, WC1E 7HU.

Saturday 22 July Herts & Beds Division morning in-person meeting, central London. [Invite non-members!](#)

Saturday 22 July – Sunday 3 September Schools’ summer holiday: [>95% of the rail network remains open for customers!](#) Enjoy your local heritage railways.

Thursday 27 July ORR publishes TOC Key Statistics 2022/23 for each of the 24 passenger train operating companies – covering passenger usage, performance and complaints alongside reference data on number of employees, route kilometres operated and number of stations managed.

Friday 11 August ORR publishes passenger rail performance cancellations data for Period 4, 25 June – 22 July 2023.

Saturday 19 August Kent Division afternoon meeting. [Invite non-members!](#)

Friday 25 August Copy date for your campaign news / reports for the London & South East regional branch Local Action column in October’s *railwatch* no.177, and for September’s *railse* no.161. Send to londonandsoutheast@railfuture.org.uk

Monday 28 August Copy date for your campaign news, letters, articles, photos to appear in October’s *railwatch* no.177. Send to editor@railwatch.org.uk

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

Friday 8 September ORR publishes passenger rail performance cancellations data for Period 5, 23 July – 19 August 2023.

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

Thursday 14 September ORR publishes passenger rail performance data for Q1 2023/24.

Thursday 21 September ORR publishes freight rail usage and performance data for Q1 2023/24.

Saturday 23 September East Anglia branch open afternoon meeting, Norwich.

Thursday 28 September ORR publishes Rail Emissions 2022/23 covering electricity and diesel consumption of mainline passenger and freight operators in Britain and estimates of their associated CO2e emissions.

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

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

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, **online** at 19.00 – next on **12 July**, then 13 September. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets monthly – next in-person on **22 July**. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on Saturdays, at 14.00 – next due on **19 August**. Division Convener 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, Docklands Light Railway, and 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 11 times annually on Thursdays, at 18.00. Next on **13 July**, then 7 September. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Robert Cheesman at robertcheesman@btinternet.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 4 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.161, due to be published in September 2023, will be Friday 25 August 2023. 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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Railfuture campaigns (noun, and verb!)

Our five national **raise** 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 Great British Railways – 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 on [Twitter](#), [Facebook](#) 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](#)) to be sent to all branch members on email