

promoting quality public transport.....

Network RUS Consultation Response
Network Rail
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30th April 2012

Dear Sir/Madam

Network RUS: Alternative Solutions Scoping Document February 2012

TravelWatch NorthWest (TWNW) is an independent organisation representing all public transport users in NW England. This is a brief commentary on two aspects of this Document – Tram Train and Community Rail.

1. Tram Train

- Evidence shows that rail passengers prefer through journeys wherever possible. Care should be taken to ensure that the introduction of tram train services does not impose the need for substantially more changes of mode (i.e. tram/train and train) than is the case now for a significant number of passengers.
- There are many commuting routes into urban centres which have the benefit of relatively fast limited stop services for commuters and others. If such a route were to be considered for tram train every effort should be made to retain attractive journey times for these flows.
- Tram trains may not be suitable for longer journeys where for example on train toilet facilities need to be provided. Chester to Manchester via Northwich is a case in point.
- Tram trains should be regarded as part of the national network. For example in the interests of passenger convenience ticketing must be fully integrated with the national rail network. Manchester Metrolink currently has shortcomings in this regard.
- Due regard should be paid to ensure that interchange at urban modes (e.g where street running commences) between tram train and the national rail network is as convenient for passengers as possible.

2. Community Rail

The benefit of Community Rail is that it bridges gaps in local and regional communities and identifies the rail line as a major artery and a significant part of the local economy and social utilities. By engaging with communities the Community Rail Partnerships fill a role that no other organisation can achieve and so must be encouraged and be led by local champions. However their limitations must be respected as they cannot be expected to be generators of major funds for capital projects, such as electrification etc. and there should be no misguided and unrealistic aspirations from Government bodies that they can achieve much more than is possible. A sense of realism is needed.

Thank you for the opportunity to respond

Yours faithfully

John A Moorhouse

John Moorhouse
Company Secretary