



## **12/5 CARLISLE (Matrix refs. 1.n and 2.n)**

**Group 1** Copeland RUG (Tony Potts), Lancaster & Skipton RUG (Hugh Turner), FoSCL (Mark Rand):

Issues (top three in bold).

### **1.1 Connectivity at Carlisle between all routes - especially Whitehaven to Newcastle.**

1.2. The number of stops at Penrith and Oxenholme.

1.3. Add-on electrification to permit higher speeds over Shap (freight) creating more capacity.

**1.4. Capacity/flexibility Lancaster - Carnforth. Speed of turnouts. More use of Platform 5 at Lancaster for local services. Access from the down line south of Lancaster to allow use of up platforms by down trains terminating there.**

1.5. WCML connectivity to and from stations south of Crewe.

**1.6. Diversions via the S and C - higher line speed to reduce journey times.**

**Group 2** Lakes Line RUG (Robert Talbot), Lancaster, Morecambe & District RUG (David Bousfield), Ribble Valley Rail (David Butterworth), FoSCL (Ian Watson):

Issues.

2.1. Conflict between long distance services and others. Multi-traffic railway with fast electric, medium fast diesel, “conflicting” locals, freight.

2.2. Track constraints near certain locations, e.g., Carlisle, Lancaster, Preston,

2.3. Newly developed diversionary routes are not used to their full capacity.

2.4. The problems associated with skip-stops. Local traffic denied links.

2.5. Connectivity at stations and between stations, e.g., Penrith to Lockerbie.

**2.2 and 2.5 need investment.**

## **14/5 NORTHAMPTON (Matrix refs. 3.n - 6.n)**

**Group 3** Lichfield Rail promotion Group (David Dixon), Marston Vale CRP (Stephen Sleight), TravelWatch East Midlands (Stephen Abbott), Railfuture London & South East (David Berman).

Issues (top three) and solutions.

- 3.1. Better connectivity northwards between NW London/outer suburbs and E. Midlands/Trent Valley towns, also Northampton - Birmingham. Solutions: franchise remapping, with LM and WC merged, better timetabling and some additional rolling stock.
- 3.2. Better modal integration. Solutions: bigger car parks at many stations (e.g., Lichfield TV); bus companies and TOCs to work together; selective station improvements, including bus access (e.g., Wembley Central).
- 3.3. Rail feeder services: Marston Vale through to Milton Keynes Central. Solution: electrification. Abbey Line. Solutions: more capacity - passing loop - tram-train/link to dc line/hand to TfL.

**Group 4** Long Buckby & Daventry RUG (Paul Whiffin), Rugby Rail Users' Group (Chris Priddey), Milton Keynes Rail Users (Philip Lawton), Railfuture East Midlands (Chris Precey).

Issues.

- 4.1. Stopping pattern on Euston to North West trains. Solution: integrate stopping pattern.
- 4.2. Euston to Milton Keynes Central and Northampton: peak capacity and journey times. Solution: non-stop trains for Milton Keynes Central.
- 4.3. Uneven intervals between trains (20/40 interval).
- 4.4. Late evening services to north of Northampton.

**Group 5** Oxon & Bucks Rail Action Committee (Chris Wright), Watford Rail Users' Group (Henry Pryer), Bedford - Bletchley RUA (Malcolm Burgoyne).

Issues.

- 5.1. Improve connectivity/reliability at Watford Junction, Milton Keynes Central, Nuneaton. Solution: through services, hub stations.
- 5.2. CIS should be accurate and current, especially at times of disruption.
- 5.3. capacity for new services: East - West route, Croxley - Watford Junction, St. Albans Abbey line - through trains to Euston, Bedford - Bletchley through to Milton Keynes Central. Solutions: loop on Abbey Line, electrification Bedford to Bletchley as add-on to MML electrification (also for diversions).
- 5.4. Faster trains for MKC commuters.

**Group 6** Railfuture East Midlands (Ron Steven), Northampton Rail Users' Group (Geoff Steel), Wolverton Rail Users' Group (Peter Smith), Atherstone RUG (David Atkin).

Issues.

- 6.1. Connectivity: lack of connectivity at Rugby, Nuneaton, Stafford; longer journey times - extended to accommodate VHF; access to Scottish services; inter-city services to Trent Valley stations;
- 6.2. Capacity: on slow lines to Euston; Coventry corridor; Colwich (grade separation)
- 6.3. Capability: 75 mph line speed Rugby - Northampton is too slow, also hinders diversions - upgrade; improve access at Bletchley for East - West/Bedford to Milton Keynes Central; Northampton - remodel for greater flexibility/capacity (see also 6)
- 6.4. Timetables: 20/40 intervals; Coventry corridor; regular inter-city service via Northampton; Southern service extended to Rugby; faster/more commuter services for Milton Keynes Central, Northampton, Rugby; extend LM beyond Crewe to Preston.
- 6.5. Interchange: improve/promote at Nuneaton, Birmingham, also inter-modal
- 6.6. Stations: develop parkway facilities at Atherstone, rebuild Northampton, Wolverton, Long Buckby.
- 6.7. Seven day railway, bustitution.
- 6.8. Impact of IEP.

## 16/5 CREWE (Matrix refs. 7.n - 9.n)

**Group 7** Abbey Flyer Users' Group (David Horton), Crewe to Manchester CRP (Robert Morton), TravelWatch Midlands West (Sue Dawson), Leeds - Morecambe CRP (David Alder), North Staffs. Rail Promotion Group (Jon Heal):

Issues.

- 7.1. Connections and journey opportunities - not just London - between railway companies, more attention to detail.
- 7.2. Better and increased services to Manchester Airport and capacity in Manchester.
- 7.3. Passing loops for enhanced capacity/greater flexibility for Watford Junction to St. Albans Abbey and Lancaster to Carnforth.

**Group 8** Blackpool & Fylde RUA (David Evans), Railfuture North West (Brian Grey), Nuneaton, Hinckley & Bedworth RUG (David Gould), Mid Cheshire RUA (Michael Ross), (Virgin e-network) (Alwyn Jones):

Issues.

- 8.1. Regional hubs: Nuneaton, Crewe, Chester, Preston, Carlisle. Interchanges between fast, local and other routes.
- 8.2. Modal integration and interchange: better bus-rail interchange, stations as transport interchange points.
- 8.3. Electrification: Crewe - Chester - Llandudno/Holyhead; Manchester - Preston - Blackpool.
- 8.4. Capacity in Manchester must include room for east - west flows.
- 8.5. Airport links: capacity on Blackpool South line (passing loop), access to Blackpool Airport from Squires Gate, re-open Sandbach to Middlewich line and build western link to MIA.

**Group 9** Cannock Chase Rail Promotion Group (Keith Fitch), East Cheshire Line RUG (Mark Thomas), NW Transport Activists Roundtable, (Lilian Burns), Railfuture West Midlands (Peter Cousins), TravelWatch NorthWest (Chris Dale), Nuneaton, Hinckley & Bedworth RUG (Geoff Spong):

Issues (top three in bold).

- 9.1. Car parks.
- 9.2. Do the Birmingham and Manchester to London routes need three trains per hour?
- 9.3. **Crewe layout constrains east - west links such as Stoke to Liverpool/Chester. Capacity north of Crewe - 4 tracking to Weaver Junc., local service Crewe - Winsford, Hartford, WBQ, WGN.**
- 9.4. The seven day railway - Sunday services.
- 9.5. Congleton and Stone: demand exists for through trains to Birmingham.
- 9.6. Capacity at Stoke: south-facing bay platform and conflicts in platform 2.
- 9.7. Manchester South capacity: also Stoke to Stockport capacity.

9.8. Barlaston and Wedgwood: decision needed on their future.

9.9. **Electrification: infill - Chat Moss, Crewe - Chester, Manchester - Chorley - Blackpool, Nuneaton - Coventry.**

9.10. North-facing bay at Rugby to allow turnback of one of the current three trains per hour Rugby to Northampton.