

## 2020 Vision

- which Government and the rail industry must deliver for the UK

### 10 key policy areas

Key electoral issues in 2015 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 "2020 Vision" 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 candidates as a piece of research into what constituents are saying about railways beneath the headlines.

The key themes explored in more detail below hone down to 10 key areas:

- A coherent revitalised national railway system
- A railway as an agent for City economic growth
- 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 headings are explored a little 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 off peak travel

- b) A revitalised local railway with new trains and a planned cascade of trains across the system as new equipment is provided, avoiding recent fiascos and botched solutions such as the recent case of transferring trains from Trans-Pennine to another operator without any thought or concern for the consequences to the region.
  - c) There should be a direct replacement for the 1980's 4 wheel bus style Pacer diesel trains. The cascade even if properly managed is not fast enough.
  - d) Station facilities are far from ideal at many stations and often there is no or little cover from the elements or even help points. Even some upgrades have reduced the cover for passengers – the London Overground experience has shown the benefits to passengers and in curbing anti-social behaviour. In this case the result has been enormous passenger growth particularly at off peak time and in the evening
  - e) An integrated investment plan is required to provide accessibility to the network for those people with reduced mobility or special needs with whole route availability such as applied to the Docklands Light Railway and now to Crossrail in London.
  - f) Greater access to the network and greater geographic coverage with line re openings which meet sustainable including financially sustainable, objectives. Railfuture has developed criteria and guidelines for supporting re-openings or new rail links. A list of schemes that meet these criteria are published on our website [www.railfuture.org.uk](http://www.railfuture.org.uk).
  - g) 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 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
- 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 the continent 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 and West spines and the provision of more freight loops on existing lines so 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.
  - 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 via HS1 north of Barking 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 strategic road to rail connected intermodal freight terminal, 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 arrangement 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.

## 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 rail is costed against the wide range of economic, social and environmental benefits rail delivers
- c) The UK Government should continue to play a key role in dialogue. Standards and decision making with other EU governments, especially in fulfilling the aims of the 2011 Transport 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, and when they do occur there should be available contingency plans.
- b) New High Speed lines 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 programme of network electrification properly and cost effectively delivered as a rolling programme overseen by a strategic delivery overview organisation
- d) Delivery of new trains in keeping with the pace of infrastructure investment and increased demand. For example there must be no repeat of the waste of provision of the Todmorden curve with no service over it for a year owing to lack of rolling stock.

## 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 gain 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
  - 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 and meets the needs of its customers:
- a) Effective regulation
  - b) Improved stakeholder interfaces with the railway stakeholders and customers
  - 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
  - e) **A railway that meets the needs of its customers who have said that their top priorities are:**
    - i) **Price of train tickets offering better value for money**
    - ii) **Passengers should be able to expect a seat on the train**
    - iii) **Trains sufficiently frequent at times of passengers wishing to travel**
    - iv) **More trains to run on time**
    - v) **Train company to keep passengers informed about delays**
    - vi) **Less frequent disruptions**
    - vii) **Fewer trains cancelled**
    - viii) **Accurate and timely information available at stations**
    - ix) **Faster journey times**
    - x) **Free wi-fi on the train.**

Ian Brown CBE