

Rail link for 10,000 new homes



The Government approved a Transport & Works Act order in August for the 4.5km Barking-Barking Riverside extension of the Overground's Gospel Oak-Barking line in east London.

Riverside, the developers of the 10,000 homes, will provide £172 million of the £263 million cost. Transport for London will pay £91 million. The development will include a school, healthcare facilities, shops, restaurants and a leisure centre.

Construction is expected to start this year and be complete in 2021. The electrified extension will run alongside the existing Fenchurch Street-Tilbury line between Barking station and the Renwick Road overbridge, where it will turn south to run over a new viaduct to reach the future terminus.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/635697/barking-riverside-extension-decision.pdf

Electrifying error 1 (noted by Graham Larkbey)

Graham Larkbey, chair of the Barking-Gospel Oak Rail Users Group writes: "Many thanks for *Railaction* 9 which was excellent stuff as ever, but we are a bit puzzled by your picture illustrating the Barking-Gospel Oak line electrification item, as we do

railaction

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not have any four-track sections. It looks like Wharncliffe Viaduct at Hanwell to me!"
 Editor's note: Apologies. My mistake.

Electrifying error 2

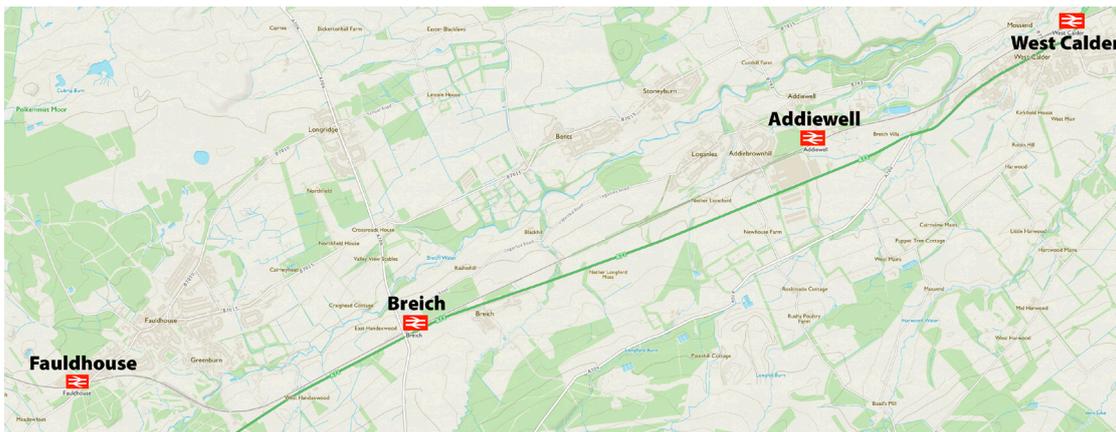
Railfuture chairman Chris Page points out that the Railfuture press release on electrification mentioned in Railaction 9 did not say that the Department for Transport decision was short-sighted.

Chris explained: "It was the only decision the Department for Transport could make. The unpalatable facts are that at the level of costs seen on the Great Western main line, the business case for Midland main line electrification is not viable, and neither electrification nor the grid feeds could be delivered in the timescale that the InterCity 125 trains must be replaced. Bimodes were a lucky escape for the DfT, not a good news story."

Other rail campaigners did, however, criticise the decision as short-sighted. Transport Secretary Chris Grayling's announcement about electrification was "sneaked out on the last day before parliament went into summer recess and has sparked howls of betrayal", according to *The Guardian*.

<https://www.gov.uk/government/speeches/rail-update-bi-mode-train-technology>

Electrifying error 3: Breich station faces closure



Railaction 9 reported that electrification was under way on the Glasgow-Edinburgh line via Shotts, mentioning stations which would benefit, including Breich. However, Network Rail and the Scottish Government plan to close Breich station. Network Rail has started the closure procedure, citing the additional cost of electrification works at the station and the low patronage of the one train per day service. The consultation period closes on 2 October 2017.

<https://www.networkrail.co.uk/running-the-railway/our-routes/scotland/breich-station/>

Railfuture is opposed to tram train plan for Glasgow Airport

Railfuture Scotland is opposed to the proposal for a tram train link to Glasgow Airport, which appears misguided, as running tram trains on the high speed three-track Scottish main line must cause a serious deterioration of ScotRail services and railfreight services, predicted costs may well increase by several hundred per cent, and tram trains will be unable to serve other destinations on the Scottish network. Tram trains are unlikely to attract travellers off the existing bus link. The real damage was done when the incoming SNP Scottish Government immediately cancelled both Glasgow and Edinburgh Airport rail links and sold off the land required.

Thailand goes for high speed rail link to Laos and China

Thailand will start work next month on a four-year £4 billion project to build its first high speed rail line, according to the website Smartrail World. China is expected

Railfuture press releases

Railfuture has issued press releases on the following subjects:

Fare increase misery for rail passenger

Britain's Growing Railway

Rail campaigners condemn electrification fudge

These can be read in full at

[Railfuture press releases](#)

A review of other Railfuture appearances in print and broadcast media can be seen at:

[Railfuture in the news](#)

to supply equipment and oversee the construction by Thai companies. The first phase will create a 156 mile line from Bangkok to Nakhon Ratchasima. The second phase of the work will extend the line a further 223 miles from Nakhon Ratchasima to Nong Khai to join the China-Laos railway. China will operate and maintain the system for the first three years of operation and train Thai staff to take it over.

<http://shanghaiist.com/2017/07/12/thailand-china-railway-approved.php>

India high speed line to be built with Japanese help

India and Japan are cooperating to build a high speed line from Mumbai to Ahmedabad. Japanese Prime Minister Shinzo Abe will lay the foundation stone in a ceremony hosted by India's Prime Minister Narendra Modi. The high speed train will run at 200 mph on a 315 mile elevated line.

<http://indiatoday.intoday.in/story/bullet-trainnarendra-modi-shinzo-abe-ahmedabad-mumbai-foundation-launch/1/1019830.html>

Auf wiedersehen to paper tickets

German railways are trialling a mobile phone app which could eliminate the need for paper tickets. The check-in system is being used on Inter City Express trains between Stuttgart and Dortmund.

<http://www.railjournal.com/index.php/technology/db-tests-travel-without-ticket-checks.html>

13 cities that are starting to ban cars

The Government's encouragement of electric cars will not solve the toxic air crisis, which can be beaten only by ensuring there are 'fewer cars, not just cleaner cars'. Professor Frank Kelly, who chairs the committee on the medical effects of air pollutants, urged the Government to expand the public transport network rather than encourage a switch to electric cars. He warned that pollution can be beaten only by ensuring there are fewer cars, not just cleaner cars. He said: "The safe and efficient movement of people around cities can be achieved only through a clean and expanded mass transit system served by buses, overground trains and underground systems and as much active transport in the form of walking and cycling as is feasibly possible."

Oslo: The Norwegian capital Oslo announced a plan in 2015 to ban all cars from its city centre by 2019. There were protests from some businesses, so the city decided not to ban cars but to ban car parking. Norway has also decided to phase out diesel and gas-powered cars by 2025.

Urban planners and policy makers around the world have started to listen to residents who have been complaining about the pollution and dangers for years.

Madrid: The Spanish capital Madrid plans to ban cars from 500 acres of its city centre by 2020, with urban planners redesigning 24 of the city's busiest streets for walking rather than driving. The city's sustainable mobility plan aims to reduce overall daily car usage from 29% to 23%.

Hamburg: The German city of Hamburg plans to make walking and biking its dominant modes of transport. Within the next two decades, it will encourage pedestrians and cyclists into certain areas by developing a green network of connected spaces that people can access without cars. By 2035, the network will cover 40% of Hamburg and will include parks, playgrounds, sports fields and cemeteries.

Copenhagen: In Copenhagen, half the population cycles to work every day, thanks to traffic-free zones which were started in the 1960s. The Danish capital now has 200 miles of bike lanes and has one of the lowest percentages of car ownership in Europe. The city plans a network of superhighways for cycles into the

Railfuture conferences

The next Railfuture conference is in Leicester on 4 November 2017.

Speakers include:

Jake Kelly, managing director of East Midlands Trains

Mark Winter, chief executive officer of UK Rail Leasing

Paul Tomlinson, project director of Peak Rail

Tom Ingall of Great Central Railway, talking about the 'Bridging the gap' reunification project at Loughborough

Dr Terri Eynon, Leicestershire County Council member for Coalville, on the National Forest Line

John Legrys, North West Leicestershire District Council member for Coalville, on the National Forest Line

For further information see:

www.railfuture.org.uk/conferences

surrounding suburbs. The first of 28 planned routes opened in 2014, and 11 more will be completed by the end of 2018, part of the city's plan to become carbon-neutral by 2025.

Paris: Paris wants to discourage car drivers in the city centre after finding that pollution fell by 20% when it banned cars with even-numbered plates for a day in 2014. Cars made before 1997 are not permitted in the city centre on weekdays. The mayor plans to double the number of cycle lanes and limit some streets to electric cars by 2020. Its first car-free day was in 2015 and Sundays are now car-free.

Brussels: Belgium's capital Brussels has a large car-free area, around the city square, stock exchange, and Rue Neuve, its major shopping street. The city is looking for more ways to expand its car-free zones with one proposal to turn a four-lane boulevard into a pedestrian-only area.

Berlin: The German capital Berlin created a low-emission zone in 2008 banning all petrol and diesel vehicles that fail to meet emission standards. The area covers about 34 square miles in the city centre. The city also plans a dozen cycle super-highways.

Mexico City: Mexico City hopes to ban about two million cars from its centre. A rotating system based on number plates prohibits cars in the city centre on two days every week, with the aim of tackling the city's high smog levels.

Bogota: In Bogota, Colombia, over 75 miles of roads close to vehicles one day every week. The city also has over 200 miles of cycle lanes. A number plate system bans cars on certain days of the week.

San Francisco: San Francisco announced plans in August to ban cars and add bike lanes on Market Street, one of its busiest streets. The city has 125 miles of cycle lanes.

New York: Brooklyn Bridge in New York City has pedestrian and cycle lanes and is increasing the number of pedestrian areas and bike lanes elsewhere. Strips of land in popular areas such as Times Square, Herald Square and Madison Square Park are pedestrian-only. Pedestrians rule during the Summer Streets event in August when cars are banned from the road connecting Central Park to the Brooklyn Bridge.

London: London mayor Sadiq Khan has said diesel cars will be banned by 2020. Britain announced it would ban sales of new diesel and petrol cars by 2040 to combat the air pollution crisis. This year London breached its annual air pollution limit, set by the European Union, within a week.

Pollution statistics

A World Health Organisation report found 10 towns and cities in Britain, including London, Glasgow, Leeds, Nottingham, Southampton and Oxford, had breached what are regarded as safe levels of tiny particles known as PM10.

The Royal College of Physicians estimates that particle pollution is linked to 29,000 early deaths in Britain every year, while NO2 emissions, largely from diesel vehicles, have been linked to 23,500 early deaths a year.

Environment Secretary Michael Gove is talking about taking action in 2040. He will be 73 years old in 2040.

<http://www.independent.co.uk/news/uk/home-news/air-pollution-electric-car-ban-petrol-diesel-environment-professor-frank-kelly-london-emissions-a7878306.html>

Trains (in place of planes) cut emissions

A shift from air to rail for passengers travelling between Scotland and London has led to a major reduction in carbon emissions, BBC Scotland has reported.

Transform Scotland said rail journeys between central Scotland and London rose from a 20% market share to 33% between 2005 and 2015. It said the move to rail

What's on

Here are some forthcoming meetings and other events that may be of interest to rail campaigners. Details of venues and times can be found on the Railfuture website:

4 September 2017

Monday

Public drop-in HS2 information event about two Phase 2b consultations closing Thursday 12 October. Venue: Crewe Alexandra Football Club, Gresty Road, Crewe CW2 6EB. 14.00-20.00.

4 September 2017

Monday

Public drop-in information event about lineside works between Leeds and Manchester for Transpennine Route upgrade. Venue: Greenfield Methodist Church, 9 Chew Vale, Greenfield OL3 7EQ. 17.00-19.00.

4 September 2017

Monday

Ribble Valley Rail meeting. New Inn, 20 Parson Lane, Clitheroe, Lancs BB7 2JN. 19.30.

For further information on these and other events see:

<http://www.railfuture.org.uk/Events>

had saved more than 680,000 tonnes of emissions. This would be equivalent to removing all traffic on the M8 between Glasgow and Edinburgh for two years, it said. The figures were included in Transform Scotland's *A Green Journey to Growth* report, which said that additional emissions would be saved should rail use continue towards a 50% share of the travel market between Edinburgh and London by 2023.

The sustainable transport alliance's director, Colin Howden, said: "The Scottish transport sector has failed to take significant action to tackle climate change, and has recently become the single largest source of carbon emissions.

"However, one area where there has been significant progress is in Anglo-Scottish travel, where rail's share of the travel market has grown strongly over the past decade.

"For Scotland to meet its challenging climate targets, it is imperative that further action be taken to ensure that rail can grow to at least a 50% market share of the Scotland-London travel market over the next decade."

He said this would include increased investment in the rail network, public bodies using the train rather than flying their staff to London, and a fairer taxation system for Anglo-Scottish travel.

<http://www.bbc.co.uk/news/uk-scotland-40998997>

<http://transformscotland.org.uk/a-green-journey-to-growth/>

Enhancing the eastern section of East West Rail

A high-level study has concluded there is a positive economic and strategic case for improving East West Rail's Eastern Section, from Cambridge to Norwich and Ipswich, and beyond. Atkins' Conditional Outputs Statement, commissioned by the East West Rail Consortium, found that current demand for rail is constrained by limited direct links and low service frequencies in locations to the east of Cambridge.

Consequently, east-west rail travel tends to be restricted to shorter distance journeys, while those who do make long distance trips experience disproportionately high journey times. Passengers who wish to make longer east-west journeys often have to travel on crowded routes via London involving multiple changes, or by car on congested routes.

The Western Section route between Oxford and Bedford, including the link from Aylesbury, is due to be completed in the early 2020s, while the link between the Bedford area and Cambridge could open in the early 2030s. Atkins concluded that an enhanced Eastern Section could build on these improvements and bring major benefits to the entire East West Rail scheme.

Atkins' study states: "The case for an intervention such as the East West Rail Eastern Section is therefore strong, in terms of both catering for existing demand and forecast growth, as well as acting as a catalyst and driver for further development and regeneration."

<http://www.eastwestrail.org.uk/enhancing-eastern-section/Enhancing>

Web links

Readers of *railaction* should be able to click on the web links in this document to be taken straight to the relevant website.

However this is not yet an exact science. One problem is that organisations update their websites and change the page references.

We do our best to keep abreast of these changes, but it is not always possible.

Irish Rail threatens to close rail routes in pay dispute

Irish Rail has earmarked four routes that may be axed if a serious shortfall in its funding is not met, and warned that a pay rise sought by staff would push it to the brink of insolvency this year.

In a submission to the Labour Court, seen by the *Irish Independent*, it says it is in a "perilous financial state" and spells out the options that could land on Transport Minister Shane Ross's desk in the near future.

These include closing routes with the largest state subvention per journey.

The document also reveals that the subsidy for the Limerick to Ballybrophy route is €761.60 per passenger journey.

It said it could save €17.6 million a year by shutting down Limerick to Ballybrophy, Limerick Junction to Waterford, Ennis to Athenry on the Limerick to Galway route and Gorey to Rosslare on the Dublin to Rosslare route.

It said the closure of the Limerick to Ballybrophy and Limerick Junction to Waterford lines would yield over €5m a year each.

The closure of the section of the Gorey to Rosslare route would bring in €4.4m, while shutting the Ennis to Athenry route would raise another €2.8m.

It said line closures are among the options mooted in a rail review by the company and the National Transport Authority if the Government does not produce the required funding. The document also said that giving the 3.75% a year pay rise sought by unions, and making it retrospective to June 1 last year, would "result in an immediate financial crisis".

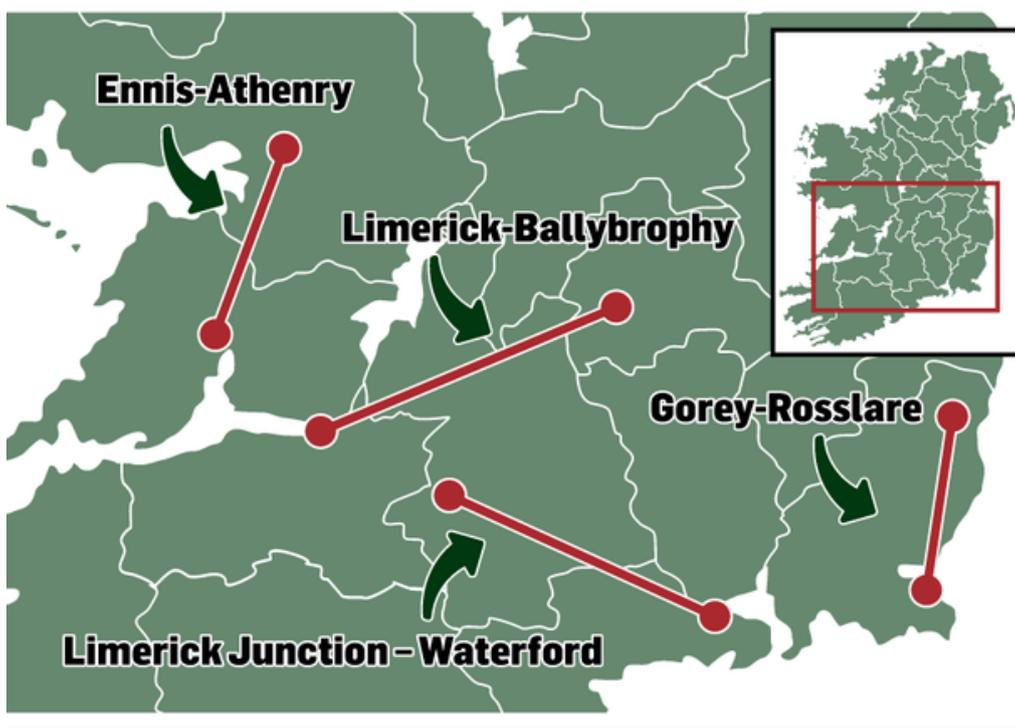
<http://www.independent.ie/irish-news/irish-rail-earmarks-four-routes-for-axe-as-it-warns-pay-rise-will-push-it-towards-insolvency-36079194.html>

Railfuture submissions

Railfuture responds to many formal consultations about the railways. Submissions can be downloaded from

<http://www.railfuture.org.uk/consultation+responses>

RAIL LINES EARMARKED FOR CLOSURE





Railfuture's new book (above) has details of the 400 stations and over 950km of new routes which have opened to passengers since 1960. Rail expert and author Paul Salvesson said: "This book is indispensable not just to rail campaigners but transport professionals, local authority politicians – and those chap/esses in Government." The Rev Edmund Worthy of Wellingborough said: "Britain's Growing Railway is a wonderful work of reference and an inspiration to remind us of all the good news of railway expansion." The 192-page 2017 updated edition costs £9.95 and can be obtained online at

<http://www.railfuture.org.uk/shop/>

railaction September 2017

Published by Railfuture, the campaigning name of the Railway Development Society Ltd, a not-for-profit company, limited by guarantee. Registered in England and Wales No 5011634. Registered office: 24 Chedworth Place, Tattingstone, Suffolk IP9 2ND

World Heritage Lake District is let down on electrification

The Lakes Line Rail User Group was very disappointed to hear, on 17 July 2017, that the Department for Transport has abandoned plans to electrify the line between Oxenholme and Windermere.

The group said: "After hearing the then Transport Secretary Patrick McLoughlin tell us in 2013 he was confident the scheme would be approved and up and running for December 2016, then one of his junior minister confirm £16 million had been set aside for the job, it is a great let-down to learn the scheme has been pulled.

"Coming so soon after the news that the Lake District had been awarded World Heritage Site status, it is a real blow. We need a truly modern railway to match the expectations of visitors."

The group's next meeting is on Monday 4 September 2017 at the Burnside Hotel, Lake Road, Bowness, Windermere LA23 3HH

<http://www.llrug.co.uk/>