

New look for Cardiff Central



Shops and cafes feature in Network Rail plans for Cardiff Central

Network Rail announced plans in July for a major rebuild of Cardiff Central station to be carried out during the five-year period starting in 2019. The intention is to improve facilities for the ever-growing number of passengers, increase the range of shopping and catering outlets, improve interchange with other transport, and carry out other commercial developments while maintaining the essential historic features of the station. The work should complement the enhanced signalling and electrification being carried out in south Wales.

<http://www.networkrailmediacentre.co.uk/News-Releases/Network-Rail-plans-exciting-new-vision-for-Cardiff-Central-20f3.aspx>

Extra services between North Wales and North West England

From December there will be additional peak time services between Manchester Piccadilly and Chester, Llandudno and Holyhead in a deal announced in July between the Department for Transport and Arriva Trains Wales and supported by the Welsh government. The cost is being met from money paid to DfT by Deutsche Bahn when it took over Arriva.

<https://www.gov.uk/government/news/green-light-for-extra-rail-services-between-england-and-wales>

Commuters trade price of rail travel for lower house prices

Research carried out by Lloyds Banking Group that compared the cost of house purchase in London with that in towns within an hour's travel time of London plus season ticket costs, has been reported in *The Guardian*. This found that the comparatively lower house prices in many of the towns more than offset the higher commuter fares. The best value town, according to this analysis, was Wellingborough, although Kettering, Peterborough, Basildon and Luton also scored well in cost-effectiveness. The headline figures used a comparison with house prices

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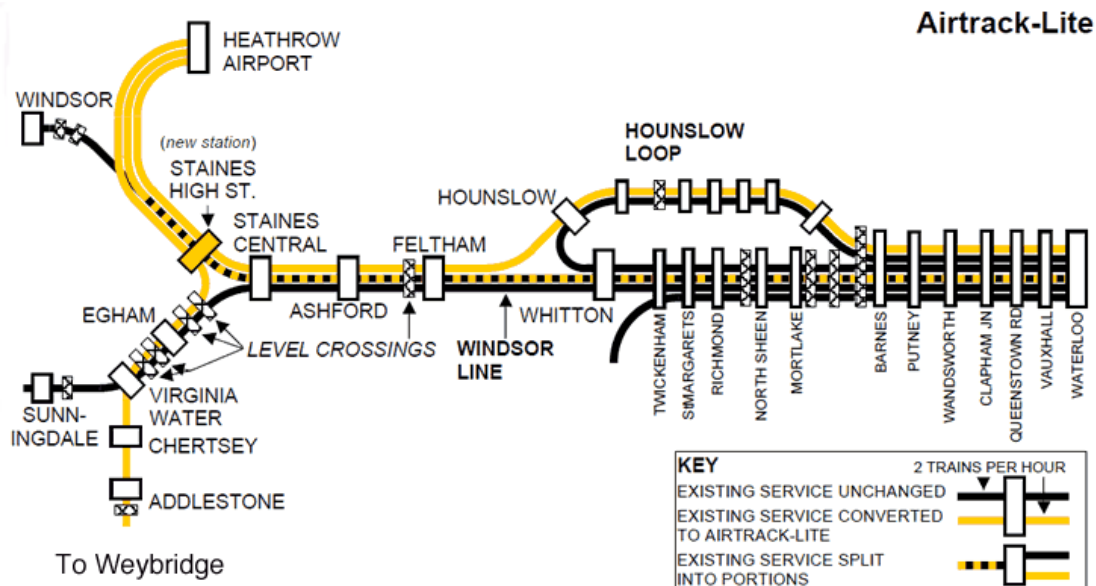
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in central London, zones 1 and 2, but using the analysis in outer London areas shows similar, though less extreme, outcomes. In respect of railway development, this means that while the housing price differential between London and the rest of the country continues to grow, demand for longer commuter services will increase.

<http://www.theguardian.com/money/2014/jul/05/london-soaring-house-prices-make-long-commute-cost-effective>

Government backs study into southern rail access to Heathrow



- Notes**
- NO ADDITIONAL SERVICES AT ANY LEVEL CROSSINGS
 - TRAIN PATH OF EXISTING WATERLOO-WEYBRIDGE SERVICE USED BY 2 NEW TRAIN SERVICES:
 - WATERLOO – HOUNSLOW LOOP – STAINES – HEATHROW
 - SOUTH COAST – WOKING – STAINES – HEATHROW
 - WINDSOR TRAIN SPLIT AT STAINES HIGH ST FOR WINDSOR & HEATHROW

The Department for Transport has published terms of reference for a study into rail access from the south to Heathrow airport being carried out by Network Rail. The study, which should be complete during 2015, will feed in to relevant route studies being carried out and also Network Rail's work for the Airports Commission on rail access to the airports that are being considered for expansion. The map above was produced in 2013 by Wandsworth Council after five years of talk about an Airtrack link to Heathrow. Airtrack-Lite was an attempt to renew interest in the idea after the original scheme was abandoned in 2011.

www.gov.uk/government/uploads/system/uploads/attachment_data/file/325722/heathrow-southern-rail-tor.pdf

Two rail freight terminals win Government backing

Transport Secretary Patrick McLoughlin gave development order consent in July to a major extension of the Daventry International Rail Freight Interchange (DIRFT III). Work will start this year and when complete, DIRFT, which is on the Northampton loop of the West Coast main line and close to the M1/M6 junction, will handle up to 36 freight trains a day and over 500,000 containers a year. Elsewhere in Whitehall, Eric Pickles, the Local Government Minister, gave outline planning permission for a strategic rail freight interchange at Radlett beside the Midland main line on the site of a former airfield. This planning process has been going on for years, a public inquiry reported in 2009, and there may still be further delays.

<http://dirftiii.com>

www.gov.uk/government/publications/recovered-appeal-former-aerodrome-north-orbital-road-upper-colne-valley-hertfordshire-ref-2109433-14-july-2014

Railfuture press releases

Over the past few months, press releases issued by Railfuture have included:

11 July - North to get modern Southern diesels from electrification infills

17 August - Lewes Town Hall Open Day supports Lewes-Uckfield reopening

18 August - Strong business case for reinstating railway missing link – the East West Rail link

19 August - Why are rail passengers still feeling the pain? Fare rises

21 August - Rail campaigners fight to save services in the North of England

16 September - Disruption happens! How can we reduce the impact?

4 October - Meet the women who run our railways

9 October - Reaction to ScotRail franchise win

These and other Railfuture press releases and a summary of other mentions of Railfuture in the media can be seen on the following links:

[Railfuture press releases](#)

[Railfuture+in+the+news](#)

Rail improvement package for Cornwall accelerates signal project

Prime Minister David Cameron announced in July a major financial package for rail in Cornwall. This will include the announced refurbishment and improvement of the Night Riviera sleeper trains, the expansion of the Long Rock depot in Penzance where the trains will be maintained, and bringing forward by five years a programme of improved signalling between Penzance and Totnes that could enable more frequent services over the Cornwall main line. The funding will come from the Department for Transport, Network Rail, Cornwall County Council and the Cornwall and Isles of Scilly local enterprise partnership.

www.gov.uk/government/news/major-package-of-rail-improvements-for-cornwall

£15m extra to create better bike facilities at railway stations

While launching the new Cycle Hub at Sheffield in July, Transport Minister Baroness Kramer announced that £15 million would be available for new and improved facilities for cyclists at railway stations. Train operating companies will be able to bid for grants from this fund to the cycle rail working group, which includes representatives from cycling organisations and the railway industry.

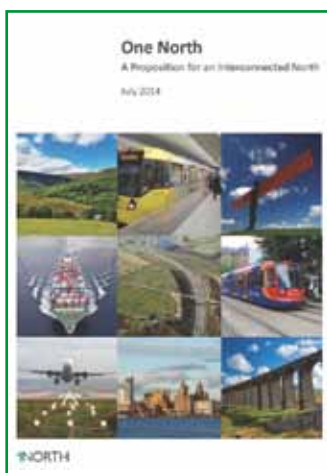
www.gov.uk/government/news/15-million-cycle-rail-boost

Review of complaints handling and assisting disabled passengers

In 2013 the Office of Rail Regulation took over oversight of train operators' complaints-handling procedures and disabled people's protection policies from the Department for Transport. Having had conversations with the companies and other interested parties, it has now launched a consultation to find the best ways to measure the success and quality of passenger experience when making a complaint or seeking assistance. This aims to establish "core data" against which ORR can measure whether the best systems are in place.

<http://orr.gov.uk/consultations/policy-consultations/closed-consultations/closed-consultations-2014/developing-minimum-core-data-for-monitoring-operators-chp-and-dppp-performance>

Strategic proposals for transport in the north of England



The five major northern cities, Liverpool, Manchester, Sheffield, Leeds and Newcastle, have published *One North: a proposition for an interconnected North*. This promotes the case for improved transport infrastructure between their regions and also to the major ports and airports in the north of England to maximise economic growth. The package would include a new high speed line, including a tunnel under the Pennines. The proposals will be fed into the enquiry being carried out by David Higgins, chair of HS2 Ltd, who is preparing a report on rail connectivity in the north of England, to be completed before the Chancellor of the Exchequer's autumn statement.

www.manchester.gov.uk/news/article/6940/one_north_region_s_cities_unveil_joint_plan_for_improved_connections

Transport resilience review published after shock of winter storms

A review of the resilience of the transport network to extreme weather conditions was published by the Department for Transport on 22 July. The independent review team, chaired by former Eurostar chairman Richard Brown, was set up in March 2014 following a succession of severe events during last winter that affected all forms of transport. Although it was found that generally transport operators responded well, there were a number of areas of weakness and the review makes

Railfuture conferences

16 May 2015
RDS Ltd AGM
to be held at
Savoy Hotel
Blackpool FY2 9SJ

20 June 2015
Railfuture summer
conference at
Newark Town Hall
NG24 1DU

For further information
see:

www.railfuture.org.uk/conferences/

over 60 recommendations for action, both in the short and long term. Those for railways included measures related to embankments and vegetation, the introduction of contingency timetables, and working with others to anticipate where problems may occur. The Government will be responding.

www.gov.uk/government/publications/transport-resilience-review-recommendations

'Could do better' report on Thameslink and inter-city express trains



The National Audit Office has studied the procurement of fleets of trains under the Thameslink and inter-city express (artist's impression above) programmes, for both of which the lead was taken by the Department for Transport. Despite the long-standing policy that train procurement should be a matter for the rail industry, DfT involvement was required because of uncertainty within the industry and shortage of finance during the economic crisis. The report points out that both contracts, which were awarded more than two years later than originally intended, achieved a level of competition as great or greater than other procurements since 2000. While it would have to wait until the completion of the train delivery before coming to a final decision on the value for money, the NAO found that the DfT needs to ensure that the industry understands its policy on train procurement and integrates this into its strategy on infrastructure, rolling stock and franchising.

www.nao.org.uk/transport/procuring-new-trains

Congested platforms among the risks of rising passenger demand

While the safety record of Britain's railways remains among the best in Europe, the annual safety report by the Office of Rail Regulation warns of the challenges posed to the industry in managing the record levels of rail travel. It highlights crowd control on congested platforms and elsewhere at stations, particularly at times of disruption and construction. It also calls for better infrastructure management to prevent potentially dangerous situations developing, and highlights an increase in injuries to track workers. Both the press statement and full report are available on the following link.

<http://orr.gov.uk/news-and-media/press-releases/2014/manage-increases-in-rail-traffic-safely-warns-rail-regulator>

Crossrail extension to Watford and Tring under investigation

A feasibility study is being carried out on linking outer suburban services between Watford Junction and Tring to Crossrail at Old Oak Common. This would release capacity and relieve congestion at Euston in advance of High Speed Two developments, and also lower journey times for passengers whose final destination

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.

in central London is nearer a Crossrail station than Euston. It would also provide a simple connection to Heathrow for people living in north west London and western Hertfordshire.

www.gov.uk/government/news/government-launches-study-into-potential-crossrail-extension

Transport police praised for making progress on the railways

The House of Commons transport committee published the report of its enquiry into security on the railways in September. The overall decrease in crime was noted, although there had been a year-on-year increase in certain serious offences. The British Transport Police force was praised for its approach to counter-terrorism and cooperation with other police organisations. The committee also highlighted the need for the British Transport Police Authority to develop policies to protect vulnerable children and young people at railway stations.

www.publications.parliament.uk/pa/cm201415/cmselect/cmtran/428/42802.htm

Passengers asked to explain their priorities to the police

British Transport Police is seeking the views of passengers on the railways and London Underground about what they want from the service as it establishes its priorities for the coming year. A questionnaire, open until the end of October, is at:

www.btp.police.uk/survey.aspx

Passengers unhappy with managers' plans for handling delays



Passenger Focus has published *Passenger information when trains are delayed*, a report on research into passengers' experiences and needs carried out for the Office of Rail Regulation. This found that nearly 30% of passengers were dissatisfied with the way in which delays were handled, a figure that dropped significantly when they were given information on the cause of the delay. Recommendations are made that would lead to the required provision of accurate, honest and consistent information.

www.passengerfocus.org.uk/research/publications/passenger-information-when-trains-are-disrupted

Train companies and retailers face quiz over ticket sale information

A code of practice on giving information to rail passengers when they buy tickets is being prepared by the Office of Rail Regulation and is intended to come into effect during 2015. This will cover both train operating companies and other ticket retailers. To this end they have launched a consultation, *Towards a code of practice on retail information*, that will be open until 21 November.

<http://orr.gov.uk/consultations/policy-consultations/open-consultations/code-of-practice-on-retail-information-consultation-on-developing-a-code>

Continued growth in use of rail as advance ticket sales grow

The Office of Rail Regulation rail usage statistics for the first quarter of 2014/15 show the number of passenger journeys increased by 2% compared to the previous year to a record 393.9 million. The largest increase was in journeys with advance tickets, which rose by 9%. Passenger revenue on franchised services exceeded £2.1 billion.

http://orr.gov.uk/__data/assets/pdf_file/0005/14855/passenger-rail-usage-quality-report-2014-15-q1.pdf

Disruption happens

Railfuture has launched a campaign to reduce the impact on passengers when rail services are disrupted. We know disruption happens and also that how it is handled remains the number one concern of rail passengers. Most passengers will have horror stories about journeys that went wrong but will also have examples of where it was handled well. Railfuture wants to spread the message of good practice on the railways and demand improvements for passengers. Individuals are invited to complete a questionnaire on their experiences, good and bad, on the Railfuture website.

www.railfuture.org.uk/Disruption

Baroness Kramer launches community rail service for Tyne Valley



Transport Minister Baroness Kramer (pictured above with rail managers) announced in October the designation of the Tyne Valley line between Newcastle and Carlisle as a community rail service. This followed a six-week consultation over the summer that was carried out at the same time as a similar one for the East Suffolk lines, on which an announcement is expected. The official prospectus for the Tyne Valley community rail service and for the 36 others in England can be seen on the following link.

www.gov.uk/government/publications/community-rail-routes

Efficiency and financial assessment report on Network Rail

The Office of Rail Regulation has issued its assessment of overall efficiency and financial performance of Network Rail for 2009-14 (control period 4). The major finding is that although Network Rail reduced its costs by 15.5% during the period, efficiency savings of 23.5% had been the agreed target. This means that it will be harder to reach the 19.4% reduction in cost of operations, maintenance and renewals for which it is being funded up to 2019.

<http://orr.gov.uk/publications/reports/efficiency-and-finance-assessment>

Transport expenditure before Hinkley Point construction

In advance of the European Commission's approval in October of the financial arrangements for the construction of Hinkley Point C nuclear power station, the Department for Transport announced a funding package with the local enterprise partnership for transport improvements in the area to assist construction workers getting to the site. The largest allocation is for enhanced maintenance of existing roads, but there will also be a link between the Taunton inner distributor road and the railway station, improvements at Bridgwater station including interchange with bus services, and a segregated cycle way between the town and Hinkley Point.

www.gov.uk/government/news/28-million-to-prepare-roads-and-rail-for-new-nuclear-power-station

Allies of rail

Railfuture maintains a list of MPs, MEPs and peers who have shown they are sympathetic to rail passengers and interested in rail. We usually discover who to add to the list by taking note of what MPs say in Parliament but also in local newspapers, radio and TV reports.

Then we try to keep them updated on rail passenger information by sending them copies of *Railwatch*.

We now think it is worth expanding the idea to include key people in local and regional authorities. So if you know of councillors or regional board members who should be added to our list, please let your branch secretary know, preferably by email, and send a copy to Lloyd Butler at:

renewals@railfuture.org.uk

Members of Railfuture's specialist groups might consider maintaining their own list of outside experts and supporters.

One bonus of this is that Railfuture branches could send their communiques to these key outsiders via the label/address list facility.

Of course, it is important that such lists are kept up to date. So please let Lloyd know if MPs and others retire or change their emails or addresses.

Bakerloo line extensions could take Tube into south-east London

Proposed Bakerloo line extension



Transport for London has issued a consultation on plans for an extension to the Bakerloo line through parts of south east London, a subject that has been considered since the inter-war years. The current proposals include a mixture of new tunnelled line and converting sections of track used by existing rail services. This would have an impact on possible future railway developments affecting a wider area. The consultation is open until 7 December and a response is being prepared by Railfuture London and South East.

<https://consultations.tfl.gov.uk/tube/bakerloo-extension?intcmp=21818>

What's on

These 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:

3 November

Ribble Valley Rail meeting, Clitheroe

4 November

Shrewsbury Aberystwyth Rail Passenger Association AGM, Newtown

6 November

Railfuture Sussex & Coastal division meeting, Lewes

6 November

Don Valley Railway meeting, Sheffield

8 November

Railfuture Severnside meeting on Swindon Kemble redoubling, Stroud

10 November

Bexhill Rail Action Group meeting, Hastings

11 November

Shrewsbury Chester Rail Users Association meeting, "A people's railway for Wales & the Borders", Gobowen

Economic promise spurs hunt for Bedford-Cambridge rail route

In August the East West Rail Consortium published the results of an Atkins study of the benefits of building the East West rail link from Cambridge to Oxford, via Bedford and Milton Keynes. The consultants found that there was substantial potential for economic growth, with the journey time between the two university cities being cut to just an hour. The news was warmly welcomed by Railfuture. The Government is now funding Network Rail to carry out the next stage of a feasibility study for a preferred route from Bedford to Cambridge.

<http://www.eastwestrail.org.uk/news/new-study-supports-economic-case-investment-east-west-rail-central-section-rail-link>

More and faster trains for stations on Nottingham-Lincoln line

Transport Secretary Patrick McLoughlin has announced a funding package to improve East Midlands rail services between Nottingham and Lincoln from May 2015. This will include additional trains, more frequent and faster services and more stops at Hykeham, Carlton and Burton Joyce stations.

www.gov.uk/government/news/passengers-to-benefit-from-investment-in-nottingham-to-lincoln-rail-service

Franchising

French, Canadians and Spanish to run Docklands Light Railway

Transport for London has awarded the franchise contract to run and maintain the Docklands Light Railway to the Keolis Amey Docklands partnership (Keolis 70%, Amey 30%). The contract will run until 2021 with the option of a two-year extension. The new contract comes into effect in December when Keolis Amey will take over from Serco who have operated DLR since 1998. Keolis is owned by the French national railway SNCF and the Quebec Deposit & Investment Fund. Amey is a subsidiary of the Spanish company Grupo Ferrovial.

<https://www.tfl.gov.uk/info-for/media/press-releases/2014/july/tfl-names-keolis-amey-docklands-as-docklands-light-railway-operator-until-2021>

Hong Kong-based MTR to operate Crossrail in £1.4 bn deal



Transport for London has signed a contract worth £1.4 billion with MTR to operate the Crossrail concession for eight years, with the possibility of a two-year extension. The annual payments can be varied up or down depending on service performance. MTR operates the Hong Kong mass transit railway and also runs rail services in Britain, until now in partnership with other operators, including London

Overground where its partner is Arriva Trains, and elsewhere in Europe. The first phase of Crossrail services will start at the end of May 2015 when it takes over the suburban services between Liverpool Street and Shenfield, with new trains being introduced in 2017. This will be followed by the current Heathrow Connect service to Paddington in May 2018. Services across London from Paddington to Abbey Wood are scheduled for December 2018 and from Paddington to Shenfield for May 2019. The full through service from Reading is due in December 2019.

<https://www.tfl.gov.uk/info-for/media/press-releases/2014/july/contract-signed-for-mtr-to-run-crossrail-services>

Three-year-plus extension for Southeastern approved by DfT

Govia will continue to operate Southeastern trains for a further three years and nine months following direct award negotiations with the Department for Transport. This should include the time during which London Bridge station is being rebuilt. The agreement includes plans for improved trains and stations, enhanced services on some lines and more staff directly in touch with passengers. Govia is jointly owned by Newcastle upon Tyne-based Go Ahead and Keolis.

www.gov.uk/government/news/new-deal-to-boost-rail-services-in-london-and-the-south-east

Dutch-owned Abellio to run ScotRail from April next year

The ScotRail franchise to start in April 2015 has been awarded to Abellio, the subsidiary of Dutch Railways which beat off competition including the incumbent First Group. The new franchise, worth up to £6 billion, is the largest individual contract entered into by the Scottish government. Improved passenger services are promised including new trains, representing an increase in the number of coaches by almost a quarter, station improvements and reduced fares for job seekers. There will also be a Great Scenic Railway scheme to encourage tourism. A package of measures for staff include payment of at least the living wage to staff and subcontractors and a new training academy. Elements of this could usefully be promoted for new franchises elsewhere. Further details:

www.transportscotland.gov.uk/news/new-deal-transform-rail-services

12 November

LevenMouth Rail Campaign, "Reversing Beeching the formula for Levenmouth", Methil Docks

14 November

Suffolk County Council Rail Conference, Ipswich

15 November

Railfuture London & SE, Kent division meeting, Canterbury

15 November

Railfuture North West meeting, Manchester

17 November

Bedford Commuters Association AGM, Bedford

19 November

Friends of the Barton Line meeting, Cleethorpes

28 November

Ashchurch, Tewkesbury & District Rail Promotion Group meeting, Tewkesbury

For further information on these and other events see the following:

[Railfuture events](#)

HS2

Birmingham headquarters for HS2 engineering staff

It has been announced that the headquarters for all aspects of the engineering for HS2 will be located in Birmingham. There will be up to 1,500 staff employed there as the project gets under way, some of whom will be transferred from their current base in London from 2015. The announcement was made at the launch of the Birmingham Curzon Urban Regeneration Company, established by the city council to lead the development of the area around the HS2 station.

www.gov.uk/government/news/hs2-jobs-and-growth-boost-for-birmingham

HS2 college to be based in both Birmingham and Doncaster

It was announced at the end of September that the planned HS2 College, which will train staff for engineering jobs on all aspects of the construction of HS2 and future projects, will be based at the Birmingham Science Park with a second site at Doncaster's Lakeside Campus. The College is due to open in 2017 when HS2 construction should get under way and links will have been established with other specialist training providers around the country.

www.gov.uk/government/news/new-high-speed-rail-college-to-be-in-birmingham-and-doncaster

Government response to HS2 Growth Taskforce

The Government published its response on 24 July to *HS2: Get Ready*, the report of the HS2 Growth Taskforce issued in March that pointed the way to realising the growth potential of the high speed line.

www.gov.uk/government/publications/hs2-growth-taskforce-a-response-from-government

House of Lords committee enquiry on economic case for HS2



The economic affairs committee of the House of Lords, chaired by Lord Hollick, is carrying out an inquiry into the economic case for HS2. This will specifically not cover planning issues or matters to be covered by the committee on the hybrid

bill. Among the issues that will be considered are whether the service would be run as a franchise, and ticket pricing. Progress of this enquiry can be followed on the following link.

www.parliament.uk/business/committees/committees-a-z/lords-select/economic-affairs-committee/inquiries/parliament-2010/economic-case-for-hs2/

Viaduct abandoned as change of route agreed for Staffordshire

A change to the alignment of HS2 near Lichfield has been agreed to avoid a double crossing of the Trent and Mersey Canal and to pass under the A38, the West Coast main line and the South Staffordshire line rather than on a viaduct over them. This will mean that much of the line in this area will be in a cutting, thus reducing the visual impact.

www.hs2.org.uk/press/hs2-route-change-near-lichfield

A welcome early Christmas Box

Chiltern Railways has announced that it will be running trains on Boxing Day for the second year running. Trains will run from 08.15 to 20.15 with the first train northbound from London to Bicester North at 08.15, and the last to Princes Risborough at 20.15.

Southbound, the first train will run from High Wycombe to London at 08.56 and the last will run from Bicester North to Marylebone at 20.26.

Chiltern warns that because other train companies are closed on Boxing Day, "we anticipate the service will be popular with people who would otherwise have been unable to travel."

Chiltern added: "Car park charges will be waived and with our stations easily accessible by car, customers will find it easy to plan a day out at the sales, football or to take in the sights of London."

Railfuture expects operators and the Government to get together to ensure that all areas have a train service on Boxing Day.

<http://www.chilternrailways.co.uk/boxingday>

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