

Who we are

Railfuture is an independent voluntary organisation campaigning for a bigger better railway that you would be proud to use and recommend.

We engage with the rail industry and with national and local government representatives on behalf of rail users to influence their rail policy, decisions and actions.

Our branches around the country act as a conduit for stakeholders to listen and feed back to local rail user groups.

Our members each pay a small annual subscription. We do not take money from anyone else.

Success stories

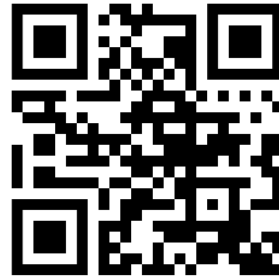
Railfuture campaigns have helped:

- Reopen 400 stations and 600 miles of railway, including Levenmouth and Northumberland lines:
- Gain funding for reopenings under way like the Portishead line
- Initiate projects like East West Rail
- Save jobs at Derby works
- Save ticket offices from closure
- Keep the London Travelcard

In 30 years, passenger numbers have doubled.

Have we struck a chord?

Join us now at
www.railfuture.org.uk/join



Benefits of Railfuture membership include our quarterly magazine Railwatch, branch newsletters and meetings, and Railfuture events. The more members we have, the louder and stronger our voice is heard.



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railfuture



***Campaigning
for a
bigger better railway***

www.railfuture.org.uk

A better railway

will:

Attract more passengers with an **enjoyable journey experience** through:

- improved reliability
- good connections
- increased frequency and capacity
- clean and comfortable trains
- better wifi
- welcoming stations
- a secure environment

with good customer service by well-motivated staff;

Offer **fares and tickets** that are value-for-money and easy to buy, by:

- making online and ticket machine sales processes more intuitive
- formalising split tickets
- expanding Pay As You Go coverage
- removing operator-only fares
- reducing fare rises
- making restrictions consistent

all without reducing flexibility or choice;

Create a **customer-focused culture** giving freedom to professional railway managers to make decisions that deliver increased traffic with a better commercial return and a 7-day service.



A friendly conductor helps passengers feel welcome, valued and secure.



Transferring freight to rail reduces road congestion.



Oxford Parkway opened in 2015 and grew to serve over 1 million passengers in 2019.

A bigger railway

needs:

Investment in **new stations and track** which will create the transport facilities and capacity necessary to support government targets of economic growth and major house building;

Financial incentives which encourage **modal shift** of passengers and freight from road to rail, maximising use of available capacity and reducing:

- overall transport carbon emissions
- air particulate pollution
- road congestion

which will allow road spending to be cut;

Lower electricity prices and a pipeline of **incremental electrification** schemes, starting with infill electrification to enable electric haulage throughout for a greater proportion of freight routes, and using discontinuous electrification on other routes to deliver the maximum decarbonisation for available investment. A pipeline will build skills, reduce costs and enable full electrification when economic.