MINISTRY OF TRANSPORT
BRITISH RAILWAYS BOARD

British Railways Network for Development

with foreword by the Minister of Transport
and the Chairman of British Railways Board

March 1967 1/-

Foreword by the Minister of Transport and the Chairman of British Railways Board

This map illustrates the basic railway network which the Government and the British Railways Board have decided should be retained and developed so that the railways can play a full part in the country's transport system.

The basic railway network consists of some 11,000 route miles compared with the drastically reduced system which would result if the Board were to continue to operate under its existing terms of reference. It was in order to retain socially necessary services which would otherwise be closed that the Government decided, and announced in the White Paper on Transport Policy*, that the Board would be given new terms of reference. The purpose of this map is to show the stabilised rail network planned to meet social as well as economic and commercial needs.

The thick black lines show the routes over which passenger and freight services will run. The thin black lines are for freight services only.

(*Note:* Not all the lines in the basic network in London and the other conurbations can be shown because of the scale of this map.)

The following paragraphs explain briefly how the network shown in the map relates to policy for railways as a whole. This policy is set out in full in the White Paper. The basic railway network will be an essential part of the integrated transport system which the Government is planning. Its development will be closely co-ordinated with the development of other elements in the country's transport system.

The railways today

This country has inherited a large and outdated railway network from the last century, when transport needs and the means of meeting them were completely different. The Government has decided that for the foreseeable future a substantial railway network will be needed, but it must be adapted and developed to meet present and future needs. In some cases modern techniques and improved signalling will enable better services to be run even though costs are substantially reduced, e.g., by singling the track.

Rail continues to be the most efficient and economical means for moving bulk traffics and train loads of containerised merchandise over long and medium distances. It is also ideal for fast inter-city passenger and intensive commuter services.

The railway system also serves another purpose, that is to provide services which, though they may never pay their way commercially, have an economic or a social value to the community as a whole which outweighs their money costs. These include some commuter services in conurbations and also some rural services where alternatives would be impracticable or excessively costly.

*H.M.S.O. Cmnd. 3057—price 3/6

Stabilising the railway network

In recent years the railway system has been progressively contracted as uneconomic services have been withdrawn and lines closed. In addition, services have been concentrated on fewer centres in the same cities and localities and the number of duplicate routes has been reduced. Early in 1966 the Government agreed with the Railways Board that the network must now be stabilised if management and staff are to concentrate on providing the best possible service to the public. Such a system must not only provide for freight and passenger services which are commercially sound, but must also meet the needs of social and regional policy as decided by the Government.

The map shows the basic rail network which the Government and the Board believe is required, taking all these considerations into account. In preparing it Regional Economic Planning Councils have been consulted on planning and development in their areas, and their views have been taken into account, but the Government is responsible for the final decisions on the network.

The system is designed to provide:

(*a*) a network of main trunk routes selected for special development, linking the main centres of population, industry and commerce;

(*b*) secondary lines feeding the trunk network, including some to be developed for carrying particularly heavy flows of freight;

(*c*) certain commuter routes in and around the main cities and conurbations;

(*d*) certain lines essential to the life of remote areas.

The future of some of the freight lines would of course need to be reconsidered if the source of the traffic disappeared, or if there should be a major change in other circumstances.

Similarly, on passenger lines the Board may have to review from time to time the type and level of services. In some cases this may lead to proposals for the closure of individual stations, but the Minister's consent will be required to their publication and they will then be subject to the full statutory procedures.

The rest of the existing system

The grey lines on the map represent routes which on present evidence are not proposed for inclusion in the basic network. This does not mean that a decision has been taken to close them. Each passenger service at present using these routes will be reviewed by the Railways Board, where this has not already been done. All proposals for withdrawal of services will continue to be dealt with under the provisions of Section 56 of the Transport Act, 1962. The Board will proceed with this review as quickly as possible and when they decide to publish a proposal will not now need to seek the Minister's agreement to publication in each case.

When a closure proposal has been published advice will, as now, be obtained by the Minister from the Transport Users Consultative Committees on hardship and from the Regional Economic Planning Councils on planning implications in the area. Thereafter the Minister will carefully examine all the evidence before a decision is taken one way or the other.

Where the closure of a route has been decided on, the formation will be retained for the time being if there is a likelihood of any developments which would require the restoration of passenger services.

The future

The basic railway network shown on this map will be a very substantial system. It will make provision for a number of services which are important to the life of the community but which cannot in money terms pay their way. The Government has decided that the Board should be relieved of the financial burden of these services and the Ministry and the Board are now undertaking a joint review to determine how the costs can be properly calculated and allocated.

The best possible use must however be made of the lines which are to continue in being and the network must be developed to enable it to carry the traffic efficiently. The Government will therefore provide finance for new worth-while projects, including the continued modernisation of traction, rolling stock, track and signalling, which can be justified on a proper economic basis. Although investment will be concentrated on the main trunk routes, work will also be carried out on the other routes to make them an efficient and economic part of the country's transport system.

The Government and the Board believe that, with the other measures being taken to improve productivity and morale, this new network shaped to meet modern needs will enable the Board to provide a continually improving and more efficient service to the community.

Barbara Castle
Minister of Transport

Stanley Raymond
Chairman, British Railways Board

Published by the Ministry of Transport and the British Railways Board.

Available from Government bookshops in London, Edinburgh, Cardiff, Manchester, Bristol, Birmingham and Belfast or through any bookseller.

Printed by Waterlow & Sons Ltd. for the Ministry of Transport and the British Railways Board.

British Railways
Network for Development

Passenger & Freight or Passenger only ——————

Freight only ——————

THURSO
WICK
HELMSDALE
LAIRG
INVERGORDON
DINGWALL
FORRES
ELGIN
INVERNESS
HUNTLY
AVIEMORE
ABERDEEN
FORT WILLIAM
MONTROSE
PITLOCHRY
ARBROATH
DUNDEE
OBAN
CRIANLARICH
PERTH
METHIL
KIRKCALDY
STIRLING
DUNFERMLINE
BALLOCH
MILNGAVIE
EDINBURGH
DUNBAR
GOUROCK
FALKIRK
BATHGATE
WEYMSS BAY
GLASGOW
AIRDRIE
GOREBRIDGE
LARGS
BERWICK-ON-TWEED
NEILSTON
HAMILTON
LANARK
KILMARNOCK
MUIRKIRK
AYR
ALNMOUTH
WATERSIDE
AMBLE
GIRVAN
BLYTH
DUMFRIES
LONGTOWN
HALTWHISTLE
NEWCASTLE
SUNDERLAND
STRANRAER
CARLISLE
CONSETT
DURHAM
EASTGATE
WEST HARTLEPOOL
BISHOP AUCKLAND
MIDDLESBROUGH
SALTBURN
STOCKTON
DARLINGTON
WHITBY
PENRITH
WORKINGTON
KESWICK
WHITEHAVEN
ROWRAH
WINDERMERE
KIRKBY STEPHEN
REDMIRE
NORTHALLERTON
SCARBOROUGH
OXENHOLME
MELMERBY
HORTON
BRIDLINGTON
BARROW-IN-FURNESS
GRASSINGTON
LANCASTER
HARROGATE
YORK
HEYSHAM
FLEETWOOD
CLITHEROE
LEEDS
SELBY
BLACKPOOL
PRESTON
BURNLEY
BRADFORD
HALIFAX
HULL
BLACKBURN
GOOLE
IMMINGHAM
HUDDERSFIELD
SCUNTHORPE
SOUTHPORT
BOLTON
ROCHDALE
GRIMSBY
WIGAN
MANCHESTER
PENISTONE
BARNSLEY
DONCASTER
LIVERPOOL
GLOSSOP
ROTHERHAM
GAINSBOROUGH
SHEFFIELD
LOUTH
AMLWCH
WEST KIRBY
WARRINGTON
RETFORD
WORKSOP
RUNCORN
HOLYHEAD
LLANDUDNO
RHYL
MACCLESFIELD
BUXTON
CHESTERFIELD
LINCOLN
BARDNEY
SKEGNESS
COLWYN BAY
CHESTER
MATLOCK
BANGOR
CALOON
NEWARK
CAERNARVON
CREWE
OAKAMOOR
MINERA
WREXHAM
STOKE
CHEADLE
BOSTON
DERBY
NOTTINGHAM
GRANTHAM
BLAENAU FFESTINIOG
STAINBY
SPALDING
KING'S LYNN
LENWADE
YARMOUTH
STAFFORD
BURTON
LOUGHBOROUGH
RUGELEY
MELTON MOWBRAY
NORWICH
MOIRA
SHREWSBURY
MANTON
LEICESTER
ABBEY
BUILDWAS
TAMWORTH
PETERBOROUGH
WOLVERHAMPTON
KINGSCLIFFE
LOWESTOFT
NUNEATON
ELY
ABERYSTWYTH
CRAVEN ARMS
BIRMINGHAM
KETTERING
ST IVES
BEWDLEY
COVENTRY
RUGBY
WELLINGBOROUGH
REDDITCH
LEAMINGTON SPA
NORTHAMPTON
CAMBRIDGE
WORCESTER
STRATFORD-UPON-AVON
BEDFORD
IPSWICH
SUDBURY
FELIXSTOWE
HEREFORD
BANBURY
BLETCHLEY
HITCHIN
HARWICH
COLCHESTER
BISHOPS STORTFORD
WALTON
FISHGUARD
CHELTENHAM
LUTON
CLACTON
AYLESBURY
HERTFORD
CARMARTHEN
CWMMAWR
GLOUCESTER
WITHAM
HAVERFORDWEST
COLBREN
OXFORD
ST ALBANS
CHINGFORD
SOUTHMINSTER
MERTHYR TYDFIL
EBBW VALE
STROUD
MILFORD HAVEN
HIGH WYCOMBE
SOUTHEND-ON-SEA
TREHERBERT
DIDCOT
MARLOW
LLANELLI
SWANSEA
SWINDON
HENLEY
LONDON
PORT TALBOT
NEWPORT
READING
SHEERNESS
BRIDGEND
CARDIFF
CHIPPENHAM
RAMSGATE
PORTISHEAD
BRISTOL
MAIDSTONE
BARRY
PENARTH
NEWBURY
CANTERBURY
BATH
SEVENOAKS
WESTON-SUPER-MARE
RADSTOCK
BASINGSTOKE
GUILDFORD
ASHFORD
DOVER
CRANMORE
WESTBURY
TUNBRIDGE WELLS
BRIDGWATER
ALTON
EAST GRINSTEAD
FOLKESTONE
HORSHAM
SALISBURY
WINCHESTER
HAYWARDS HEATH
BARNSTAPLE
EASTLEIGH
ORE
TAUNTON
SOUTHAMPTON
HASTINGS
YEOVIL
FAREHAM
BAILEY GATE
WEST MOORS
FAWLEY
PORTSMOUTH
BRIGHTON
LITTLEHAMPTON
NEWHAVEN
SEAFORD
EASTBOURNE
BOURNEMOUTH
LYMINGTON
RYDE
OKEHAMPTON
EXETER
CHRISTCHURCH
SHANKLIN
WEYMOUTH
GUNNISLAKE
NEWTON ABBOT
TORQUAY
LOOE
PLYMOUTH
PAIGNTON
TRURO
ST AUSTELL
ST IVES
PENZANCE