

Campaigns in your area

Scotland. We participate in the Scottish Parliament's cross-party rail group and respond to Government consultations, thus taking part in the strategic movement working for better rail connectivity to offset the large amounts being spent on roads. We support several user groups, including the campaigns to extend the Borders line to Hawick and Carlisle, Glasgow Crossrail and reconnecting St Andrews.

North West. We will focus on making the case with stakeholders for full electrification of the Trans-Pennine route, as part of a route modernisation programme also including improved track layout, to reduce journey times and increase frequency and reliability. We also advocate the use of battery trains on the Windermere branch, which would be a better option than the (temporary) bi-modes and then reversion to diesel trains.

Wales. We will work with the new Wales & Borders train operator, which will take over in October 2018, and Great Western to seek a greater choice of destinations by through services, higher frequency and faster journey times on the South Wales main line between West Wales, Swansea and Cardiff. Following cancellation of electrification west of Cardiff, the introduction of the paired 5-car class 800 bi-mode trains on the route by Great Western Railway will provide opportunities, which have yet to be fully explored, for new direct services.



Welsh Assembly Member David Rowlands looks on as Ted Hand, a founder member of Magor Action Group on Rail, points to the proposed station location. Photo: Paul Turner

West Midlands. We will continue our successful links with the train operating companies, Network Rail and officers from the West Midlands Combined Authority. We will challenge and support West Midlands Trains in their promises to deliver service improvement and campaign to improve HS2 connectivity to the existing network and other parts of the West Midlands.

Sevenside Completion of MetroWest is our priority, to expand and improve rail services in the Bristol commuting area. We will emphasise the growth in usage of existing stations to campaign for a bigger, better rail network in the West of England. We will work with the Combined

Authority to get the Portishead line reopened as soon as possible.



The existing Portbury freight line at Pill station will remain and a second track will be laid on the left for passenger trains to/from Portishead. Photo by Nigel Bray

Wessex. Our focus will be to ensure that a new railway station is included in plans for Welborne, a 6,000-home development north of Fareham. We advocate a basic structure on the single-line section between Fareham and Botley, with allowance to add a second platform and accessible footbridge should the route be double-tracked in the future. Any more complex solution, for example a two-platform station from the outset, would prove unaffordable and so would leave the new community with no direct access to the railway line on their doorstep.

Devon and Cornwall. We will continue working with Wessex branch and rail user groups to campaign for improved train services on the Exeter to Salisbury line, and to press for Tavistock to Bere Alston reopening and new stations for Cullompton and Marsh Barton in the Exeter area.



The crowd waiting for the Royal Oke special train at Paddington demonstrates the enthusiasm of Okehampton residents for a regular rail service. Photo by John Wills

North East. The key campaign is to re-introduce passenger services on the Ashington Blyth and Tyne line, bringing economic regeneration to an area with a population of around 100,000, high unemployment and poor transport links. Other objectives include new stations at Ferryhill, Gateshead Team Valley and Gilsland, and provision of new passenger rolling stock.



More trains on the way at Morpeth. Photo: Trevor Watson

Yorkshire. Our priority is to influence the decision makers and providers by holding or attending regular meetings with Northern, TransPennine Express, the West Yorkshire Combined Authority and Rail North to advocate how services could be improved and what the future strategic vision should be. We also engage with influential speakers at our quarterly



A single-car Class 153 calls at Blythe Bridge on a Crewe-Derby service. Photo by Steve Jones

branch meetings. There is also more campaigning to do to ensure that Low Moor gets a direct service to Manchester – currently it is only served by one Huddersfield-Leeds train an hour and the four daily Grand Central London trains.

East Midlands. A potentially vital route across the Midlands is the line between Derby and Crewe. Despite connecting two major cities and numerous towns, it suffers from an historically poor service. With important rail interchanges at each end, the line could form part of a major inter-regional route between the Midlands and the North-West. There is huge potential for this line so we will be seeking significant improvements via the next East Midlands franchise.

Lincolnshire. Facilities for passengers at some of our mainly rural stations have not kept pace with the growth in usage so our key campaign for 2018 is to improve their facilities. We want to see sufficient wind and rain proof waiting shelters on platforms, adequate car parking without standing water whenever it rains and a walking route to the platforms that has a firm, mud free path.

East Anglia. Whilst train operators and Network Rail frequently announce plans to improve major stations the smaller stations often get neglected and simple schemes that would benefit passengers are put aside. The branch intends to carry out audits at a number of stations, looking at the facilities provided for

passengers including shelter, facilities for the disabled, train and local information. A report suggesting simple improvements will then be sent to the train operator and local authority for action. We continue to campaign for reinstatement of passenger services from Wisbech to provide access to employment in Cambridge, a new station south of Cambridge to serve Addenbrookes Hospital and are speaking with developers regarding a possible new station at Waterbeach to serve a major new settlement.

Thames Valley. By engaging with stakeholders we have an understanding of what the public and opinion formers want from the rail network, such as sustainable housing. Therefore we campaign on high economic return schemes that generate housing connectivity and economic growth, engaging with councils at Leader/Cabinet level and lobbying for extension of East West Rail services to Cowley, a new station at Wantage Science Vale Parkway (with necessary track quadrupling), Heathrow - Milton Keynes services via High Wycombe and reinstatement of Witney - Oxford.

London and South East. Midland Main Line passengers deserve better services from the new franchise. Passengers' champion Railfuture campaigns for fast, limited-stop services for East Midlands and London passengers, with new trains and upgraded infrastructure. The five towns between London and Corby deserve intercity-style journey times. East Midlands and Yorkshire cities deserve quicker journey times, supporting their economies. Two Leicester services hourly must serve Bedford for connections northwards, with Thameslink, and with new East-West Rail Oxford services.