



BRITAIN'S LEADING PRO-RAIL CAMPAIGNING GROUP FOR PASSENGERS AND FREIGHT

[www.railfuture.org.uk](http://www.railfuture.org.uk)

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### RAIL PRESSURE GROUP CALLS FOR NATIONAL RAIL STRATEGY

*Railfuture*, the independent voice for rail users, welcomes the launch of the Strategic Rail Authority (SRA) after months of being 'in the shadows'. However, *Railfuture* is **disappointed** that the SRA has postponed its national strategy until the autumn." After Hatfield, we were expecting great plans to get the railways back on track to delivering a first-class service," says *Railfuture* spokesperson.

"Sir Alastair Morton's 'Eight Commandments' (1) are what *Railfuture* members and the rest of the public have wanted for a long time, but there is **still no comprehensive plan that will unite the rail industry** and reverse the damage that fragmentation has done."

*Railfuture* calls for the SRA to include in its national strategy plans for **essential re-openings and electrification**, to meet Britain's future transport needs. Key projects should include:

- East-West rail link from Oxford to Cambridge
- a new high-speed French style TGV line from London to Scotland
- new lines for freight, like Central Railway's proposals (2)

"*Railfuture* reminds the SRA that it must not forget the role rail has to play in providing a more **environmentally-friendly alternative** to the car and lorry. The real question now is: will the SRA will be strategic or authoritative enough to deliver the kind of rail network we need for the future?"

(1) These commandments aim to make our railways: accessible, integrated, reliable, safe, useful, comfortable, desirable and affordable.

(2) Central Railway Plc plans to build a route from Liverpool to Lille, France, mostly using currently disused track-bed. However, current legislation surrounding the public enquiry-based approval process, under the Transport & Works Act, means that the government cannot express support for the scheme. But it is possible for schemes such as this to get government backing. For the Channel Tunnel Rail Link, the government was able to be clear about its support by using a Hybrid Bill through parliament.

### NOTE FOR EDITORS (Revised 2015)

*Railfuture* is the campaigning name of the Railway Development Society Ltd (a not for profit) Company Limited by Guarantee. Registered in England and Wales No. 5011634. Reg. Office: 24 Chedworth Place, Tattlingstone, Suffolk IP9 2ND

*Railfuture* is Britain's only completely independent voice on railway development. We are not affiliated to or sponsored by any political party, trade union, or private industry. We are funded almost entirely by our members.

*Railfuture*'s President is Christian Wolmar, the well-known writer on rail issues. Its Vice Presidents include several retired train company chief executives, transport experts, MPs and MEPs from all main political parties and the former Secretary of State for Transport Lord Adonis. A full list of *Railfuture* vice presidents can be found on our web-site: <http://www.railfuture.org.uk/vice+presidents>.

*Railfuture* campaigns for Britain's railways to play a larger role for passengers and freight, calling for an enhanced and expanded network, including high-speed rail, along with light rail.

Rail is a vital part of an integrated efficient transport system serving a modern, vibrant, environmentally sustainable economy. We are pro-rail but not anti-road. *Railfuture* maintains that investment in rail travel and rail freight is vital to the future of the UK economy and environment.

Anyone supporting our aims can join online: [www.railfuture.org.uk/join](http://www.railfuture.org.uk/join)

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**Media passes to *Railfuture* conferences:** Please contact Bruce Williamson. Details of our forthcoming conferences are listed at [www.railfuture.org.uk/conferences](http://www.railfuture.org.uk/conferences).

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