

***rail**future*

conference2012 - stirling



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Conference Organisers

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Trevor Garrod	Conference Coordinator (on behalf of National Board)
Donald MacPhee	Chair, Railfuture Scotland
Mike Harrison	Secretary, Railfuture Scotland

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Notes taken by Trevor Garrod, report compiled by Mike Harrison,
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Report free to conference delegates. Further copies from the above at £2.50

The conference began by looking to the future. Geoff Cook from Network Rail explained the EGIP project. It's a large-scale programme, but not one with a high visibility in fact like a high-speed programme, but one of filling in gaps, plugging holes and making a complete and coherent network in central Scotland. It includes 350 km of electrification, a small amount of new track linking existing routes and one new station to link rail with the Edinburgh tram route to the airport.

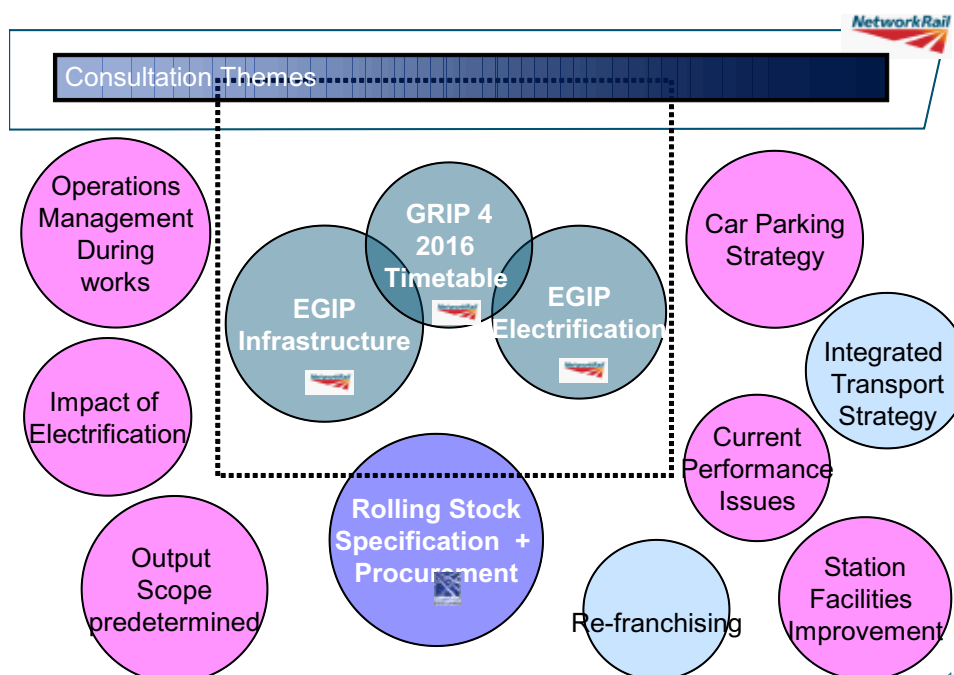
These improvements will enable electric trains to run on most routes in central Scotland and facilitate reduction in journey time on the Edinburgh and Glasgow line. They have been prompted by passenger demand forecasts. Glasgow suburban rail use is already quite high and is forecast to increase only by about 35% in the next 15 years, but inter-urban use is forecast to increase between 48 and 74% and Edinburgh suburban between 90 and 115%.

Edinburgh Glasgow Improvement Programme (EGIP)

What is EGIP ?

- The next phase of improvements to Central Scotland's rail network
- Priority Scottish Government STPR Project
- Faster, more frequent and more reliable trains
- 350km of electrified railway
- A significant contribution to a sustainable Scotland

The scope of this project (covering the area lived in by two thirds of Scotland's population) means that extensive consultation is necessary. The area involves eight councils (with 298 councillors and 61 community councils), and 90 MPs and MSPs. Stage one of the consultation was begun in 2011 and completed in January 2012 with 230 meetings in a six-month period. Stage two begins in the autumn of 2012 and the Transport and Works Act will be lodged in spring 2013.



Answers to questions:

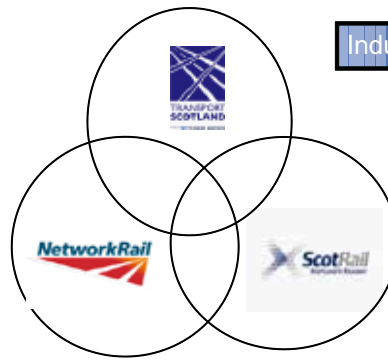
- Glasgow already has a more extensive and mature sub-urban rail system than Edinburgh so increased usage likely to be less.
- When new rolling stock is introduced, existing stock is likely to stay in Scotland.
- There will be 3 interchange possibilities between bus and tram in and near Edinburgh. Thus some 64 Scottish stations will have a connection via the tram to Edinburgh Airport.
- Cumbernauld could well see electric services in 2014, as no new rolling stock would be needed. The next priority would probably be Dunblane to Glasgow and Edinburgh.
- Can displaced DMUs be cascaded to Far North Line? - Transport Scotland will decide that.
- Signalling modernisation had already been done at Greenhill and would then be completed elsewhere in 10 stages.
- The Paisley Canal line was not part of EGIP but there may be some positive announcements soon.
- The Garngad Chord was a Transport Scotland decision.

Transport Scotland

Business Case Owner
Programme Funder
Specification of Outputs
Rolling Stock Delivery

Network Rail

Programme Financing
Infrastructure Delivery
Programme Management
Systems Integration



Industry Stakeholders

ScotRail

Timetabling
Resource Implications
Operational Advice



6

Conclusions / Next Steps

- EGIP delivers a major enhancement of Scotland's rail network.
- NR / TS to close out responses to consultation feedback received.
- TAWS Order to be lodged in early 2013.
- NR to commence procurement of contractors to deliver EGIP.
- Finalise detailed implementation programme.

Important note

Three weeks after the conference the Scottish Government announced a cut of £350m in the £1b funding for the project. What has been cut is –

- Dalmeny Chord and consequently -
 - Glasgow services to Edinburgh Gateway
 - electrification of Edinburgh - Winchburgh via Dalmeny
 - 6 tph (now 4 tph)
 - 37 minute journey time (now 42 mins)
 - Fife connectivity to West of Scotland
 - Winchburgh grade separated junction
 - signalling improvements Haymarket- Dalmeny
- electrification to Stirling/Dunblane/Alloa and consequently -
 - enhancements and journey time improvements on Dunblane/Alloa routes to Glasgow and Edinburgh
- electrification Polmont - Greenhill route via Falkirk Grahamston
- electrification to Grangemouth
- Garngad Chord
- Croy turnback
- Greenhill grade separated junction
- prospects for additional stations and train services such as Winchburgh, Robroyston (Glasgow), Westerhill (Bishopbriggs), Wodilee (Lenzie)

AIRDRIE - BATHGATE

ANN GLEN moved to Airdrie in 1974 and was struck by the number of disused railways and became involved in campaigning for their conversion to walkways and cycleways



What cannot be conveyed in this report is very impressive photographic documentation of the re-building of this part of the line. Conference delegates were treated to over 70 high-class technical photographs selected from hundreds which Ann has taken of the work in progress.

The Bathgate line was opened in 1862 and was one of two main lines between Glasgow and Edinburgh. Its bread and butter was freight, especially coal and slag. By 1956 the passenger service was only 4 trains a day, which was of little use for commuting, and therefore it was withdrawn.

The decision 30 years later, in 1986, to restore an Edinburgh - Bathgate passenger service prompted questions about rebuilding the line onwards to Airdrie. In 2000 Railfuture Scotland produced a report on the case for reopening the full line.

Code of construction practice - the trackbed had become cycle path (Railtrack sold some to Sustrans). Sound levels had to be monitored. In the consultation meetings, residents of Blackridge were strongly in favour of a station and got one; people at Plains were one third pro-rail, one-third anti-rail and one-third indifferent - so their station was not reopened.



Newbridge Junction had to be upgraded. Some curves were eased to enable 85mph running Airdrie - Bathgate. The late 1980s reopening to Bathgate had been done on a shoestring. The line had been singled, and the station at Uphall been built on part of the track bed. This had to be rebuilt.



Substantial earthworks were necessary for new Bathgate station. Lots of crushed rock from the neighbourhood was used for the margin of Hillend Loch, along which the new track was to run. Other challenges that had to be tackled were draining in peat areas, road bridges and utilities. But, said Dr Glen, "Persistence pays off." She explained how troughing form cabling had been made from old car tyres and how modern machinery was used to put in track and catenary.



Lifts were provided at Airdrie and Bathgate stations and a light maintenance depot at Bathgate.

Major housing and community development had taken place at Armadale and property development at Blackridge. Not all stations were easily accessible from the south, however.

December 10th 2010 was to be the big day for reopening, but much of central Scotland was hit by heavy snow. Indeed, wet ground had been the major challenge in rebuilding the line.

The former cycle path on the trackbed had been replaced and signed at stations. Much of the spoil was used to tidy up the cycle path. the summit of the line was named "Holmes Summit" (654ft os!) to commemorate NR manager Derek Holmes.



Questions and answers:

Airdrie station was cut off from the town centre and could play a more significant part in the community, showing the regenerational benefits of rail. Dr Glen agreed. "Councils need to give more thought to pedestrian and cycle access to the railway station. This is my next challenge!"

Was there potential for West Highland Line connections from Edinburgh, as the trains went through to Helensburgh? Ann - this is an evolving situation.

One or two houses had been built too close to the route. Planners had generally protected the route; however, e.g. the cycleway was not allowed to go through stations.

NR had agreed, after some initial doubts, to fund her book about the construction of the railway.



Hillend Loch at 194m above sea level is only 2km from the summit of the line at 200m. It is not a natural loch, but was created in 1799 to supply water to the Monklands Canal, which was completed in 1794. It is popular with both anglers and sailors.



Reports from recent *Railfuture* conferences are available for £2 each.

Summer 2006 – Stoke-on-Trent - Campaigners conference – Revised report

Summer 2009 – Northallerton – Role of the Independent Railway

- Tom Clift, Grand Central
- Speakers from various heritage railways in the Northern England

Autumn 2009 – Corby – Reopenings conference

- Tim Shoveller, East Midlands Trains, Mark Pengelly, Corby Borough Council
- Brian Barnsley (ACoRP), Steve Abbott, (TravelWatch East Midlands)
- Jim Bamford (Nottingham CC Rail Officer)

Summer 2010 – Taunton – Rail Development conference

- John Bird, First Great Western on Major Projects
- Charles Varey, Network Rail on Southampton Gauge Enhancement
- Nick Gallop, Intermodality on Opportunities for rail freight in south west
- George Boyle, Railfuture on Rail Freight campaigning
- Keith Walton, Severnside Community Rail Partnership
- Richard Burningham, Devon and Cornwall Rail Partnership

Autumn 2010 – Shoreditch – Reopenings conference

- Ian Brown (TfL), David Smith (Atoc)
- Darren Hockaday (LOROL), Jonathan Roberts (East London Line Group)
- Patrick O'Sullivan (East West Rail Link)
- Jim Bamford (Nottingham CC), Trevor Mason (Herts CC)
- Anthony Smith (Passenger Focus)

Summer 2011 – Bletchley – High-Speed Rail

- Andrew McNaughton (Chief Engineer HS2)
- Lizzy Williams (HS2 Campaign)
- Stephen Joseph (CBT)
- Jonathan Tyler (Passenger Transport Networks)
- Graham Nalty (Railfuture Network Development Committee)

Autumn 2011 – Manchester – Rail User Groups

- Trevor Garrod (East Suffolk Travellers' Association)
- Barry Graham (Northern Rail Business Dev't Manager)
- Cedric Green & Janet Briggs (Nth Cheshire RUG)
- Richard Watts (Lancashire CC)
- Lilian Greenwood MP
- Peter Tomlinson (Friends of the West Highland Line)

Send cheque payable to “Railfuture” to 6 Carral Close, Brant Road, Lincoln, LN5 9BD

KEN SUTHERLAND

Railfuture Scotland's Research Officer & Media Spokesman

Lobbyists seek to change things but, unlike politicians, do not seek election

Some factors which have given momentum to campaigning:

People

The dynamic management of Chris Green had laid the foundations for Scottish railway expansion, such as the opening to Bathgate on a shoestring and in 1984 station reopenings such as Auckinleck and Kilmaurs.

There are currently some 17 rail campaigning groups in Scotland. Beattock Station Action Group has just been formed, with a questionnaire drafted to measure potential demand from Moffat and Beattock and a local service from Lockerbie and points north.

Political parties

The desire for a better rail system transcended party boundaries (e.g. threats to London - Aberdeen through services; future of sleepers). Rail managers should capitalise on this. In how many other industries is that the case?

Evidence of achievements

Most reopenings had exceeded modelling forecasts. It was claimed that demand for Prestwick station would be "negligible" but now 30% of all air arrivals continue by train. Where do these estimates arise from, computer-generated models or asking people on the ground?

An argument against fixed track and steel wheel was inflexibility - but experience has shown there is a demand for it. The permanence of a facility is psychologically important. Rail is better placed to achieve modal shift. Experience has shown that as soon as something is provided, a demand emerges for it.

Questions

Regional Transport Partnerships had had their powers stripped and transferred to the unelected Transport Scotland - which was, however, now taking a more positive stance re new stations. Every additional station has attracted more passengers to the network as a whole.

In 2010 Railfuture published a book detailing the new stations and lines added to the railway network in the last forty or so years. This superb and invaluable resource is still available.

BRITAIN'S GROWING RAILWAY consists of two volumes. The first, is the **A-Z of Reopenings** (shown to the right). It can be ordered from the Railfuture web-site – www.railfuture.org.uk/books - for £9.95 including P&P.

Volume II, subtitled Vision and Reality, is in production and will explain how to campaign for new stations and lines.





A regional injustice put right

Presentation to RailFuture conference – 16th June 2012

Bill Jamieson and David Spaven

This title sets the scene for their story which left the Scottish Borders Council area as the only mainland Council in Scotland with no rail stations. It is by far the largest population grouping in Britain with no accessible railway services.

In the 1963 Beeching Report it was the second longest line proposed for closure - 97 miles and 24 stations. The service could have been improved - there were up to 5 hour gaps between trains. The Scottish Office was keen to keep the line; the Ministry of Transport wanted to close it. 508 objections were received to closure - compared to 1916 objections received to the proposed closure of the East Suffolk Line! Closure was in conflict with economic development plans but it went ahead on January 6th 1969 with the last train being the 21:56 Edinburgh to St Pancras. Freight continued on part of the line for a while but the tracks were lifted by the end of 1972.

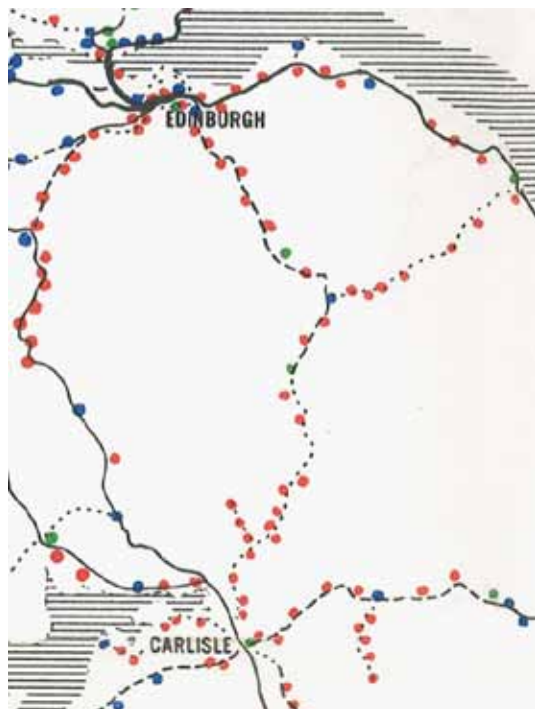
The Border Union Railway Company tried unsuccessfully to reopen it with an ambitious plan which included commuters, tourism, steam and freight especially timber but the Central Borders Economic Development Plan supported road building. At this time Scottish Office had no transport powers.

As early as 1975 BR offered to reopen as far as Galashiels but the Borders Council was not prepared to subsidise, and route protection was abandoned. The campaign to save the line had been too little, too late, and there had been considerable apathy.



There was no further significant activity for almost 20 years when some prefeasibility studies were made for a northern link Edinburgh to Galashiels, and a separate southern link Longtown to Kielder (specifically aimed at timber traffic).

The Campaign for Borders Rail was launched in 1999 and is still campaigning strongly. At this time that many of the traditional factories and occupations in the Borders were closing down and rail was seen as an agent of economic regeneration.



In 2000 the government commissioned Scott Wilson to produce a specification which, despite an alternative one in 2004 from Corus, is still the basis for the line

- heavily 'steered' towards CrossRail extension?
- half-hourly all-stations to Tweedbank / 55 minutes (bus from Edinburgh to Galashiels is 86 minutes, car from Edinburgh to Galashiels is notionally 55 minutes but Edinburgh traffic will frequently make it significantly longer)
- estimated £73m capital cost
- report did not evaluate:
 - Melrose as the terminus
 - two-tier Regional Express / Inner Suburban service
 - the tourist charter train market

In June 2006 the Railway Act passed with an estimated reopening in 2011. In 2008 Transport Scotland became the promoter.

2009-2012

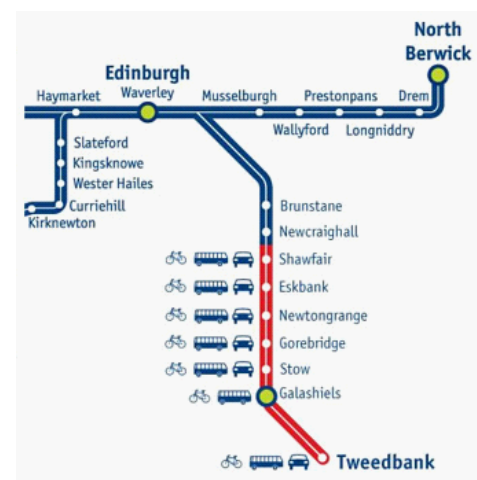
- 2009-11 – advance works
- 2010 – 'Mastermind' clause (i.e. "I've started so I'll finish.!")
- 2010 – three DBFM bidders drop to two
- 2011 – down to one DBFM bidder
- 2011 – Network Rail takes over
- 2012 – further advance works

Where are we now?

- Transport Scotland and Network Rail completing due diligence for 'statutory undertaker'
- final deal expected in August – £235m-£295m
- Tweedbank station to be marginally relocated but no 'passive provision' for freight / extension south
- still no provision for charters:
 - Tweedbank platform tracks too short
 - no paths other than evenings / Sundays
- CBR pressing hard on charters and the community rail dimension

The overall verdict

- a regional injustice put right after 45 years
- 31 miles – the longest British rail re-opening
- a step change in public transport – 50 minutes Edinburgh-Gala v. 86 minutes by bus
- well-located stations, but Melrose should have been the terminus
- better dialogue with campaigners would have produced a better scheme
- book your ticket for 2014!



Questions and comments -

- JA *This is being done not for railway economics but to set right an injustice.*
- *Economic regeneration - DfT criteria concentrate on transport savings but take no account of social/economic effects.*
Answer - when you're out of your car you can use your time more productively. Also, current criteria do not really take account of travel INTO the Borders (tourism etc.) but only OUT, e.g. for commuting. Also, every region is entitled to a sustainable transport link to the rest of the world.
- *How supportive are Borders people now?* - The long time being taken means there is still some apathy, but people can now see work being done and know it's going to happen.
- *Any real financial or practical problem with the final 1.5 miles to Melrose?* The trackbed is breached by a road but no insuperable problem. But operationally not easy with a stopping service. Could probably only be done with a limited stop service.
- Ann Glen - *We don't focus enough on the fact that tourism is our biggest industry. Go for it!*



JACKIE MCGUIRE

Our speaker is a lawyer who was working on the Stirling - Alloa - Kincardine Project Delivery Scheme with Brodies solicitors, having previously been with Clackmannanshire Council

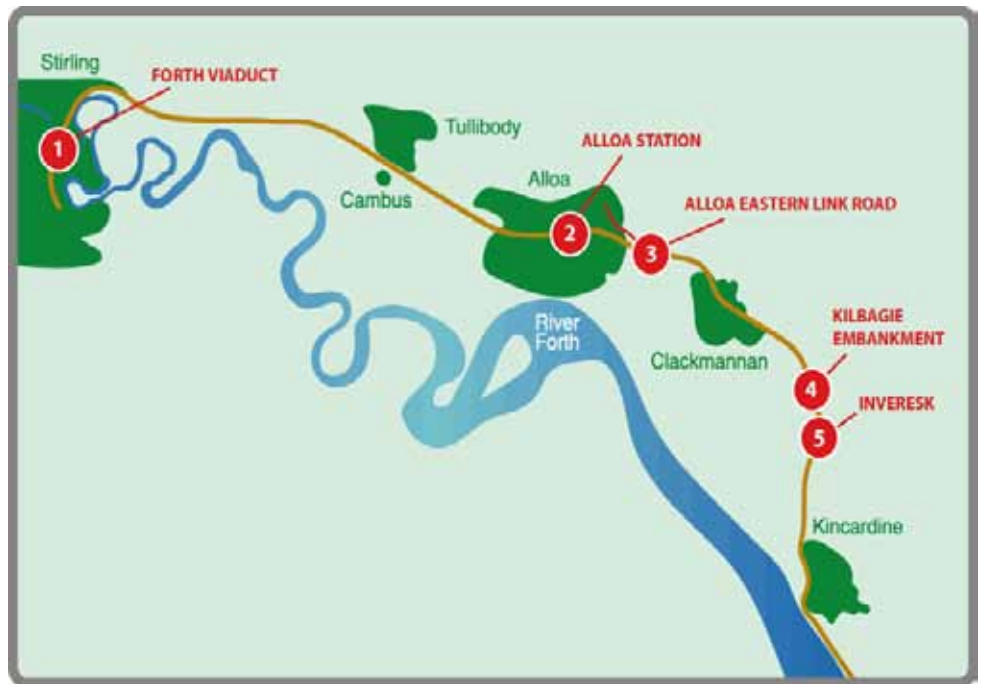
As well as giving a brief history of rail in the area and of the reasons supporting the reopening, her main thrust was to demonstrate the complexity of the processes and the documents are legally required for this project. The project was taken forward by Transport Scotland, Clackmannanshire Council (the 'promoter of last resort' as the government wanted someone to take it forward), Network Rail, TOC and TOCs (EWS provided a contribution). There was no financial support from Fife or Stirling Councils. Clackmannanshire Council originally did not expect to be involved in construction but had to be involved for tax reasons.

For the geographically challenged, Clackmannanshire is the smallest council area in Scotland. It is about half the size of Rutland, although its population is 25% greater. To quote "If you use Scotland's main road network, you wouldn't know that Clackmannan or Alloa existed."

Social and economic regeneration factors had influenced the Council to support the project.

Historically the line from Dunfermline via Alloa to Stirling was built in 1850-1852, with the spur to Kincardine following in 1893. Parts began closing in 1968 and eventually it was closed to passengers but a freight connection to the power station at Longannet was maintained with coal traffic all coming by way of the Forth Bridge. One of the major benefits of the reopening was that 15 freight trips in each direction per day could be taken off the bridge and brought by way of Stirling providing a more direct route for coal between Hunterston and Longannet. The line would also provide 17 passenger trips in each direction per day via Stirling most going directly to Glasgow or with connections at Stirling to Edinburgh or the North.

From 1970s Clackmannanshire Council started taking policy decisions supporting reopening.



Economic Development Social Inclusion

- "One of the keys to building any new business is location. Lawscript based itself in Alloa specifically to recruit locally from within Clackmannanshire. As the company continues to grow it is clear that our net will have to be cast further afield. The reintroduction of a rail link to Alloa will mean we can attract employees from other areas in the Central belt." Lorna Edwards Managing Director, Lawscript
- A key objective of this Council in terms of the economic "regeneration of the area, the reopening of the Stirling-Alloa-Kincardine rail line in 2008 is a tremendous boost opening Clackmannanshire up to the world. The economic effects of the railway are already being felt in the county." Janet Cadenhead, Leader Clackmannanshire Council
- "The advent of passenger services linking Alloa to the major cities of Glasgow and Edinburgh will allow greater tourism travel opportunities as well as encouraging economic growth." Paul Sutton, Chair Clackmannanshire Tourism Association

- SAK is an essential key plank in the Economic Development Strategy for Clackmannanshire. It is key to the regeneration of Alloa Town Centre.
- Rail links from Alloa to Stirling, Glasgow and Edinburgh contribute significantly to the improved connectivity that is essential for the economic well-being of Clackmannanshire.
- SAK provides Clackmannanshire residents with significantly improved access to opportunities for employment, further education and leisure activities.



Regeneration

- The Project has regenerated Alloa Town Centre. A former derelict brewery site- a symbol of Alloa's former decline – has been replaced by the new railway station, station square, new public realm and impressive public art. The station's strong visual image is symbolic of Alloa's regeneration.

Core Documents

- Promoters statement
- Memoranda on need
- Memorandum on Human rights
- Explanatory Note on Other Railway Processes
- Environmental Statement

Integration

- Alloa Station - a multi modal transport interchange and public transport focus for the town.
- A new, high quality, fully DDA compliant walkway links Alloa Railway Station with Alloa Town Centre and Alloa bus station. The station adjacent to bus and taxi services.

Environmental Impact Assessment

- Assumptions
- Mitigation measures
- Peer Review
- Committee conclusions

Usage

- Original Business Case forecast **80,000** passenger trips per annum.
- Revised upwards to **155,000** in the light of better than expected patronage on Larkhall- Milngavie railway.
- Actual usage indicates that in its first year SAK will generate **400,000** passenger journeys.

Environment

SAK will enable more efficient delivery of coal to Longannet by rail. The reduction on CO2 emissions resulting from this modal shift are set out below.

	Current	SAK and Current Road deliveries	SAK and all rail delivered
Lorry Journeys p.a.	15,600	15,600	0
Rail Journeys p.a.	3,680	2,333	2,666
Rail CO ₂ emissions p.a	119,000 tonnes	100,800 tonnes	115,200 tonnes
Road CO ₂ emissions p.a.	14,500 tonnes	14,500 tonnes	0
Total CO ₂ emissions p.a	133,500 tonnes	115,300 tonnes	115,200 tonnes

"I eagerly anticipate seeing a reduction in traffic congestion on the roads leading to Stirling as car users switch to using the rail service"
Councillor Graham Reed Stirling Council

"Freight use for Longannet Power Station will help keep the County's roads free of heavy goods traffic to make tourist visits more enjoyable and stress free"
Paul Sutton

Dealing with Noise and Vibration

- Mitigation through design
- Post construction mitigation
- Rationale for timing
- Updating the Environmental Statement
- Basis for Measurement
- Timescale for completion

Railway Operations

- Limitations of SAK Act
- Evidence to Bill Committee
- Implications of Open Access Railway

Noise and Vibration

- Environmental Statement
- FOC requirements
- Dealing with the fallout

Facts and figures

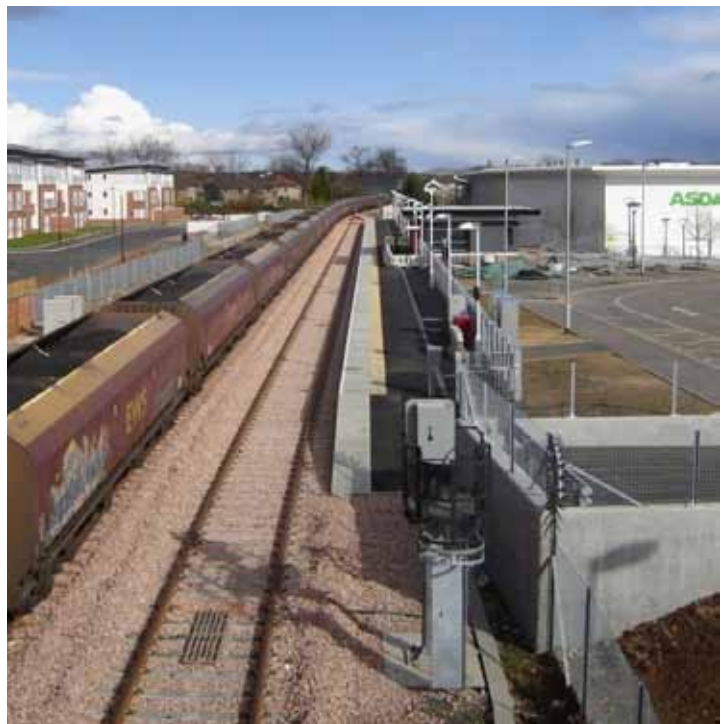
- 22,630m plain line and cable troughing
- 33,846 sleepers
- 79,094 tonnes ballast – pink Scottish granite
- 29 Signals -29 AWS units
- 19 Overbridges
- 13 Underbridges
- 4 Footbridges
- 3 public level crossings (waterside, Black-grange, Cambus)
- 3 Private level crossings (Manor Neuk, Manor Powis, & Kincardine)
- 1 Superstructure (the Forth Viaduct)
- A new station

Challenges

- Geotechnical
- Grouting
- Level crossing design
- Cambus
- Cuttings and embankments
- Ballast
- Signals
- Coal trains

Summary of benefits

- 13km new line
- Extension of Alloa's eastern relief road
- Freight traffic speeds
- Reduction in congestion
- Road freight



SAK and EGIP

- New Service levels
 - Journey time improvements Alloa/Dunblane
 - Additional path per hour Stirling – Alloa (passenger)
 - Alloa – Glasgow half hourly – 10minute reduction to journey time
- Electric units
- Possibility of station at Cambus

Integration

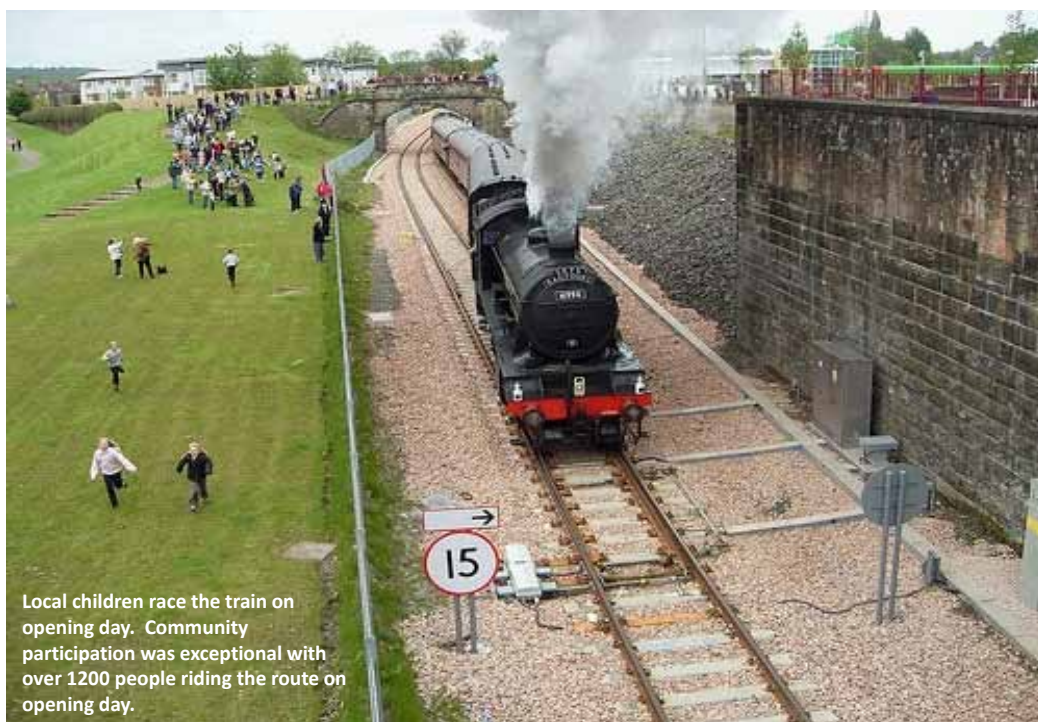
Alloa Station - a multi modal transport interchange and public transport focus for the town.

- A new, high quality, fully DDA compliant walkway links Alloa Railway Station with Alloa Town Centre and Alloa bus station. The station adjacent to bus and taxi services.



Questions and answers

- *"NIMBY petition" - there was overwhelming support for the railway in the Clackmannanshire area, but the Council was mindful of the concerns of residents near the track.*
- *Onward to Kirkcaldy? - Clackmannanshire Council is pressing for it but does not have officer resources. Perhaps put down the gauntlet to Fife Council?*
- *Question from S E Northumberland campaigners pressing for passenger service to Ashington - what advice can you give? Important to convince a council - even a small one - to get behind a project.*



Local children race the train on opening day. Community participation was exceptional with over 1200 people riding the route on opening day.

1. INTRODUCTION

- The UK has been part of the European Economic Community / European Union for nearly 4 decades and physically linked to the Continent (through the Channel Tunnel) for nearly 2 decades.
- Many people travel more now than they did in the early 1970s - within Great Britain and beyond.
- DfT figures - 1990 30 million journeys by sea.
 - 1995 34m by sea, 7m by Chunnel
 - 2005 24m by sea, 17m by Chunnel
 - 2011 21m by sea 19m by Chunnel
- It is important to view transport in a European context and to lobby at European level; to work with like-minded bodies elsewhere in Europe -
 - to cater for international and multimodal travel with rail playing a key role; and making it easy to use rail.
 - to learn from each other - both good and bad practice.
 - to create a level playing field - for transport operators seeking to enter new markets; for environmentally friendly modes of transport to reach their full potential and give customers a genuine choice.
 - for economic reasons. A prosperous economy needs reliable transport. Some 5% of EU work-force is employed directly in transport provision; nearer 10% when manufacturing, supply and infrastructure are included; some parts of transport sector are crucial to the EU's future as a knowledge-based economy and for exports to the rest of the world.

2. EU INSTITUTIONS AND THEIR ROLES

- European Commission - 27 Commissioners, appointed by governments (28 in 2013 when Croatia joins). Transport Commissioner - Siim Kallas.
- European Parliament - elected by us. Next election June 2014. Has a Transport & Tourism Committee whose Chairman is Brian Simpson MEP.
- Council of Ministers - Prime Ministers; Cabinet Ministers - ultimately elected by us.
- European Railway Agency - based in France, brings together the players in the railway industry, concerned especially with safety and interoperability but may well receive additional powers in the coming years.



3. POLICY INITIATIVES

- Passenger Rights - initially for air passengers, then rail; maritime from December 2012 bus & coach from March 2013. The next stage, already being debated by the European Parliament, is for unified passenger rights - helping establish a level playing field while recognising that longer journeys are more likely to be multimodal and passenger rights needs to be easy to understand and enforce.
- Urban Transport Action Plan - 2008/9. Seeks to encourage good practice in developing clean sustainable transport, combatting pollution and congestion. Also led to -
- Transport White Paper, published March 2011, looking ahead to 2050 -
 - elimination of conventionally fuelled vehicles in conurbations.
 - majority of longer-distance transport to be by rail. (Rail currently about 6% of all passenger-km and 16% of all freight tonne-km in EU. Passenger volumes would have to grow by more than 12 times and freight by more than 6 times.)
 - massive investment would be needed in rail capacity (therefore TEN-T programme focussing on key corridors.)
- Telematics Applications for Passengers (TAP-TSI) - ERA has been tasked with developing IT

to enable passengers (and their agents) to plan and book seamless multimodal journeys

- EU Journeyplanner - effectively what we used to call a "public transport sat nav". Being taken forward by Mr Kallas, drawing on what we have been advocating for some years. Contract recently awarded to a Czech company. Would probably build on what is already there.
- Railway Packages - EC is currently working on the 4th one, which is likely to focus on -
 - domestic market opening
 - strengthening power of independent regulators and possibly a single European infrastructure manager for TEN-T corridors.
 - increasing powers of ERA, particularly to drive down costs and therefore prices for farepayers/taxpayers.
 - encouraging interavailable ticketing

4. CONCLUSION

The European dimension to Railfuture's work is important. We therefore have an International Committee; we are linked through the European Passengers' Federation to 32 like-minded bodies in 19 European countries; we do research and conduct dialogue with all players. - such as through Railfuture's current Airport Links survey and our 2011 Eurostar survey.





RAIL USERS CONFERENCE

Railways in the Heart of England - how well are we doing?

Conference venue: **Carrs Lane Church Centre, Carrs Lane, Birmingham B4 7SX**

Five minutes walk from New Street or Moor Street stations

Saturday 3 November 2012

10.45 to 17.00

Birmingham is already at the heart of Britain's rail network. With HS2 it is likely to become even more important. But would you know from the coverage the railway receives on TV, radio and in the newspapers?

Speakers: Mick Miller from Network Rail's Birmingham New Street Gateway project, Toby Ratcliff and Peter Sargent from Centro, plus speakers from Chiltern Railways and Birmingham City Council's transportation team

The conference will also see the launch of the Railfuture rail user group awards

You can book online at www.railfuture.org.uk/conferences using a credit or debit card or PayPal or fill in the form below

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www.railfuture.org.uk

yes

**Please book
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Please return the form with
payment of £30 (includes buffet
lunch and refreshments) to
**Railfuture Birmingham,
24 Chedworth Place
Tattingstone, Suffolk IP9 2ND**
*£25 'early bird' price to members
for bookings before 31 August
2012*

Please mention any special
dietary or disability requirements

Cheques payable to Railfuture

NAME

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EMAIL ADDRESS

TELEPHONE

CONFERENCE FOLLOW-UP

Web Sites relevant to presentations

EGIP

<http://www.networkrail.co.uk/asp/11743.aspx>

Airdrie-Bathgate

<http://www.networkrail.co.uk/asp/10735.aspx>

<http://www.railway-technology.com/projects/airdrie-bathgate/>

Campaign for Borders Rail

<http://www.campaignforbordersrail.org/>

Stirling-Alloa-Kincardine

<http://www.transportscotland.gov.uk/projects/SAK-railway-project>

<http://www.railway-technology.com/projects/stirlingalloakincard/>

Conference Report (this document)

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links to report and presentations are at

www.railfuturescotland.org.uk/conference



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Presentations (PDF files)

EGIP

733kB

Airdrie-Bathgate

7.1MB

Campaign for Borders Rail

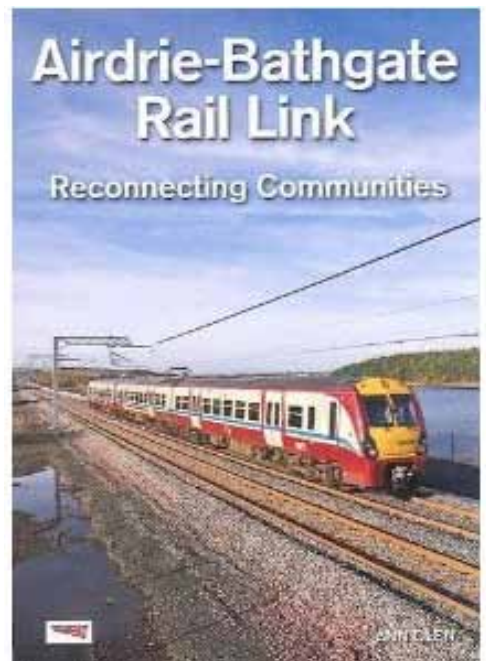
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Stirling-Alloa-Kincardine

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Dr Ann Glen's book is available on Amazon (select 'books' and type 'Airdrie' in the search box) at £13.60 post free

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