



campaigning
by the
Railway Development
Society Limited

Long Distance Market Study
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Dear Sirs,

Long Term Planning Process - Long Distance Market Study

Railfuture is a national voluntary organisation structured in England as twelve regional branches and two national branches for Scotland and Wales. We are Britain's leading independent rail lobby organisation with a large number of affiliated Rail User Groups. Being funded entirely from membership subscriptions and donations, Railfuture enjoys non-partisan status and has no connections with political parties, trade unions or commercial interests.

We appreciate the opportunity to comment on the Market Study into the Long Distance Market Study. We are supportive of the core goals and conditional outputs, but would add some additional points and comments to these to provide some further emphasis and priority from our organisation. We have sought and received comments from the National Groups, national branches (Scotland and Wales) and English regional branches. It has also been discussed at national and local conferences.

Railfuture Scotland has also commented that the consultation with Travel Scotland should have been extended to other regional bodies (e.g. Edinburgh, Glasgow, Aberdeen, Inverness).

Strategic Goals

- **Enabling economic growth**
We appreciate that this is the key source for the additional funding required for the rail industry and accept the wider definition that includes leisure travel as well as travel for work and other business purposes. In the current economic climate there is likely to be an increase of holidays and leisure activities in this country.
- **Reducing carbon and the transport sector's impact on the environment**
Although electrification is seen as the main driver here, there are benefits to ensuring that improvements in diesel locomotion should be supported as well as driver behaviour in all fuel modes.
- **Improving the quality of life for communities and individuals**
It may prove difficult to quantify this in terms of financial benefit but is a key driver in many of the outputs.

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

- **Improving affordability**

We would be concerned that this is just used to limit or reduce the income from government sources and would want to see some clear benefit to passenger fares.

Conditional Outputs (Starting Point)

Long Distance (starting point)

1. Sufficient capacity to accommodate demand

Over-crowded trains limit the opportunity for people to work on the trains and make use of on train catering etc. There are good examples of additional trains being added to the schedule at short notice when high levels of passengers have been identified and forecast (e.g. Bank Holiday weekends).

2. Improved inter-regional connectivity

Apart from providing specific connectivity this also needs to be timely wherever possible to limit total journey time.

3. Improved connectivity with London

Connectivity to London will remain the main driver for some time, especially with the additional population growth, however this is resulting in a much larger region and connectivity to East, West, North and South London could be supplied via connections other than just termini (Thameslink, Crossrail, London Overground etc. and should be considered as additional connectivity).

4. Access to HS2

While HS2 is mentioned and supported, we would also call for consideration on the HS1<>HS2 connectivity to provide long distance connectivity both within the UK and also international, although appreciate that this part of the HS2 provision.

5. Direct access to major airports

Competition between airports will increase the importance of this as well as providing problems with passenger numbers changing.

6. Direct access to regional airports and ports

Competition between airports will increase the importance of this as well as providing problems with passenger numbers changing.

7. Improved connectivity to tourism centres

This is very likely to grow in the current economic climate.

8. Access to higher education establishment

This is likely to require more services non-London centric services.

9. Competitive services to abstract trips from congested roads

Both congestion and car-running costs (especially fuel) are likely to continue to drive a growth in a switch to rail. In the main population areas we are likely to see the growth in households that do not even own a car (especially prominent in London).

10. Improved access to the rail network to cater for large demand

The Long Distance networks will provide the trunk services, other services will provide the branches and connectivity should be both timely and interchange stations should have good quality services and staff cover wherever possible.

11. Improved passenger satisfaction

Other outputs will be the main driver of this, as well as quality of rolling stock. In addition we would ask for consideration within this output or as additional outputs:

Reduction in journey time (including the congestion at termini stations that often add significant time, reduce the benefit of high speed travel and significantly reduce the perceived journey quality).

Resilience of services (existing and new diversionary routes identified and used in place of bus replacement).

Better disruption information on train, station and social media/Internet (Network Rail & TOC)

12. Competitive prices compared to other modes and improved pricing and ticketing

Reducing the cost of the railway system is vital and we would want to see that reflected in car parking and fares as well as a reduction in tax payer funding. Support for smart ticketing and increasing the purchase options are strongly supported. Further consideration to support better use of lightly loaded and off-peak service has been added below.

IN ADDITION THE QUALITY OF THE LONG DISTANCE JOURNEY

13. Make better use of off-peak/lightly loaded services (TOC Driven)

Maintain lower book-ahead fares; improve effectiveness and scope of railcards and off-peak fares.

14. Review that need for the quantity of First Class seating (TOC Driven)

There has been a growing trend for business to limit the use of first class travel and this has led to over-provision especially but not uniquely, on off-peak services which could better used for other passengers – extend and improve advertising of first class uplift where possible.

15. Toilet and Catering Facilities need to be more resilient (TOC Driven)

Journey quality can be adversely affected by lack of toilets and catering facilities. The infrastructure to support this part of the train service should not be forgotten.

16. Other aspects of connectivity

Multi-Modal (Bus, Tram, Taxi, Car, Cycle, Pedestrian) at station; Pedestrian (and accessibility) within station and between connecting services; Access to other rail services (built in flexibility for branch connections where possible in the event of trunk delays); Minimise and retime connections that are timed to depart a very short time before or at the same time – where possible (limit scope or remove perverse financial penalties). This all adds to the effectiveness and total journey experience for long-term passengers.

We trust these comments will be of assistance.

Yours faithfully,



Chris Fribbins
Railfuture
Head of Passenger Group