



BRITAIN'S LEADING PRO-RAIL CAMPAIGNING GROUP FOR PASSENGERS AND FREIGHT

www.railfuture.org.uk

www.railfuturescotland.org.uk

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PRESS RELEASE - 10 MAY 2000

MORE MONEY NEEDED FOR RAIL SAFETY AND INVESTMENT

Railfuture, the national campaign for better rail services, disputes today's claims by the British Motoring Federation (BMF) that motorists do not get a fair deal with Government spending on UK roads.

"In terms of safety motorists are causing more costs to society than they are paying for," points out *Railfuture's* spokesperson. "Road accident casualties cost the nation nearly £11 billion per year but only £2 billion (1) is spent on road safety measures."

At the same time *Railfuture* warns that people may be put off from using trains if safety measures as a result of the Paddington crash push ticket prices up. "This would have serious safety implications for the British public if passengers are forced to switch to cars. Train travel is nearly 20 times safer than car travel and five times safer than coach or bus (2)."

Railfuture also disputes the BMF's calls for more road-building in London. "It has been accepted by the Government that in general building more roads cannot adequately deal with traffic increases and in fact can encourage traffic growth." However, *Railfuture* does accept that London's roads need much improvement – but urges greater spending on measures for cyclists and pedestrians.

Furthermore, *Railfuture* points out that research carried out by the University of Reading found that under-investment in London's TUBE AND TRAINS leaves a transport system incapable of accommodating substantial growth – the greatest threat to the City of London's long-term future as the chief financial centre of Europe (3).

Railfuture wants to see a sensible plan of Government spending on transport, with money for roads where necessary (4) with increased Government investment in rail, other public transport, cycling and walking (5).

(1) More exact figures: £10.9 billion and £2.17 billion

(2) The Railway Forum, *Facts and Figures*, February 2000

(3) As reported in *The Express* 02.05.2000

(4) *Railfuture* accepts that some new roads like bypasses can have important safety roles.

(5) This is what *Railfuture* wants to see in the Government's Ten Year Transport Plan, out this summer.

NOTE FOR EDITORS (Revised 2015)

***Railfuture* is the campaigning name of the Railway Development Society Ltd (a not for profit) Company Limited by Guarantee. Registered in England and Wales No. 5011634. Reg. Office: 24 Chedworth Place, Tattlingstone, Suffolk IP9 2ND**

Railfuture is Britain's only completely independent voice on railway development. We are not affiliated to or sponsored by any political party, trade union, or private industry. We are funded almost entirely by our members.

Railfuture's President is Christian Wolmar, the well-known writer on rail issues. Its Vice Presidents include several retired train company chief executives, transport experts, MPs and MEPs from all main political parties and the former Secretary of State for Transport Lord Adonis. A full list of *Railfuture* vice presidents can be found on our web-site: <http://www.railfuture.org.uk/vice+presidents>.

Railfuture campaigns for Britain's railways to play a larger role for passengers and freight, calling for an enhanced and expanded network, including high-speed rail, along with light rail.

Rail is a vital part of an integrated efficient transport system serving a modern, vibrant, environmentally sustainable economy. We are pro-rail but not anti-road. *Railfuture* maintains that investment in rail travel and rail freight is vital to the future of the UK economy and environment.

Anyone supporting our aims can join online: www.railfuture.org.uk/join

For more information please contact:

Bruce Williamson (Media Spokesman)

Tel: 0117 927 2954 Mobile: 07759 557389

E-mail: media@railfuture.org.uk

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