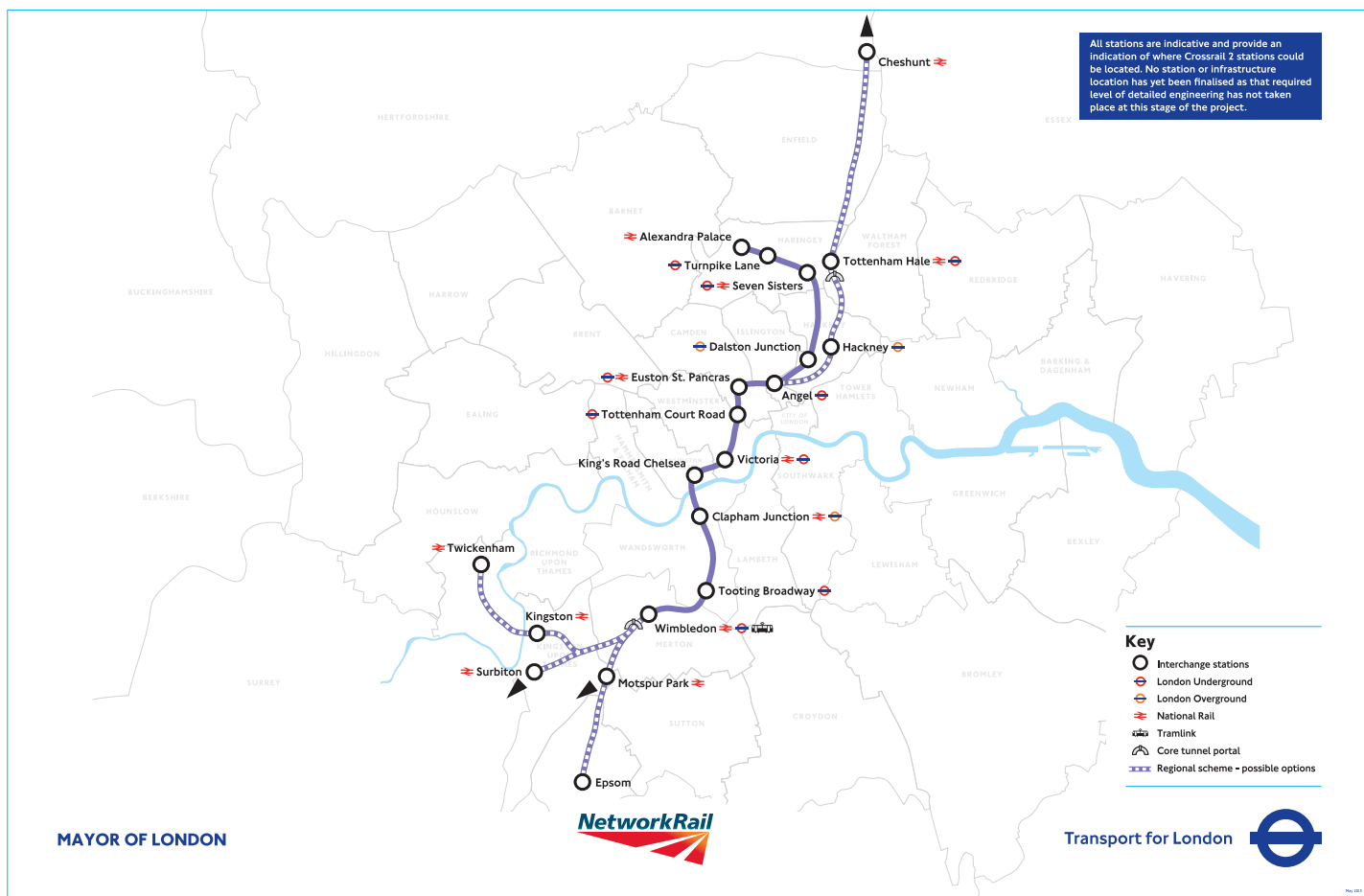


Another vital London link

Crossrail 2 regional option



A consultation was undertaken during the summer on three aspects of the proposed route of Crossrail 2, a northern extension from Alexandra Palace to New Southgate, alternative alignments north of Angel through Hackney, and alternative alignments through Chelsea between Victoria and Clapham Junction. The initial consultation report is available and the results of a more detailed study of the responses is expected to be published this spring.

<https://consultations.tfl.gov.uk/crossrail/june-2014>

Role of rail transport recognised in isolated communities

The House of Commons Transport Committee published its report in the summer: *Passenger transport in isolated communities*. Much of the report was concerned with bus and other community road transport, although there was consideration of the role of rail and particularly community rail partnerships in some areas. The committee also recognised that although isolated communities are associated with rural areas, they also exist in urban areas. The report and the Government's response to it can be seen on the following link.

<http://www.publications.parliament.uk/pa/cm201415/cmselect/cmtran/719/71902.htm>

<http://www.publications.parliament.uk/pa/cm201415/cmselect/cmtran/719/71905.htm>

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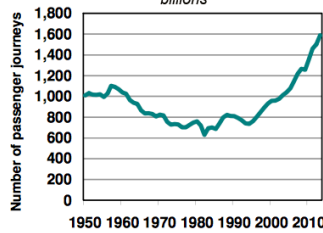
twitter: @railfuture

twitter: @railwatch

Simple statistics from the Government help make case for rail

The use of statistics is a vital element in campaigning for improved rail transport. However, many statistics are too detailed for some of us. The Railway Executive at the Department for Transport has published a four-page fact sheet on the headline trends for 2014, which provides a simple over-view.

Figure 1: Rail passenger journeys: GB 1950-2013
billions



Source: Office of Rail Regulation (ORR)

<https://www.gov.uk/government/statistics/rail-trends-factsheet-great-britain-2014>

Go ahead for the Tube's Northern line extension to Battersea



Transport for London has been given approval by the Government to start work on the Northern line extension. This will take the existing Charing Cross branch of the Tube line from Kennington to serve major commercial and residential development areas at Nine Elms and Battersea Power Station. It is programmed to be completed in 2020. Funding is expected to come from the private developers.

www.tfl.gov.uk/travel-information/improvements-and-projects/northern-line-extension?cid=173

Audit Office highlights lessons from major rail projects



National Audit Office

At the end of October, the National Audit Office published *Lessons from major rail infrastructure programmes*, a review of five projects sponsored by the Department for Transport since 1998, HS1, West Coast electrification, Thameslink, Crossrail and HS2. Although the NAO found that there had been improvements, there were a number of areas which need to be addressed:

- Developing clear business cases and economic analyses of the estimated benefits of new railways
- Economic assumptions need to reflect changes in real-life behaviour
- The Department needs more programme management capacity and skills
- Beneficiaries of new transport could contribute more funding

www.nao.org.uk/report/lessons-from-major-rail-infrastructure-programmes/

Railfuture press releases

Railfuture has issued press releases on the following subjects:

December 2014 - More pain for rail passengers
With motoring becoming cheaper, Railfuture calls for an end to inflation-busting rail fares.

December 2014 - Time to plan for more rail freight
A key way to unlock more rail freight lies in the planning system. Railfuture's new report shows how.

November 2014 - Reaction to East Coast franchise win
Railfuture welcomes today's announcement that Stagecoach and Virgin have won the East Coast franchise.

November 2014 - Railfuture Scotland's rail expansion plans launched
Railfuture Scotland unveiled proposals for the future of the rail network in Scotland. 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](#)

Franchise will make way for more new stations in Scotland



Transport Scotland has announced that the new franchise for ScotRail will include an hourly service between Edinburgh and Berwick with timing for stops at new stations in Linton and Reston. This was warmly welcomed by Rail Action Group East Scotland (RAGES) which has campaigned for such a service for local people working, studying or using leisure facilities in Edinburgh and also tourists to the area.

<http://www.transportscotland.gov.uk/news/stations-plan-track>

Critical look at information screens at rail stations



Grosmont 'information'

at a few stations were often ignored, being seen as providing advertising or general public information rather than information on service disruption.

www.passengerfocus.org.uk/news/articles/new-publication-passenger-information-screens-at-railway-stations

Passenger Focus published a report *Passenger information screens at railway stations*, in November, following research it had carried out in conjunction with Network Rail and National Rail Enquiries. In general there was passenger approval of traditional departure and arrival screens, although a number of suggestions were made on ways in which the information could be standardised and improved. However, it was found that the supplementary larger plasma screens that have been installed

Government approves electrification to Windermere

Baroness Kramer has confirmed the £16 million funding to electrify the line between Oxenholme and Windermere, enabling through electric rail services to run into the Lake District from Manchester and Lancashire. It is envisaged that the work could be complete in 2016.

www.gov.uk/government/news/rail-electrification-plan-for-lake-district

Regulator warns of fines if firms flout licence requirements

Network Rail and other bodies operating stations, trains and depots require a licence from the Office of Rail Regulation and ORR has a policy statement on the financial penalties it may levy and other enforcement measures it can take if licence requirements are not met. This is now being reviewed and a consultation paper on the subject was issued on 8 December with views required by 6 February.

<http://orr.gov.uk/consultations/policy-consultations/open-consultations/economic-enforcement-policy-consultation>

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

7 November 2015
Railfuture autumn
conference at Mercure
Bristol Holland House
Hotel, Bristol, Redcliff
Hill, Bristol BS1 6SQ

For further information
see:

www.railfuture.org.uk/conferences

'Confusion' on Intercity Express and Thameslink trains

The House of Commons public accounts committee has published the report of its inquiry into the procurement of Intercity Express trains for the East Coast main line and new stock for Thameslink services. This followed a study of the subject by the National Audit Office, see *Rail Action 7*. The PAC's main findings were that:

- The Department had caused confusion in the rail industry by failing to articulate its role
- The Department's decision to purchase the trains left the risk with the taxpayer
- Value for money was undermined by lack of certainty at the start of the procurement process
- The procurement process for the Intercity Express Programme was poorly managed from the outset

The committee also welcomed the Hitachi decision to invest in a train factory in County Durham.

<http://www.publications.parliament.uk/pa/cm201415/cmselect/cmpublic/674/67404.htm>

Expansion plans for the next 25 years on the Settle-Carlisle line

Moving Forward
The Friends of the Settle - Carlisle Line Prospectus

- Maximum line speed (currently 50mph) must be increased
- Passing facilities must be provided to cope with mixed traffic, freight and passenger
- It was built as a through route from London to Scotland and needs to remain that way, in which the goal is to provide a service of at least 100 trains per week

The Line

- Tourist friendly stock of world standard needs to match demand
- Medium and long distance stock must be provided
- Cheated, or at least budget, stock would be welcome

The Rolling Stock

- The desirable has remained elegant since inception
- It needs total revision to meet today's demands
- Connections at Leeds and Carlisle need to be fit with trains to London, Glasgow and Manchester
- Services to and from Manchester and Glasgow need to be restored
- Services to and from Manchester and Glasgow need to be restored
- Services to and from Manchester and Glasgow need to be restored

The Passenger Services

- There is a high demand for steam and locomotive hauled trains
- Passenger capacity must increase to satisfy tourist demand especially

General Points

- There must be a step change in ambitions for the line
- It is England's third route to Scotland: the one up the middle
- Its uniqueness as a through, local, tourist and freight route must be appreciated and exploited

Taking the history of the line into the future
www.foscl.org.uk

The Friends of the Settle-Carlisle line have issued a prospectus of measures that would lead to the line becoming a real part of the network again, rather than being seen as a long branch line. The improvements demanded include raising the speed limit, more passing loops, trains that are more suitable both for local passengers and tourists, a more regular timetable with better connections, particularly at Carlisle, and through services to Manchester and also into Scotland and the Midlands. The prospectus is both part of FOSCL's lobbying in relation to the next Northern franchise, and part of the celebrations of the 25th anniversary of the reprieve of the line.

www.foscl.org.uk/content/foscl-moving-forward-poster

£60 million to pay for improved access at 26 stations

The 26 stations that will benefit from the additional £60 million for the Access for All programme included in the Infrastructure Plan for 2014/15 have been announced. Detailed plans for step-free routes into the stations and between platforms are now to be drawn up and the work should be completed by 2019.

www.gov.uk/government/news/accessibility-improvements-for-more-stations-after-funding-boost

Government outlines its policy for national networks

The Department for Transport has published a national policy statement for national networks setting out the need for developments of rail, road and rail freight interchanges on the national networks, and the policy against which decisions on major rail and road projects will be made.

www.gov.uk/government/collections/national-networks-national-policy-statement

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.

Welsh public invited to scrutinise national transport policy



Llywodraeth Cymru
Welsh Government

A draft National Transport Policy for Wales was launched by Transport Minister Edwina Hart on 10 December. This sets out priorities for road and other public transport for the whole of Wales over the next five to thirty years. Among the short and medium term rail projects included are improving capacity and journey time for north-south services, and phase 1 of the Cardiff Capital Region Metro. The consultation period ends on 11 March.

<http://wales.gov.uk/newsroom/transport/2014/141210NationalTransportPlan/?lan=en>

Network Rail considers its approach in planning for the long term

Railfuture members will have read in *Railwatch* 142 the article by Chris Austin explaining the background to Network Rail's route studies, as part of its long term planning, and how members can feed their views into Railfuture's responses to the consultations. In addition to the draft studies for the Western, Sussex and Anglia routes, the one for Wessex has now been issued. As they are produced, the consultation documents will be available on the following link:

www.networkrail.co.uk/Long-Term-Planning-Process/

Planning changes needed to clear the way for rail freight growth

Railfuture's freight group issued *Rail freight terminals and new developments* in December, calling for changes in the system of land use planning in order to encourage the development of the new and future terminals that are required for rail freight to achieve its potential. The report calls for new industrial and distribution developments to be capable of being connected to the rail network and for greater cooperation between central and local government, the private sector and the railway industry.

www.railfuture.org.uk/freight

Eurostar's new trains to be used for direct services to Marseille

To mark its 20th anniversary in November 2014, Eurostar provided information about its new e320 trains which will be introduced this year. These will have a capacity of



900 passengers, 20% more than at present, and be capable of travelling at 200 mph. From May 2015 there will be direct services between St Pancras International and Marseille with stops at Ashford, Lyon and Avignon throughout the year, on five days a week (Thursday-Monday). Unfortunately, London-bound

passengers will have to get off the train at Lille to go through security and border control. Direct services between London and Amsterdam, with stops in Antwerp, Rotterdam and Schiphol are expected to be added at the end of 2016.

Picture: RAILVOLUTION NET/WOLFGANG SCHEER

<http://www.eurostar.com/uk-en/about-eurostar/press-office/press-releases/2014/eurostar-celebrates-20-anniversary-unveils-e320>

Disruption happens

Railfuture's campaign to reduce the impact on passengers when rail services are disrupted is already attracting attention. 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.

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

6% increase in complaints about rail services

The Office of Rail Regulation has published its latest statistics on passenger complaints about rail services. In the second quarter of 2014-15, there were 27.6 complaints per 100,000 journeys, an increase of 5.8% compared with the same period in the previous year. The figures are analysed by the nature of the complaints, how they are made and by train operator. London Overground had the lowest rate of complaints with 2.8 per 100,000 journeys, while at the other end of the rankings Virgin had 230.3. The full report is available from the following link.

http://orr.gov.uk/__data/assets/pdf_file/0009/13995/chp-regulatory-statement.pdf

Railfuture Scotland lists priorities for 50 new stations

Railfuture Scotland has published a list of 50 stations which are its priorities for opening or reopening. All are on existing lines or lines for which approval has definitely been made, and include some that would probably have to await electrification. Estimates of minimum future passenger usage are given based on local population, experience of usage at other recently opened stations, or more detailed appraisals where these have been carried out.

<http://www.railfuture.org.uk/article1523-Scotland-Meeting-Packed>

<http://www.railfuture.org.uk/article1534-Boost-for-Beattock>

Call for transport devolution to spur economic development

A report sponsored by Transport for Greater Manchester and Transport for London calls for a raft of measures to devolve transport investment to city regions as a means of encouraging economic development and employment creation. *Investing in city regions: the case for long-term investment in transport* argues that the existing system of appraising transport projects was developed at a time when cities were declining, whereas now they are the major potential areas of economic growth.

http://www.tfgm.com/Corporate/Media_Centre/Documents/Volterra-Investing-in-City-Regions-A4-report.pdf

Guidance for operators on services for disabled passengers

“I like the train...I find it a lot nicer. It’s quicker, there’s more space, and it’s just a lot more pleasant.”

Train operators are required to have a disabled person’s protection policy which has to be approved by the Office of Rail Regulation along with information leaflets on the subject. Following a review of policy statements that have been submitted recently, the ORR has issued guidance on what it wishes to see in the documents and how it will be carrying out its supervisory function. Train operators have been asked to review and if

necessary change their policies, to be agreed with ORR by the end of January and to come into effect by 31 March 2015.

http://orr.gov.uk/__data/assets/pdf_file/0011/11711/disabled-rail-passengers-awareness-research.pdf

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

Information and smart ticketing vital for door to door transport

At the end of December, the Department for Transport published the third *Door to door action plan* reporting progress on meeting the aims of the 2012 strategy to improve integration between different means of sustainable transport. This covers a wide range of activities including smart ticketing, passenger information and improved physical facilities and services. The 26 page report can be read on the following link:

<https://www.gov.uk/government/publications/door-to-door-action-plan>

Regulator sets out rules for disposal of railway land

The loss of land that could be used for future development of rail services, or for purposes related to rail services, is limited under section 7 of Network Rail's licence. Before Network Rail can dispose of any land in which it has an interest, it has to carry out a consultation and get the approval of the Office of Rail Regulation. These consultations can be useful opportunities for rail campaigners. Details of its policy on this and of current proposals and recent decisions are given on the ORR website.

<http://orr.gov.uk/what-and-how-we-regulate/regulation-of-network-rail/network-licence/land-disposal-policy>

HS2

Community and business support funds launched

The Government has launched two funds to support communities and businesses near the High Speed Two route between London and the West Midlands. The Community and Environment Fund and the Business and Local Economy Fund will have a combined value of £30 million and grants will be made between the passage of the hybrid bill currently going through Parliament and a year after the service starts operation. The CEF will be for local projects bringing community and environmental benefits. The BLEF will invite local business support organisations to develop projects to maintain business activity and employment in areas that will be affected by the line's construction. The criteria for grants are being developed and should be published in 2015.

<https://www.gov.uk/government/news/30-million-hs2-community-and-business-support-funds-launched>

Route safeguarding for Crewe link

Although final decisions on the route of HS2 Phase 3 have yet to be made, initial steps have been taken to safeguard the route between Fradley and Crewe. This was the subject of a nine-week consultation launched in early November with a decision to be made in the spring.

<https://www.gov.uk/government/publications/hs2-phase-two-fradley-to-crewe-safeguarding-consultation-maps>

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:

16 February

Improving Rail Links to Heathrow public consultation at Heathrow Terminal 5 rail station. 08.00-10.00 and 16.00-18.00.

17 February

Improving Rail Links to Heathrow public consultation at Heathrow Terminal 1, 2, 3 rail station. 08.00-10.00 and 16.00-18.00.

17 February

Chesham & District Transport Users' Group. Chesham Town Hall. 19.30.

18 February

Improving Rail Links to Heathrow public consultation at Reading station on passenger bridge between platforms 7 and 8. 08.00-10.00 and 16.00-18.00.

19 February

Improving Rail Links to Heathrow public consultation at Reading station on passenger bridge between platforms 7 and 8. 08.00-10.00 and 16.00-18.00.

International lessons on high speed rail and development



The Independent Transport Commission, a think tank specialising in transport and planning issues, has published *Ambitions and opportunities: understanding the spacial effects of high speed rail*. This draws on best practice in cities and regions in UK, the Netherlands, Belgium and France to examine the regeneration and economic benefits that can arise from the development of a high speed rail network. The report was welcomed by Secretary of State Patrick McLoughlin and Sir David Higgins, chair of HS2 Ltd.

www.theitc.org.uk/wp-content/uploads/2014/11/ITC-HSR-final-report-151114-complete-small-2.pdf

Rebalancing Britain report

Sir David Higgins issued his report on the prospects for HS2 and improving connectivity across the Midlands and the North of England, *Rebalancing Britain from HS2 towards a national transport strategy*, on 27 October. An overarching feature of the report is that while HS2 will considerably improve connectivity, this should be only one step in an overall strategy to improve transport to allow the knowledge economy to thrive. For this to be achieved, both arms of HS2 will be needed and also considerable improvements to east-west infrastructure and shortened journey times across the region from Liverpool to Hull. Specifically on the HS2 Phase 2 proposals, he suggested:

- To continue the planned route into Manchester via the airport, with an open option to add a new airport station
- To review the best station solution for Leeds to include provision for increased east-west services through the city
- For HS2 to reach Crewe six years earlier than planned, by 2027
- That a station at Sheffield Meadowhall remains the best way to serve the whole of the South Yorkshire area
- That the East Midlands Hub should be near that proposed at Toton, but for further work to be carried out on its exact location.

The report, and also one carried out by consultants Steer Davies Gleave on transport constraints and opportunities in the North of England, can be downloaded from the following link:

<https://www.gov.uk/government/publications/rebalancing-britain-from-hs2-towards-a-national-transport-strategy>

HS2 website

The website for HS2 has recently moved and so links on previous issues of Railaction may no longer work smoothly. Information is now available on:

<https://www.gov.uk/government/organisations/high-speed-two-limited>

20 February

Improving Rail Links to Heathrow public consultation at Slough station. 08.00-10.00 and 16.00-18.00.

21 February

East Suffolk Travellers' Association open spring meeting, with guest speakers. Friends' Meeting House, Smallgate, Beccles. 14.00.

21 February

London and South East regional branch, Kent division meeting at Tonbridge United Reformed Church. 14.00.

21 February

Improving Rail Links to Heathrow public consultation at Slough station. 08.00-10.00 and 16.00-18.00.

23 February

Improving Rail Links to Heathrow public consultation at Colnbrook Village Hall, Vicarage Way, Slough SL3 0RF. 15.00-19.00.

24 February

East Anglia rail franchise consultation meeting at King's Centre, 47-51 King Street, Norwich NR1 1PH. 12.00-14.00.

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

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

Franchising

Virgin and Stagecoach win franchise to run trains on East Coast



The inter-city East Coast franchise has been awarded to Inter City Railways, a joint venture between Stagecoach and Virgin. Services will have the Virgin branding when they start in March, after five years of being run by the publicly owned Directly Operated Railways. The new franchise will last until 2023, with

the option of a one-year extension. Over the life of the franchise, a premium of over £3 billion should be paid to the Government. The contract includes the provision of more and faster services to many destinations, including a number that have not previously had franchised services from Kings Cross, particularly when the new trains are introduced from 2018.

<https://www.gov.uk/government/news/more-seats-more-services-and-new-trains-for-east-coast-passengers>

Railfuture lays out plans for East Anglia franchise from 2016

The Department for Transport launched a stakeholder consultation on rail services in East Anglia on 9 December in advance of issuing the franchise specification to potential bidders next summer, with the new franchise due to start in autumn 2016. The DfT had previously accepted the recommendations of the Great Eastern main line task force of local MPs and local enterprise partnerships to achieve a journey time of 90 minutes between London and Norwich. The consultation closes on 16 March 2015 and Railfuture's response will be coordinated by Railfuture East Anglia.

<https://www.gov.uk/government/consultations/east-anglia-rail-passenger-franchise>

<https://www.gov.uk/government/news/norwich-in-ninety-is-backed-by-government>

Welsh Government will take responsibility for Wales franchise

Following negotiations with the Department for Transport and the Welsh Government, responsibility for the control of the Wales and Borders railway franchise will pass to the Welsh Government. The announcement was made at the same time as an agreement was finalised on the funding responsibility for electrification to Swansea and the Valley Lines.

<http://wales.gov.uk/newsroom/transport/2014/141121-rail-electrification/?lan=en>

Railfuture submissions

Railfuture responds to many formal consultations about the railways. Submissions since the middle of 2014 have included:

June 2014 - Great Western Franchise Consultation (DfT)

August 2014 - Consultation on the future of the Northern and TransPennine Express franchises (DfT)

December 2014 - Bakerloo Line Extension (TfL)

These can be downloaded from

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