

Railfuture in London and the South East

quarterly branch newsletter

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

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

Campaigns calendar

We begin with our quarterly review of some of our key campaign activities, since the December newsletter. More details are in the London and South East branch area of www.railfuture.org.uk/Local+action

Trains for Deal, with Railfuture's support, triumphed on 13 November when the DfT announced agreement with Southeastern to keep all high-speed services in the franchise extension until October's Direct Award.

All stations great and small. Winchelsea station witnessed a 50-strong gathering in early-December, pressing for Sundays' 3 trains to rise to Saturdays' 19.



Winchelsea photo by shirokazan – Creative Commons

Our **Bridge the gap: connect East Sussex** campaign secured a 7-page article in the railway professionals' leading monthly journal 'Modern Railways' December issue. See www.railfuture.org.uk/Uckfield+Lewes

Cambridge Heath & London Fields RUG volunteers carried out their latest twice-yearly passenger counts, begun in 1996, gathering evidence which contrasts with the ORR's official station usage [under-] estimates.

Supporting the top priorities in the County Council's 'Shaping Rail in East Sussex' Action Plan, we pressed Network Rail to electrify the Wealden and MarshLink routes, in responding to their draft CP5 Enhancements Delivery Plan consultation.

We continued to participate in **Stakeholder Forums** and **Passenger Groups** run by train operators, and in various **line partnerships** of Kent and Sussex CRPs.

Your branch committee, with partners, had a New Year's Eve social, via the Epping and Ongar railway!

See www.railfuture.org.uk/Welcome+to+Railfuture

Forthcoming dates for your calendars and diaries. Further details later or at www.railfuture.org.uk/events

Saturday 8 March Herts & Beds Division.

Wednesday 12 March Eastern Division.

Wednesday 19 March MarshLink Action Group AGM.

Thursday 27 March See www.rail-reg.gov.uk for ORR's station usage estimates for 2012-13.

Tuesday 1 April "Rail development in the South East" free CILT event in Lewes – see Events page above.

Thursday 3 April Sussex & Coastway Division.

Saturday 26 April London & South East branch open meeting with guest speakers, and **members' AGM**.

Wednesday 30 April Copy date for *railse* 124, and London & SE branch Local Action in Railwatch 140.

Wednesday 30 April Close of members' early-bird discount bookings for our 21 June national conference in Cambridge. See www.railfuture.org.uk/conferences

Thursday 1 May Sussex & Coastway Division.

Wednesday 7 May Copy date for your letters and articles to appear in July's Railwatch 140. Send them to editor@railwatch.org.uk

Saturday 10 May Railfuture national AGM in Sheffield. Details at www.railfuture.org.uk/AGM+2014

Wednesday 14 May Eastern Division.

Saturday 17 May Kent Division, Faversham.

Friday 6 June Edenbridge & District RTA AGM.

Saturday 7 June Sussex & Coastway Division and 'Seaford 150' celebration – see www.sussexcrp.org

Saturday 7 June Surrey Division, Redhill [tbc].

Saturday 14 June Joint meeting with East Anglia branch: YMCA, 159 Magdalen St, Colchester CO1 2JX

Further details are always available in the London and South East pages of www.railfuture.org.uk/branches

Rail infrastructure investment: draft > final CP5 Delivery Plan

Network Rail's forthcoming five-year infrastructure investment expenditure period from April 2014 to March 2019, Control Period 5, has been overseen by the Office of Rail Regulation [ORR] in a three-year Periodic Review, known as PR13 for the year it ended formally. It reached its final, and this time also an additional, milestone on 18 December when Network Rail published their draft CP5 Delivery Plan – see www.networkrail.co.uk/publications/delivery-plans/control-period-5/draft-cp5-delivery-plan for consultation until 31 January. Network Rail then had just two months to publish their finalised Delivery Plan for CP5 by 31 March, ready for a 1 April start.

We paid particular attention to the draft Enhancements Delivery Plan. One of five projects in Sussex is for train lengthening on the Wealden line; two of Anglia's four are West Anglia Main Line capacity increase and Great Eastern Main Line Capacity Improvement (Bow Junction). Other examples: Wessex's seven include platform extensions for 10-car trains and re-opening Waterloo International; London North West's 11 projects include Chiltern main line train lengthening.

Network Rail's LTPP – from Market Studies > Route Studies

In just over two years' time PR18 starts, leading to CP6 for 2019-24. The same process would lead us to see:

- + July 2016 ORR's workshops
- + September 2016 Network Rail's Initial Industry Plan
- + mid-2017 DfT's High Level Output Specification
- + January 2018 Network Rail's Strategic Business Plan
- + mid & late-2018 ORR's draft and final determinations
- + early-2019 Network Rail's CP6 Delivery Plan.

The foundation for CP6 investments is the new Long Term Planning Process, taking a 30-year view. See www.networkrail.co.uk/Long-Term-Planning-Process for vital background. After consultation between March and July last year, the London and South East Passenger Market Study was published in October – see www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/market-studies/london-and-south-east Three other Studies covered the Long Distance and Regional Urban Passenger, and Freight, Markets.

Route Studies are the next stage in the LTPP – see www.networkrail.co.uk/improvements/planning-policies-and-plans/long-term-planning-process/route-studies for the Route Study programme. Network Rail had started work on five of the ten of interest to us by the end of 2013 – Western, Sussex, Wessex, East Midlands, and Anglia – presaging consultations later this year before publication in spring 2015. West Midlands & Chiltern will start this summer, Kent & HS1 and East Coast a year later, West Coast even later still.

Preparations for decisions on 2019-24 investments are being undertaken now. We must engage with, or risk divorce from, the rail industry's planning processes.

Refranchising – extensions, direct awards, and concessions

The '**Fresh start for franchising**' marks its first anniversary this month. The full background, and details of four franchises undergoing renewal – Essex Thameside, Thameslink-Southern-Great Northern, Great Western, and InterCity East Coast – can be seen at www.gov.uk/government/collections/rail-franchising

The new Rail Franchising Schedule and invitation to interested bidders last March was followed by a high-level Franchise Procurement Process map in April.

Essex Thameside was the first franchise affected. On 17 May DfT awarded its first 'Direct Award' contract to National Express operator c2c Rail Ltd to continue running services from 26 May for at least 16 months [with extension option of up to eight four-week periods] until start of a new franchise. Then on 26 September a revised Invitation To Tender [ITT] for a new 15-year Essex Thameside franchise was issued to the four existing short-listed bidders [Abellio, First, MTR, National Express] for bids to be submitted no later than 24 December and franchise contract award expected this May, to start on 14 September 2014.

Meanwhile DfT published a Franchising Competition Process Guide on 25 June, and on 11 July responded to the Brown Review of the Rail Franchising Programme – its interim Rail Franchise Overview?

On 26 September the **Thameslink** franchise was extended until the start of a new franchise on 14 September 2014. The ITT for **Combined Thameslink** [with Southern and Great Northern] was also issued to five short-listed bidders [Abellio, First, Govia, MTR, Stagecoach] for bids to be submitted by 24 December for a management contract award in May 2014. Existing Govia South Central franchise operator Southern Railway Ltd will merge-in on 26 July 2015.

Conspicuous by its absence in September, and since, was TfL's expected ITT for **Crossrail**. In late-June TfL had announced the four short-listed bidders as Arriva Crossrail Ltd, Keolis/Go-Ahead, MTR Corporation (Crossrail) Ltd, and National Express Group PLC. The contract award is due by the end of 2014, May 2015 is then due to see the start of the concession with the transfer of Greater Anglia's Metro services between Liverpool Street and Shenfield.

On 3 October the **Great Western** franchise was extended with a Direct Award contract to First Group's operator First Greater Western Ltd until September 2015; a further contract will bridge to the start of a new 'long-term' franchise in July 2016.

On 25 October re-franchising of **InterCity East Coast** began, Expressions of Interest returned by December. Three short-listed bidders were announced in January: East Coast Trains Ltd [First Group], Keolis/Eurostar East Coast Ltd, and Inter City Railways Ltd [Virgin and Stagecoach]. The ITT was due to be issued in late-February, with bids to be submitted in May, contract award in October, and franchise start in February 2015.

The picture for **other franchises** of direct interest to our London and South East region looks like this:

South Eastern – current franchise extended from April 2014 to October 2014, then Direct Award contract to Govia until start of new franchise in June 2018.

Greater Anglia – extension of current franchise from July 2014, then Direct Award contract to Abellio until start of new franchise in October 2016.

West Anglia 'inner' services will pass into the orbit of TfL's Rail for London by the end of 2015. Services operated by Greater Anglia between Liverpool Street and Chingford and Enfield Town/Cheshunt will transfer, as shown below, but not Lea Valley services in and out of Stratford via Tottenham Hale and Lea Bridge station – closed in July 1985, reopening in December 2014.



Extract from latest TfL Business Plan, showing TfL's Rail Transport Network at 2021. Note the addition of Crossrail, and Northern line extension to Battersea via Nine Elms. Also note addition of direct interchanges at Walthamstow Central and Walthamstow Queen's Road, and Hackney Central and Hackney Downs, but note the omission of any other TfL mainline services.

London Overground – extended to November 2016.

London Midland – current franchise to be extended from September 2015, then Direct Award contract to GoVia until start of new franchise in June 2017.

South Western – current franchise to be extended from February 2017, then Direct Award contract to Stagecoach until start of new franchise in April 2019.

Chiltern – current franchise runs to December 2021.

Marshlink moves up the agenda

The 19 March AGM of the MarshLink Action Group www.mlag.org.uk is an opportunity to re-articulate the needs for and advocate the benefits of better rail services to connect local communities with each other as well as the capital. Supported by Kent CC in their Rail Action Plan, the route is now blessed with top priority status in East Sussex CC's new Rail Strategy Action Plan. Meanwhile the South East LEP is pitching to government's Local Growth Fund for transport infrastructure to deliver its Strategic Economic Plan.

Avoiding the pitfalls of a 'confused lobby' – a tussle for winner of The Best Solution competition – campaigners can best attract and retain the attention of rail industry partners by achieving clarity and consensus around desired economic and environmental outcomes, and 'conditional outputs' to secure them. Totems such as electrification and dual-tracking are means which have to be justified by the ends they are intended to serve. If a desired outcome is increased economic opportunity and activity in communities served by MarshLink, especially the Hastings-Bexhill area, then a conditional output to secure that might be to improve accessibility and connectivity by reducing journey times between main centres. With that agreed, and evidenced, the rail industry then comes up with options for a solution.

West Sussex CC's Strategic TIP

That's short for Strategic Transport Investment Programme. The County Council has established a STIP "for the identification, assessment, prioritisation and progression of strategic transport schemes." A period of stakeholder engagement ended in mid-February. Sussex & Coastway Division, now working with newly-affiliated WSRUA [below] welcomed the four schemes to improve public transport interchanges – at Shoreham-by-Sea, Bognor Regis, Three Bridges, and Burgess Hill stations – in the draft schedule of 53. It also includes three for level crossing improvements, all in Arun District, at Wick, Woodgate and Yapton.

WSCC have a Transport Plan for 2011-26 and an Economic Strategy for 2012-20, but not yet a Strategy for Rail Development, as their neighbours in Surrey and East Sussex have recently adopted. We hope there will be opportunities to collaborate on the development of such a Strategy, with Action Plan.

The Arun Valley line, supported by Sussex Community Rail Partnership, has a draft Action Plan for 2014/15 with six objectives. One focal point and a diary date is the 150th anniversary of Bognor Regis-Barnham in July.

Welcome to new members

In the six months since the September *railse* no.121 went to press, the Abbey Flyer Users' Group [ABFLY], West Sussex Rail Users' Association [WSRUA], Messrs. G.Pratt of Otford, J.Phillips of Warringham, S.Green of Maidstone, and J.Langford, J.O'Sullivan, R.Dean, and J.McLeod of London have joined us. New supporters are R.Davies of London, K.Mash of Harlow, R.Simmons of Pinner, and J.Gunner of Godalming.

Bridge the gap: connect East Sussex

'Shaping Rail in East Sussex' marks a significant milestone not just for the County Council but for all individuals and organisations within and beyond the county who anticipate a better bigger railway playing a vital role in unlocking its growth potential. In just six months from taking office, the incoming county administration under new leadership had seized the initiative and following consultation published a county **Rail Strategy and Action Plan** as titled above.

That growth potential, primarily economic, manifests in various guises. It's more than just business growth, crucial as that is. It's also the growth of individuals through opportunities to access education, training, employment, developing skills and finding outlets for them in those growing, and new, local businesses. For a county experiencing population growth that is both ahead of policy-based projections and skewing more towards older working and retirement age-groups, it becomes all the more important to cater for the travel needs of the growing student and younger working age-groups. Their new-found qualifications and skills must be retained for the sustained development of the county, rather than being exported elsewhere through out-commuting to neighbouring, and competing, areas.

The Rail Strategy recognises this further and higher education sector, the coming economically-active generation. It identifies almost 56,000 students – and over 7,000 staff – in the Universities of Sussex and Brighton and the Sussex Coast and Sussex Downs Colleges on campuses at Falmer, Lewes, Eastbourne, Hastings, and Ore. Next autumn a new 600-student University Technical College will open in Newhaven.

The **Rail Strategy and Action Plan for East Sussex** highlights two key priorities for the current County Hall administration thus – the "RSAP identifies the County Council's priorities for improving rail infrastructure and services in the County that improve connections to employment, education and training, and thereby support economic growth in the County." "The highest priority from the appraisal and consultation process is the improvement of the East Coastway route between Hastings and Ashford. This will deliver improvements to journey time and reliability by enabling an electrified service to be run along the whole of the East Coastway." "The electrification and then dual-tracking of the line between Uckfield-Hurst Green has been identified as the County's second priority for delivery."

In support of those priorities, Railfuture responded to Network Rail's pre-Christmas consultation, which closed at the end of January, on their draft CP5 Delivery Plan, for 2014-19. It can be found here: www.networkrail.co.uk/publications/delivery-plans/control-period-5/draft-cp5-delivery-plan/ See www.railfuture.org.uk/submissions for our response. Network Rail have until 31 March to publish their final Delivery Plan, which starts the following day.

The bidders for the **Greater Thameslink** franchise submitted their bids to DfT by Christmas Eve. There is a mismatch between May's expected announcement of the winner, who may have their own ideas on how to run East Sussex and Kent's two diesel outposts, and Network Rail's plans confirmed just two months earlier. This affects the requirement for train lengthening on the Uckfield line where there's another mismatch, with the DfT's ITT requiring the operator to deliver longer trains from December 2016, yet Network Rail's draft Enhancement Delivery Plan says "infrastructure [ie platform extensions] ready for use" in March 2018.

Bridge the gap: connect the east of East Sussex too!

There can be no doubting the County Council's firm commitment to the regeneration of the Hastings and Bexhill area, represented locally by Hastings Borough and Rother District Councils. With the controversial link road due to open next year, attention will now focus on sorely-needed rail improvements to underpin work to release the economic growth potential of the towns.

Ironically they benefit from a choice of three routes to and from London, but all suffer from poor journey times. The route most in need of, and with the greatest potential for, improvement for local and longer-distance travel via HS1, generating the greatest benefits for those coastal and rural businesses and communities, is the Hastings-Ore-Rye-Ashford International line, the **MarshLink** section of the **East Coastway** corridor.

If the desired strategic outcome is to enhance the attractiveness of those coastal towns for incoming residents and businesses through an improved passenger journey experience, reduced longer-distance journey times for commuters and business people are a principal component of that proposition and become a 'conditional output' to be met by the rail industry. Inputs such as line-speed improvements, electrification and re-doubling track are then subject to value-for-money and affordability tests.

One way to reduce longer-distance journey-times is to cut out intermediate stops at the small stations. To protect, even improve, their services could need a doubled frequency. Network Rail have confirmed that extending the Rye passing loop just two miles to Winchelsea would enable such a service pattern. Should that become campaigners' next target?

Searching for TOFI [The Opportunities For Influence] we started the New Year responding to Network Rail's consultation on their draft CP5 Delivery Plan. While that will shape infrastructure investment for 2014-19, our sights must now be set on the next stage in Network Rail's new Long Term Planning Process, leading to Control Period 6 for 2019-24. Work on the Sussex Route Study has already begun and a draft is expected for consultation in the autumn. Meanwhile a draft of the Lewes-Uckfield re-opening study required by the Transport Secretary, announced when he visited Lewes with local MP Norman Baker last May, is with the DfT and is expected to be published very soon.

It is worth noting that as well as its new Rail Strategy and Action Plan, to which we contributed, the County Council has other relevant and related strategies. One such is the Economic Development Strategy adopted in 2012; we took part in an implementation workshop. Another is the Local Transport Plan 2011-26 [LTP3]. The first LTP Implementation Plan 2011/12 to 2015/16 now enters its penultimate year, and as the second is prepared we look forward to contributing to it.

"One small step" – late-2013 saw clearance works start on the former Uckfield station site, ahead of a new £1m 150-space station car park for commuters in mid-2014. Many see Network Rail's August 2013 land acquisition as commitment to going further south – when, not if.

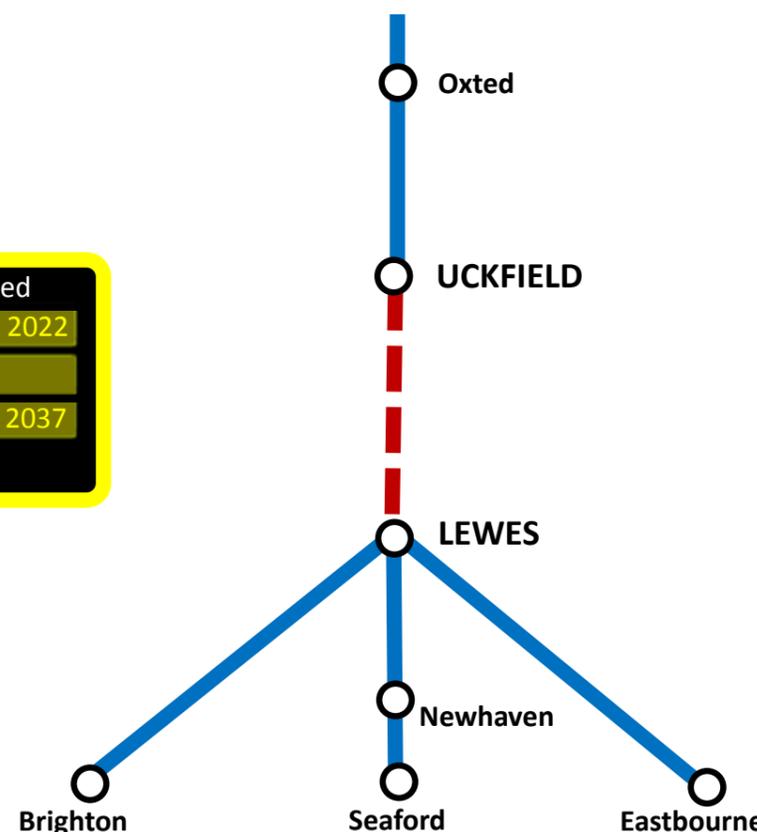
News of a local rail summit as we closed for press: www.ryeandbattleobserver.co.uk/news/local/mp-leads-fight-for-vital-rail-improvements-1-5845370

Finally, a seven-page illustrated article entitled '**Uckfield-Lewes: 2022 is reopening target**' appeared in December's issue of the monthly Modern Railways. Read it now in www.railfuture.org.uk/Uckfield+Lewes

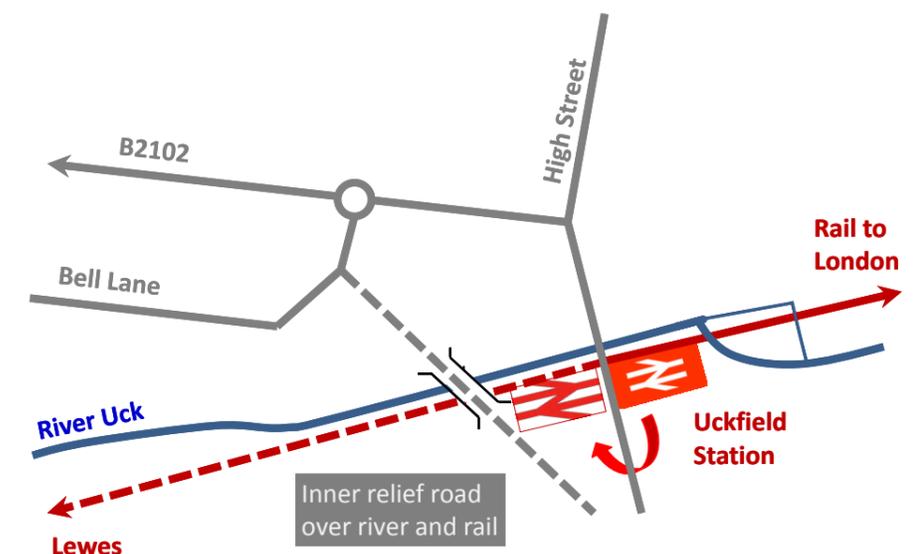
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Bridge the gap - Connect East Sussex

Time	Destination	Expected
1st 2022	Brighton	2022
Calling at: Lewes, Falmer, Brighton		
3rd 2037	Eastbourne	2037
20:13:00		



Uckfield traffic improvements Phase 2



Passenger dis-satisfaction!

New Year, new format. The twice-yearly **National Rail Passenger Survey** undertaken by Passenger Focus, as it relates to our region, is now shown below first by operator, in alphabetical order, then by indicator.

The Autumn 2013 survey results were published in January: www.passengerfocus.org.uk/rail-passengers
There was a decline in the 'satisfied or good' category across all six key indicators at national and London and South East levels, and 17 of the 23 national operators [8 of our 12], compared with the Autumn 2012 survey results. Only Southern is 'excused' by "several incidents, in particular four separate fatalities and a major trespass incident on the Brighton mainline."

First the national: London and South East comparisons.

Overall satisfaction – national 83%, down 2%;
London & South East 82%, down 3%.

Overall satisfaction with station – national 78%,
down 2%; London & South East 77%, down 2%.

Punctuality/reliability – national 79%, down 4%;
London & South East 78%, down 5%.

Value for money for price of ticket – national 45%,
down 2%; London & South East 41%, down 2%.

Sufficient room for all to sit/stand – national 66%,
down 3%; London & South East 64%, down 4%.

Dealing with delays – national 40%, down 4%;
London & South East 38%, down 5%.

On to the individual train operating companies [TOCs], with their national [out of 23] and then L&SE [out of 12] rankings by 'overall satisfaction' as well as their other five key performance indicators [KPIs] and % changes.

c2c

Overall satisfaction 4th/2nd – 92%, down 1%
Overall station satisfaction 6th/3rd – 85%, down 2%
Punctuality/reliability 2nd/2nd – 94%, down 3%
Value-for-money of ticket 16th/5th – 47%, up 1%
Sufficient room to sit/stand 20th/10th – 62%, down 3%
Dealing with delays 3rd/1st – 61%, down 1%

Chiltern Railways

Overall satisfaction 5th/3rd – 91%, no change
Overall satisfaction with station 3rd/2nd – 88%, up 2%
Punctuality/reliability 4th/3rd – 92%, up 2%
Value-for-money of ticket 15th/4th – 48%, down 1%
Sufficient room to sit/stand 10th/3rd – 72%, down 2%
Dealing with delays 5th/2nd – 52%, down 1%

First Capital Connect

Overall satisfaction 21st/11th – 79%, down 2%
Overall station satisfaction 15th/6th – 78%, no change
Punctuality/reliability 19th/9th – 74%, down 7%
Value-for-money of ticket 20th/9th – 37%, down 1%
Sufficient room to sit/stand 22nd/12th – 60%, no change
Dealing with delays 12th/4th – 43%, up 10%

First Great Western

Overall satisfaction 19th /9th – 80%, down 3%
Overall station satisfaction 17th/9th – 77%, down 1%
Punctuality/reliability 19th/9th – 74%, down 5%
Value-for-money of ticket 16th/5th – 47%, down 5%
Sufficient sit/stand room 16th/6th – 65%, no change
Dealing with delays 14th/5th – 40%, down 7%

Greater Anglia

Overall satisfaction 19th=/9th – 80%, down 3%
Overall station satisfaction 15th=/6th – 78%, down 1%
Punctuality/reliability 17th/8th – 78%, down 5%
Value-for-money of ticket 22nd/11th – 36%, down 1%
Sufficient room to sit/stand 16th=/6th – 65%, down 5%
Dealing with delays 14th=/5th – 40%, down 5%

Heathrow Connect

Overall satisfaction 9th/5th – 88%, down 6%
Overall satisfaction with station 9th=/4th – 81%, up 1%
Punctuality/reliability 13th=/5th – 80%, down 6%
Value-for-money of ticket 8th=/1st – 53%, no change
Sufficient room to sit/stand 8th=/2nd – 75%, down 11%
Dealing with delays 9th/3rd – 45%, up 3%

Heathrow Express

Overall satisfaction 1st/1st – 96%, up 3%
Overall satisfaction with station 1st=/1st – 91%, up 3%
Punctuality/reliability 1st/1st – 92%, down 2%
Value-for-money of ticket 18th/7th – 46%, up 6%
Sufficient room to sit/stand 2nd/1st – 90%, up 2%
Dealing with delays – no data, sample too small

London Midland

Overall satisfaction 16th=/6th – 84%, no change
Overall station satisfaction 21st=/11th – 74%, down 1%
Punctuality/reliability 21st=/11th – 73%, down 2%
Value-for-money of ticket 12th=/3rd – 52%, no change
Sufficient room to sit/stand 13th=/5th – 66%, down 6%
Dealing with delays 18th/9th – 37%, down 8%

London Overground

Overall satisfaction 8th/4th – 89%, down 4%
Overall station satisfaction 11th=/5th – 80%, down 7%
Punctuality/reliability 9th/4th – 84%, down 4%
Value-for-money of ticket 8th=/1st – 53%, down 4%
Sufficient room to sit/stand 12th/4th – 70%, down 5%
Dealing with delays 21st/11th – 30%, down 12%

South West Trains

Overall satisfaction 18th/8th – 81%, down 4%
Overall station satisfaction 21st=/11th – 74%, down 4%
Punctuality/reliability 13th=/5th – 80%, down 5%
Value-for-money of ticket 20th=/9th – 37%, no change
Sufficient room to sit/stand 19th/9th – 63%, down 4%
Dealing with delays 16th=/7th – 39%, down 10%

Southeastern

Overall satisfaction 16th=/6th – 84%, no change
Overall station satisfaction 15th=/6th – 78%, up 3%
Punctuality/reliability 13th=/5th – 80%, down 6%
Value-for-money of ticket 23rd/12th – 34%, down 4%
Sufficient room to sit/stand 16th=/6th – 65%, down 3%
Dealing with delays 20th/10th – 31%, down 10%

Southern

Overall satisfaction 23rd/12th – 76%, down 5%
Overall station satisfaction 20th/10th – 75%, down 3%
Punctuality/reliability 21st=/11th – 73%, down 4%
Value-for-money of ticket 19th/8th – 39%, down 3%
Sufficient room to sit/stand 21st/11th – 61%, down 5%
Dealing with delays 16th=/7th – 39%, no change

Analysis of the 40 routes covered by our 12 TOCs is also available against five of the six KPIs [not delays], ranging from 9 SWT routes, 6 for Greater Anglia, etc.

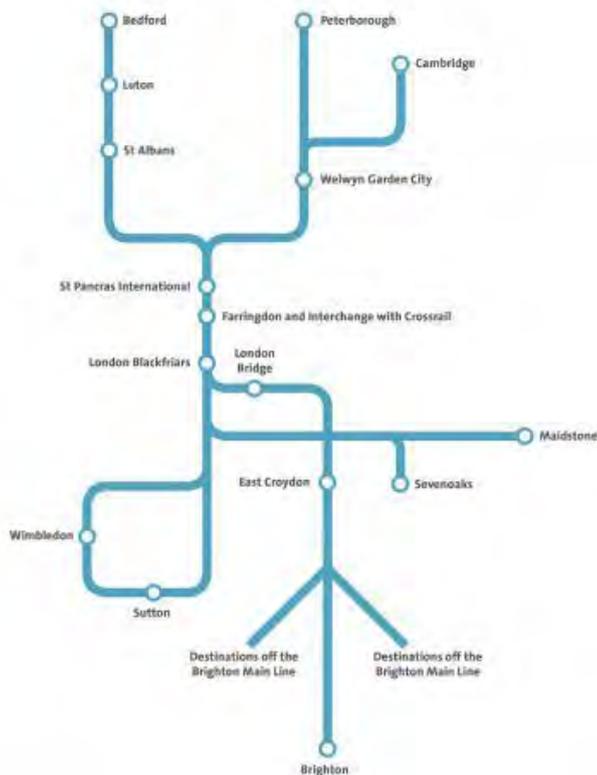
Siemens Desiro City, Class 700

This is the more technical description of what is more generally known simply as the new **Thameslink** train.



Unveiled by Rail Minister Stephen Hammond MP at London's ExCel Centre [above] on 28 January, it's part of the Thameslink Programme which on completion at the end of 2018 will provide relieved congestion, increased capacity and improved connectivity.

Two Railfuture branch officers had contributed to an earlier evaluation of the mock-up, noting the awkward trade-offs between comfort for suburban travellers and capacity for shorter metro journeys. Longer-distance commuters from 'destinations off the Brighton Main Line' who clamour to be on the Thameslink network might have cause to be wary of what they wish for!



Latest route diagram of potential Thameslink network.

Railfuture champions cross-London mainline rail services, be they via re-opening the Snow Hill tunnel a quarter-century ago to open up the prospects for what was originally Thameslink 2000, the extensions of the East London line to complete the London Overground network, maximum use of the West London line as part of that orbital network and of BML-Through [with the West Coast Main Line], next up Crossrail, then a proper Stratford International-Old Oak Common link for high-speed inter-regional connectivity, and Crossrail 2.

Branch AGM 2014 – Notice 2 of 2

The next **Annual General Meeting** of the London and South East regional Branch of Railfuture [the Railway Development Society Ltd] will be held in **London on Saturday 26 April 2014** starting at 14.00.

As is now customary, a members' and visitors' morning meeting with speakers is also planned. On the related themes of developing links between heritage lines and the classic network, and the value of heritage railways to their local communities, our three speakers will be:

* Railfuture member **Chris Austin**, Secretary to the All-Party Parliamentary Group on Heritage Rail which last year published "The value of heritage railways";
* Chris MacCrae from the **Spa Valley Railway**, their Deputy Chairman and Safety & Operations Manager;
* Graham Baldwin from the **Kent & East Sussex Railway**, their General Manager. K&ESR Chairman Geoff Crouch will accompany Graham.

This year's **venue** will be the University of London – in the Falkender Room of the Commonwealth Hall at 1-11 Cartwright Gardens, Bloomsbury, London, WC1H 9EB. The location is just to the south of Euston Road between Euston and St. Pancras International stations.

Doors open 10.00 for a 10.30–12.30 morning session. Refreshments will be available; voluntary contributions are strongly encouraged, please, to help us defray costs. Lunch is at members' own arrangements this year, hence the generous time for our lunch-break.

In the **elections** for officers and other members of the coming year's branch committee, Electoral Returning Officer Paul Krebs received one nomination for each officer post and four nominations for the five others.

The elected branch committee officers for 2014 are:

Chairman: Keith Dyall – proposed by Norman Bradbury, seconded by Howard Thomas

Vice-Chairman: Roger Blake – proposed by Adrian Liddle, seconded by Bill Measure

Secretary: Graham Morrison – proposed by Ray King, seconded by David Berman

Treasurer: Howard Thomas – proposed by Norman Bradbury, seconded by Keith Dyall

Membership Secretary: Chris Page – proposed by Roger Goring, seconded by Carl Newton

The other elected branch committee members are:

* David Berman – proposed by Graham Morrison, seconded by Chris Page

* Norman Bradbury – proposed by Keith Dyall, seconded by Howard Thomas

* Chris Fribbins – proposed by Howard Thomas, seconded by David Berman

* Graham Larkbey – proposed by Ray King, seconded by Maggie King

Other members are Division Conveners not already elected, namely Ian Killbery for Kent and Dick Tyler for Sussex and Coastway, plus the co-editors of Railwatch and Rail Action Ray King and John Stanford.

By the same closing date as for branch committee nominations, no **Motions** had been received for debate at the AGM on branch organisation, policy or strategy.

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

Eastern [s. Essex and n. & e. London] – usually meet bi-monthly on the second Wednesday of odd-numbered months, at 18.30 in **Stratford** – next on **12 March** then **14 May**. Contact Division Convener Howard Thomas at howard.thomas@railfuture.org.uk or at 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG, or phone 01245 280503 before 21.00 hrs. See www.railfuture.org.uk/Eastern

Herts & Beds – next meeting on Saturday **8 March** from 10.30 at St. Paul's Church, corner of Hatfield Road and Blandford Road, St. Albans, AL1 4JP. Contact Division Convener Keith Dyall for details. See www.railfuture.org.uk/Herts+and+Beds

Kent – usually meet quarterly on the third Saturday, each in a different venue – next on **17 May** in **Faversham**. Contact joint Division Conveners Chris Fribbins at chris.fribbins@railfuture.org.uk or at 5 Englefield Crescent, Cliffe Woods, Rochester, Kent, ME3 8HB, or tel: 01634 566256; and Ian Killbery at ian.killbery@railfuture.org.uk or at 11 Western Road, Deal, Kent, CT14 6RX, or tel: 01304 362569. See www.railfuture.org.uk/Kent

Surrey – next meeting [to be confirmed] on **Saturday 7 June** in **Redhill**. Contact Division Convener Chris Page at chris.page@railfuture.org.uk or at 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR, or phone 01344 778643. See www.railfuture.org.uk/Surrey

Sussex & Coastway – usually meet monthly on the first Thursday at 18.00, in varying Sussex venues. Next on **6 March**, then on **3 April**, **1 May**, and **Saturday 7 June**. Contact Division Convener Dick Tyler at richard.tyler@railfuture.org.uk or at 27 Windsor Road, Bexhill-on-Sea, East Sussex, TN39 3PB, or phone 01424 211500. See www.railfuture.org.uk/Sussex+and+Coastway

This branch newsletter is free, published quarterly and usually distributed with each edition of the national *railwatch*. The copy deadline for *raillse* issue 124, due to be published in June 2014, will be Wednesday 30 April 2014. All items for this newsletter and the branch Local Action column in *railwatch* to be sent to branch Chair Keith Dyall



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

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Our neighbouring branches

These, and all other branches' websites, can be seen in www.railfuture.org.uk/branches

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk

Board liaison is via Director Jerry Alderson.

East Midlands – contact is Secretary Roger Bacon – eastmidlands@railfuture.org.uk

Board liaison via national Finance Officer David Harby.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk

Board liaison is via Director Roger Blake [below].

Wessex – contact is Branch Secretary Charles Burns – wessex@railfuture.org.uk

Board liaison is via Director Chris Page [below].

Branch committee meetings

Open for members as observers, held from 18.00 on the fourth Tuesday of odd-numbered months, next on **25 March** then **27 May**. Contact our Secretary, below.

London and SE Branch officers

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

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

Secretary: Chris Fribbins, 5 Englefield Crescent, Cliffe Woods, Rochester, Kent, ME3 8HB.
tel: 01634 566256; chris.fribbins@railfuture.org.uk

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

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
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