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10 key rail policy areas for the 2017 election
- which Government and the rail industry must deliver for the UK

Key electoral issues in 2017 are the economy, education and skills training, social inclusion and health. Provision of a growing and effective transportation system and investment in transport infrastructure are highly effective ways of addressing these key election issues.

Railfuture, through its branches located throughout the UK has kept in touch with important transport issues both nationally and locally. Railfuture's Rail Manifesto represents a distillation of the electorate's wishes and expectations for a developing railway for the UK, for delivery during the life of the new parliament.

This document is therefore offered to all parliamentary candidates as a piece of research into what constituents are saying about railways beneath the headlines.

This **Railfuture Rail Manifesto 2017** covers ten key themes:

- A coherent revitalised national railway system

- A railway as an agent for economic growth of our cities

- An intermodal railway working with other transport providers

- A freight logistics railway serving a developing a growing UK industrial base

- A resilient railway – not constantly in the headlines for service or project disasters

- A professional, cost efficient railway

- A sustainable railway

- A growing railway with investment in infrastructure and skills

- A fair railway

- An accountable railway. Accountable for its actions. Accountable to the electorate. **A railway designed for its customers.**

These policy areas are explored below, representing the feedback we have had:

1   A revitalised national railway system providing properly co-ordinated services between regions and within regions

a) Properly co-ordinated Inter City and Regional services into a transport network for the UK with the capacity to meet passenger requirements including provision of a seat. Current levels of gross overcrowding are not acceptable nor is increasingly restrictive pricing designed to price people away from peak travel

b) A revitalised local railway with new trains and a properly planned cascade of trains across the system as new equipment is provided

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c) Station facilities are far from ideal at many smaller stations and often there is no or little cover from the elements or even help points. Some upgrades have even reduced the cover for passengers – the London Overground experience has shown the benefits to passengers and in curbing anti-social behaviour, resulting in enormous passenger growth particularly at off peak time and in the evening

d) Greater access to the network and greater geographic coverage of the country with line re openings which meet financially sustainable, cost and ridership objectives. Railfuture has developed criteria and guidelines for supporting re-openings or new rail lines

e) Better real time Information to passengers relevant to the journeys they are making.

2 **A railway for cities** – rail should be an essential component of an integrated system for cities as in London using all modes with integrated ticketing and journey planning and mapping. More city and Integrated Transport Authority input into the planning of rail and investing in rail projects is essential, including better co-ordination with bus services achieved through the re-introduction of bus regulation in major cities.

A city rail policy should include co-ordinated strategies covering;

- Rail – encouraging the development of electric public transport in urban areas

- Light rail and 'Tram Train'

- Better co-ordination with bus services generally and regulation of bus services in major cities

- Park and ride

- City parking policy and pricing

- Cycle parking at stations

3 **An intermodal railway** with co-ordinated services serving:

a) UK airports

b) UK seaports for passenger walk on services properly marketed with through fares to Europe and to Ireland

c) Developing Channel Tunnel passenger services with through and co-ordinated services from the UK Regions and improved ticketing for international journeys. Security procedures discriminating against the use of rail should be regularly reviewed

d) Visitors to the UK for business or leisure bring in important revenue and should be encouraged to public transport.

4 **A freight logistics railway** serving a developing UK industrial base:

a) Provision of new rail freight routes such as North to South spine railways, the East to West spine and the provision of more freight loops on existing lines so

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that freight on rail may grow without increased intrusion to the operation of passenger services

b) Better rail freight links to ports including the development of improved passenger and freight cross country links to UK ports, so for example removing the conflict between passenger and freight trains between Ipswich and Felixstowe and in the Ely area

c) Better development of rail freight through the Channel Tunnel using environmentally sustainable electric traction with "last mile" capability to gain access to freight terminals. Better European freight gauge access north of Barking on HS1 to other regions of the UK

d) Better use of rail for "express" or parcels operations - currently huge users of road transport through rail connected hubs such as Willesden

e) Planning rules to support the development of strategic road to rail connected intermodal freight terminals, with investment grants as used to be provided to promote extending rail connected freight terminals

5 A resilient railway:

a) A railway that is reliable but can deal with perturbations, achieved by the provision of sufficient infrastructure with modern signalling. The management of disruption remains a top passenger concern. Passengers should be involved in reviewing disruption contingency plans

b) The provision of diversionary routes to allow for engineering work with the need to resort to buses when a railway is closed for maintenance

c) Connection policy: A sustainable approach to the management of connections particularly between different train operators and publication of arrangements made in case of missed connections.

6 A professional, cost efficient, safe railway. As the rail system grows the cost per passenger or freight tonne should decrease through the provision of new:

a) Train control and signalling systems

b) Replacement of all level crossings by bridges or diversions

c) Effective crewing and station staffing levels focused on the needs of the passenger. This includes a solution to the present Driver Controlled Operation dispute, meeting passenger and cost efficiency imperatives.

7 A sustainable railway:

a) Rail is the most sustainable form of transport. Investment in new trains and equipment can make rail even more sustainable, contributing to emissions targets and the environment

b) A holistic approach to railway economics is essential so that the net cost of rail operations is evaluated against the wide range of economic, social and environmental benefits rail delivers

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c) The UK Government should continue to play a key role in dialogue on construction and safety standards, designed specially to fulfil the aims of the 2011Transport White Paper, to increase the use of rail and other environmentally friendly transport.

8 **A growing railway.** Investment to accommodate growth is essential achieved through:

a) Effective project delivery without the need for frequent engineering overruns resulting in huge passenger disruption. Similarly maintenance of the railway needs effective possession management with operational involvement and the provision of contingency plans if overruns were to occur. Overruns must not be the norm..

b) New High Speed lines such as HS2 and HS3 provided on the basis of capacity rather than speed to single points, properly integrated into regional and city transport systems. Also HS2 should be linked in London to HS1 in order to facilitate direct links to South East England and the continent

c) A continuous strategic incremental programme of electrification properly and cost effectively delivered as a rolling programme overseen by a strategic delivery overview organisation. This would take the form of completing existing electrification schemes to Bristol and Swansea and Sheffield but with an ongoing focus on more local incremental schemes such as so effectively deployed in North West England and Scotland.

d) Delivery of new electric, dual mode and diesel trains in keeping with the pace of infrastructure investment and increased demand.

9 **A fair railway:**

a) A fair and understandable fares system reflecting the needs of the passenger, promoting through journeys across the system by all operators

b) Value walk up fares to allow rail to compete with the flexibility of car travel

c) Limiting both regulated and unregulated fares rises to reflect earnings growth rather than keeping up with RPI, incentivising the rail industry to make efficiency gains

d) Excluding limited headline advance fares which have little or no published availability

e) Ticket machines should be there to help passengers find the cheapest fare for their needs. They should always offer the cheapest fare

f) On line fares should be consistent with fares charged at ticket offices and by ticket machines.

10 **An accountable railway** so that the railway addresses national and local strategies, achieved through:

a) Effective regulation

b) Improved stakeholder interfaces with the railway stakeholders and customers

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    c) Better visibility with visible and understandable performance indicators

    d) Promoting national, regional and local economies through devolution of control of some city rail services to Integrated Transport Authorities.

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