



DEPARTMENT For TRANSPORT / RAIL NORTH
TRANSPENNINE EXPRESS and NORTHERN RAIL FRANCHISE CONSULTATION [June 2014]

RESPONSE FROM
SEN RUG
[THE SOUTH EAST NORTHUMBERLAND RAIL USER GROUP]

STATUS – Final – 13 Aug 2014

1. Introduction

a) This document is SENRUG's response to the above referenced consultation which is published on the DfT website at <https://www.gov.uk/government/consultations/future-of-northern-and-transpennine-express-rail-franchises>. Response to the consultation is required by **18th August 2014**. The DfT expects to announce the successful bidders in October 2015 and the new rail franchises will commence operation in February 2016 and will run for 8-10 years (Northern Rail) and 7-9 years (TransPennine Express)

b) SENRUG is the South East Northumberland Rail User Group which is a voluntary organisation that promotes rail travel and campaigns for better rail services in, within, to and from South East Northumberland, representing the interests of both existing and potential rail travellers in the area. By "potential", SENRUG means those who would use rail services if only the trains went where they want to go, at the time they want to go, at a price they can afford, and in a clean, safe, secure and easy to understand manner. SENRUG has 144 individual and 8 corporate members (June 2014) and additionally receives comments, suggestions and complaints about rail services from a significant number of people who are not members.

c) Section 2 gives SENRUG's objectives for the new franchises split into 3 sections: Train Services, Station Facilities and Rolling Stock. These objectives affect both the Northern and TransPennine Express franchises.

d) Section 3 addresses the specific questions raised in the DfT consultation document which are relevant to SENRUG's aspirations for these franchises. The remaining questions, for which SENRUG does not have any response to offer, are listed in Annex 1.

e) Page 12 of the consultation document requests organisations to state how the views contained in their response have been assembled. SENRUG's aspirations for local rail services in this area have been established for some time and are well known by both by our members and

the wider community. In June 2012, when the DfT issued a consultation on the Inter City East Coast franchise, it raised the possibility of merging local rail services into the ECML franchise. Therefore, SENRUG consulted its members and the wider community on its aspirations for local rail services at that time. The methodology followed is given at Annex 2. The results of our member consultation have been modified slightly since then in the light of further feedback through, and also to take into account more recent developments.

2. SENRUG Requirements For The New Franchises

2.1 Train Services

2.1.1 Re-introduction of Passenger Services on Ashington Blyth & Tyne Line

a) This would be a new passenger service along a fully operational freight line. SENRUG believes there should be stations at each of Manors, Northumberland Park (Metro Connection), Seghill, Seaton Delaval, Newsham for Blyth, Bebside, Bedlington, Ashington and Woodhorn. With the exception of Manors, which is an existing station on East Coast Main Line, these would all be new stations on the national rail network. All the new stations would be at the site of the former station closed when passenger services were withdrawn in 1964 (in the cases of Ashington and Bedlington the platforms remain in tact), with the exception of Woodhorn which did not have a station previously.

b) The consultation document states (Section 3.50) this option is likely to be requested by a third party funder - Northumberland County Council. SENRUG understands the plans being developed by Northumberland County Council include the option of a station at Woodhorn. As Woodhorn is beyond Ashington on the railway line, bidders should be asked to consider "Newcastle to Ashington or Woodhorn" rather than simply "Newcastle to Ashington".

c) SENRUG believes the Woodhorn station should be at the point where the line passes the Museum of Mining and Northumberland Life – a major tourist attraction in the area - where there is adequate parking and good access from the adjacent A189 Spine Road. This location would allow the station to serve three purposes. In addition to being a Park & Ride location for commuter traffic from the surrounding villages of Newbiggin-by-the-Sea, Linton, Lynemouth and Ellington, there would be a strong off-peak leisure flow to the Woodhorn Museum, one of the region's premier tourist attractions, and finally it would be close to Wansbeck Hospital and so of benefit to both staff and visitors to the hospital.

2.1.2 Service Frequency: Newcastle – Cramlington – Morpeth

a) This route currently has an hourly service with no evening or Sunday service (except one Monday – Saturday evening service from Newcastle at 22:00 returning from Morpeth at 22:45). The service should be increased to half hourly during the day, with an hourly service throughout the evening and throughout the entire day on Sundays.

b) This could be achieved by extending the hourly TransPennine Express Liverpool or Manchester to Newcastle services on to Cramlington and Morpeth instead of letting

these trains sit idle at Newcastle for 55 minutes before commencing their return journey, to compliment the existing Monday to Saturday daytime only service provided by Northern Rail.

c) This section of the East Coast Main Line is electrified and would therefore compliment the new electric trains due to be introduced by the TPE franchise (electrification of the reversing siding at Morpeth may be required).

d) There is a particular need to augment the current train service at Cramlington which is hourly only, with no northbound service from Newcastle between 18:20 and 22:00. SENRUG has been advised by the Cramlington Development Trust there are plans to build a further 3,000 - 3,500 houses in Cramlington which will enhance the population of the town to circa 45,000 making it the largest town in Northumberland. Additionally, the NHS are completing construction of a new trauma hospital on the outskirts of the town, which it is proposed be linked by a special bus service to Cramlington station. As such, SENRUG believes the current hourly service is wholly inappropriate for a town of this size.

e) Recent changes to the times of both the morning and (separately) the evening commuter trains to / from Newcastle resulted in negative feedback from existing commuters. SENRUG believes this is further evidence that the current hourly service frequency is insufficient. SENRUG also suspects that rail commuting is suppressed because of the lack of evening return service.

f) A half-hourly service provided by alternate hourly Northern and hourly TPE trains would also benefit Morpeth, where again, commuting by train is suppressed due to the lack of evening trains home, as well as providing through journey opportunities on the TPE services to locations such as Durham and York for both commuter and leisure traffic.

g) SENRUG's proposal provides a simple, cost effective way to double the frequency of service to Cramlington and Morpeth which does not require additional rolling stock by either operator.

2.1.3 Two-hourly Service to Pegswood and Widdrington

a) Alternate Northern Rail services to Morpeth should be extended to Pegswood and Widdrington (giving a 2 hourly service throughout the day to these stations), improving the choice for commuters and meeting the public transport demands for the Blue Sky Forest development at Widdrington.

b) Currently, residents of Pegswood and Widdrington have a choice of just one morning commuter train and one evening return train. This is wholly inadequate and does not reflect the needs of part time (eg call centre) workers or those who have variable finish times. When SENRUG consulted on a proposed timetable change to the single evening service, it found evidence that many commuters from these communities simply do not use the train as there is an inadequate choice of services.

c) The Blue Sky Forest is a proposed £50m development of a former opencast mining site

at Widdrington to create a major sports centre with national standard facilities, a holiday park, and a renewable energy complex. The development is expected to create 700 jobs itself and significantly more leisure traffic to Widdrington. Earlier plans additionally included significant housing development. Road access to the site is poor, and whilst there is a rail station, the single morning and evening services are not adequate to support a development of this magnitude.

d) Extension of the local services operated by the Northern Rail franchise from Morpeth to Widdrington could possibly be done within existing rolling stock allocations (by removing idle time at Newcastle and Morpeth) but more likely would require an additional rolling stock unit.

2.1.4 Morpeth – Choppington - Bedlington

a) Alternate Northern Rail services to Morpeth should be extended to Choppington and Bedlington (giving a 2 hourly service to a new station at Choppington and connecting to the re-opened Ashington Blyth & Tyne line service at Bedlington – see para 2.1.1)

b) This would involve extending services along a fully working freight route to Bedlington. A study commissioned by the former North East Assembly in March 2007 indicated this could be achieved without additional rolling stock. Choppington Station would need to be rebuilt (single platform), whereas Bedlington should be re-opened as part of the Ashington Blyth & Tyne line re-opening (see para 2.1.1). The new service would assist in the regeneration of Choppington and Bedlington Station by providing connectivity between Bedlington Station and Morpeth, and between Choppington and Newcastle, with a Park & Ride facility at Choppington, easing pressure on parking at Morpeth Station which is at capacity, despite the recent addition of an overflow car park.

2.1.5 Northumberland Coast Local Service

a) There should be a commitment for the new franchisee to carry out full feasibility and costing study on a Northumberland Coast service, extending the 2 hourly service to Widdrington (see 2.1.3) on to Acklington, Alnmouth for Alnwick, Chathill, re-opened stations at Belford and Beal (for Holy Island) then Berwick.

b) This proposal would provide both better commuting opportunities for the communities north of Widdrington, but additionally open up tourism and leisure potential in North Northumberland. Here, the line runs parallel to the coast through a designated Area of Outstanding Natural Beauty and the train journey provides a stunning world class experience for most of its route, offering extremely scenic views of the coast line and Holy Island. It would offer walkers and cyclists using the coast path / coast cycle route return rail possibilities, and connect with St Cuthbert's Way at Belford, and the Holy Island causeway at Beal. As with the Settle-Carlisle route, it is likely that a Northumbrian Coast service would attract visitors to the area simply to travel on the line and boost Northumberland's under developed tourist industry.

c) The final delivery of a Northumberland Coast Local Service could be achieved by working collaboratively with Transport Scotland who are investigating a local service

from Edinburgh to Berwick with some local stations with similar characteristics to Belford and Beal re-opened. Transport Scotland are considering extending their proposed service south from Berwick to Newcastle as this may give a better economic return. Rather than an extension south from Berwick being on a semi-fast basis, SENRUG believes it should similarly be a local service (as north of the border) stopping at all existing stations and additionally re-opened stations at Belford and Beal. There is therefore a real possibility of achieving this new service through partnership working.

2.1.6 Summary of Proposals

a) Fig 1 shows how local rail services in East Northumberland would look if all the options listed at 2.1.1 to 2.1.5 are delivered.

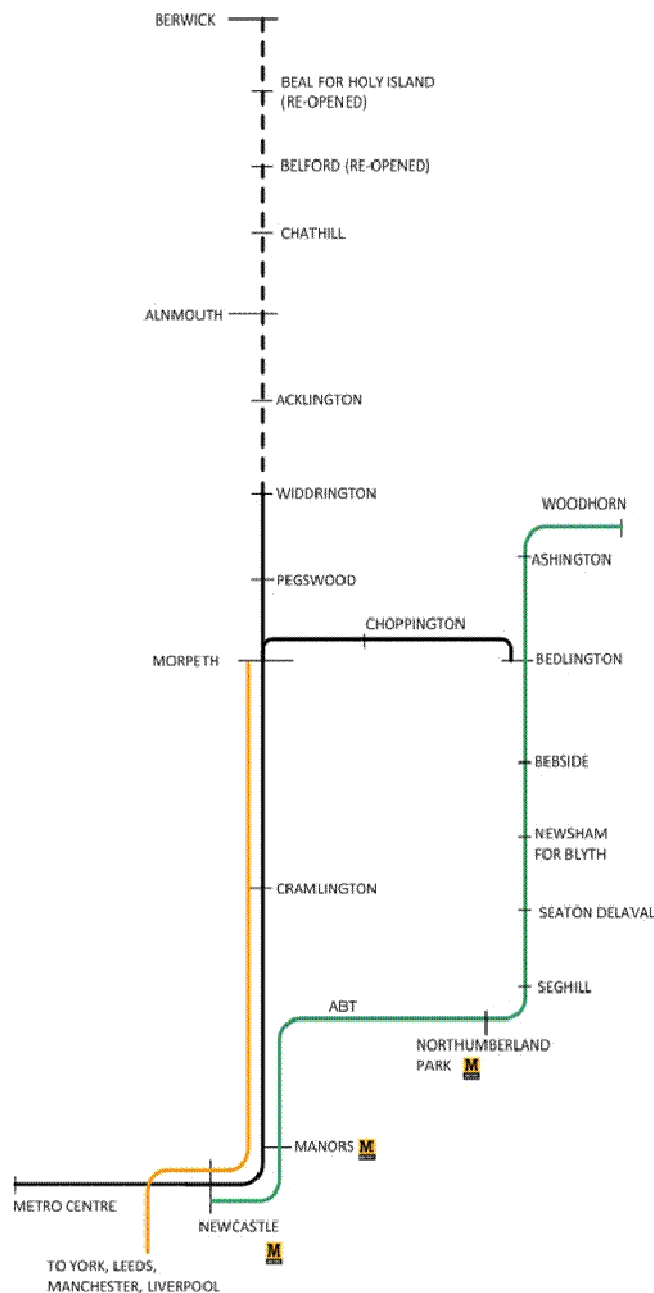


Fig 1: SENRUG’s Proposals for Rail Services in East Northumberland

2.2. Stations

2.2.1 Minimum Standards

SENUG notes the consultation document states (Section 7.21) Rail North have developed a minimum set of standards for stations in the North of England. SENUG believes the minimum standards should include the requirements set out in the following paragraphs, and provision of the minimum standards should be a mandatory requirement for the successful operator(s).

2.2.2 Local Stations (not serving inter-city trains)

The minimum standard should include level access to all platforms, waiting shelters and seating on all platforms, adequate signage indicating which platform is for which direction, and some means of advising passengers of live train running information, such as Customer Information Screens. This would require the franchise operator to provide level access at Manors and CIS Screens (or alternative solution) at Manors, Cramlington, Pegswood, and Widdrington, Acklington & Chathill. Whilst it is not suggested the minimum standard specification should state which means of communicating with passengers should be deployed, SENUG strongly argues the operator must provide something at each station. Not everyone has access to mobile technology, particularly occasional travellers, vulnerable passengers and visitors from abroad.

2.2.3 Stations That Serve Inter-City Trains (eg East Coast or CrossCountry trains)

a) The minimum standard specification should additionally include a staffed ticket office, customer toilet and waiting room all of which should be open for 8 hours a day Mondays to Saturdays. (This would require the franchise holder to retain and extend the opening hours for Morpeth's Ticket Office).

b) There appears to be a particular disconnect at present which SENUG wants the DfT / Rail North to resolve through this round of franchise specifications. The problem is when the local operator manages a station such as Morpeth that serves a significant number of inter-city trains. The local operator has no incentive to provide facilities that are mainly required by inter-city passengers. SENUG believes this should be resolved through having an enhanced minimum standard requirement for such stations, and that delivery of the standards must be obligatory. Morpeth station currently has no toilet or waiting room when the ticket office is closed and SENUG believes this is unacceptable, particularly for passengers waiting for inter-city trains.

2.3. Rolling Stock

a) SENUG notes the consultation document proposes bidders should set out their plans to replace the unpopular Pacers (para 7.7). SENUG welcomes this, and believes quieter, more comfortable and disabled friendly trains during the life of the franchise period. However, this should not be in exchange for increased fares or poorer service.

3. Responses to Consultation Questions

SENUG's responses to the specific questions in the consultation document are given below (excluding those questions for which SENUG does not have any response which for completeness are listed in Annex 1.)

TO1: What are your views on increasing below-average fares over time to levels typical on the rest of the network in order to improve the frequency, capacity and quality of local services? Do you have any evidence to support your views?

SENUG does not accept the premise that fares on local services in North East Northumberland are below average - see Table 1, below:

Journey	Region	Distance (Miles & chains)	Single	Return	Off-Peak Return	Weekly Season	Pence Per Mile (Off-Peak)
Morpeth to Newcastle	North East	16m 50ch	£5.30	£6.50	£6.50	£26.00	£0.39
Riding Mill to Newcastle	North East	16m 71ch	£5.80	£7.00	£6.40	£27.60	£0.38
Seaham to Newcastle	North East	17m 26ch	£6.60	£7.10	£6.80	£27.80	£0.38
Lichfield City to Birmingham NS	Midlands	16m 31ch	£4.80	£7.80	£5.80	£27.60	£0.35
Coventry to Birmingham NS	Midlands	18m 74ch	£4.40	£7.20	£5.10	NO FARE	£0.27
Derby to Nottingham	Midlands	16m 00ch	£7.10	£7.20	£6.70	£34.30	£0.42
Crayford to London CX	London	15m 25ch	£6.80	£13.30	£8.90	£46.30	£0.58
Crayford to Zone 1 with OYSTER	London	15m 25ch	£5.00	£3.00	£8.50	£57.20	£0.56
Dartford to Chatham	South East	15m 50ch	£8.90	£9.20	£7.90	£65.00	£0.51
Marden to Ashford Int	South East	16m 58ch	£8.10	£9.00	£8.30	£36.70	£0.50
Teignmouth to Exeter St Davids	South West	14m 78ch	£4:00	£7:40	£4:10	£29.50	£0.35

Table 1: Rail Journey Prices per Mile, in Different Regions.

Note: All fares shown are route 'Any Permitted'. Distances are calculated using miles and chains, taken from <http://mileage.railmiles.org>. Pence per mile calculations are rounded to the nearest pence.

It can be seen that rail fares in the North East are at approximately the same level as other areas with the exception of London and the South East, where a vastly superior level of service is enjoyed. Furthermore, account should be taken of salary levels; the North East has a high number of people working at the National Minimum wage and / or part-time. Fares per mile as a percentage of average regional salaries would be a fairer measure to consider.

Therefore, SENRUG does not support above average fare increases.

TO2: What are your views on giving priority to improving the quality of the Northern rolling stock at the expense of some reduction in lightly used services (e.g. fewer calls at low-use stations)? Do you have any evidence to support your views?

Some stations in our area (Pegswood, Widdrington, Acklington & Chathill have only one morning southbound and one evening peak hour service per day. It is difficult to see how service could be reduced yet further noting the DfT's statement (Section 6.12) that it is not the intention to close lines or stations. On the Newcastle – Cramlington – Morpeth section the service is experiencing rapidly increasing use and thus needs to be enhanced. In particular the hourly service is not sufficient and needs to be strengthened (see para 2.1.2) and can not be reduced as a tit for tat for new rolling stock. SENRUG believes there is a pyramid of needs. Where service levels are insufficient, rolling stock is not the major problem. A train formed with poor rolling stock is better than no train at all. When service levels become satisfactory, attention turns to quality of rolling stock and the need to replace the existing Pacers. In South East Northumberland we are still at the point where service frequencies are insufficient and must be strengthened; reductions can not be tolerated.

TO3: What are your views on allowing some reduction in the hours ticket offices are open and staffed if this is accompanied by the ability for passengers to have widespread access to ticket buying opportunities (e.g. through new and improved approaches such as smart ticketing, increased advance purchase ticketing or via mobile phones), adequate measures to ensure vulnerable passengers are not disadvantaged and more effective customer service by both station and on-train staff? Do you have any evidence to support your views?

The premise does not adequately consider the situation of a ticket office at stations which are also served by inter-city trains. In South East Northumberland, the only station with a staffed ticket office is Morpeth, which is served by 14 inter-city services on Monday-Thursdays (15 on Friday); the inter-city services being provided by both East Coast and CrossCountry with neither operator dominant.

Furthermore, the premise does not adequately consider the situation where use of other facilities is withdrawn when the station is unstaffed. At Morpeth, the ticket office provides access to the station waiting room and customer toilet. These are locked out of use when the ticket office is closed. This is not acceptable for passengers starting long inter-city journeys.

The presence of inter-city services increases the need for station staffing; the types of tickets purchased are much more complex and the need for personal assistance both for ticket sales and in the event of service disruption is greater.

Morpeth has suffered from the station being managed by the local operator, but most of the facility improvements required are predominantly for the benefit of inter-city passengers. Whilst SENRUG does not propose a change in station operator it does propose a minimum set of facilities for stations served by inter-city trains that the station operator must provide (see para 2.2.3 (b)).

Alnmouth is similarly a station managed by the local operator, but with a high number of inter-city services (in Alnmouth's case almost all its services are inter-city trains).

Whilst the question envisages adequate arrangements to ensure vulnerable passengers are not disadvantaged, SENRUG is concerned some forms of vulnerability are not easy for busy train operating staff to recognise, eg persons with mental health difficulties.

COM1: How can local communities, local businesses and other organisations be further stimulated to play an active part in the running of Northern and TPE rail services, including at stations?

SENRUG wants train operators to have a less commercially focussed and more passenger focussed approach to franchising opportunities at stations. For instance, until a few weeks ago, Morpeth station had no refreshment facilities. SENRUG is aware of potential Coffee Cart operators who were put off by high charges quoted for setting up a Cart on railway land at the station. This is a nonsense, and resulted in no revenue for the operator and no facilities for passengers.

SENRUG has been willing to serve as Station Adopter for stations in its area and has carried out or funded small scale improvements at Morpeth Station. SENRUG would welcome these activities being placed on a more formal footing. SENRUG believes groups such as itself can play a vital role in constructively being "eyes and ears" for train operators and telling them what is happening on the ground at stations. However it needs to be motivated by prompt response brought to a train operator's attention. Part of the issue seems to be the confusing demarcation of responsibility between the station operator and Network Rail.

If a Northumberland Coast service were introduced (see para 2.1.5), SENRUG would be active in promoting the line by working (with other rail groups as appropriate) in a "Friends of" capacity, producing leaflets on walks and leisure facilities available from stations on the line.

COM2: What opportunities are there for Community Rail Partnerships to expand their role and range of activities?

SENRUG would be happy to participate in a Community Rail Partnership for a Northumberland Coast Line (see para 2.1.5) but understands this model is not appropriate as the line also carries inter-city and freight trains

TPF1: Are you aware of any proposals for third-party funded changes not already indicated? Please provide details.

The consultation document refers to the third party funded option for train services between Ashington and Newcastle (Section 3.50) to be funded by Northumberland County Council. To clarify, SENRUG is campaigning for this service to extend beyond Ashington to Woodhorn (see para 2.1.1) though possibly Woodhorn is regarded as a suburb of Ashington.

FID1: What factors may impact on demand for travel on the new Northern and TPE franchises? Please provide evidence.

SENRUG is aware of:

- Significant new housing development proposals at Cramlington – see para 2.1.2 (d)
- Blue Sky Forest Sports, Leisure and Renewable Energy development at Widdrington – see para 2.1.3 (c)

DTD1: What are your proposals for providing passengers better and safer access to different modes of transport at stations (including bus, tram, cycling and walking?)

a) SENRUG notes with concern South East Northumberland has very poor bus / train integration. Busses do not serve the station turning circles at either Morpeth or Cramlington stations, and busses from Northumberland do not serve Newcastle station (an onward metro journey from Haymarket bus station is needed). Noting that in some instances, bidders are also the dominant bus operator in the region, SENRUG believes the bidders should be required to state how they will achieve greater integration. Only minor diversions of nearby bus routes would be required to serve Morpeth and Cramlington stations.

b) Once Morpeth station is served by local busses, connecting station and town centre, SENRUG would like to see the popular Plusbus system extended to cover Morpeth and its environs.

c) The current system of pre-bookable lockable cycle lockers at Cramlington station appears not to work and does not assist occasional travellers. SENRUG believes that non-bookable covered cycle racks should be provided at stations.

DTD2: How do you suggest your proposals to improve the door-to-door journey experience might be funded?

Through proper integration of bus and rail transport. It is difficult to see how this can be achieved other than through goodwill of bus operators when bus services are unregulated.

TPE2: Where, if anywhere, would you like to see any changes to first and last trains on the TPE network and why? Do you have any evidence to support this?

SENUG wants to see **all** TPE trains that currently terminate at Newcastle extended on to Cramlington and Morpeth (see para 2.1.2). This is particularly a requirement for evenings as Cramlington currently has evening service and Morpeth has a evening service provided by the inter-city operators only (apart from 22:00 Northern Rail Newcastle to Morpeth).

TPE3: Where, if anywhere, would you like to see any changes to weekend trains on the TPE network and why? Do you have any evidence to support this?

SENUG wants to see **all** TPE trains that currently terminate at Newcastle extended on to Cramlington and Morpeth (see para 2.1.2). This is particularly a requiring on Sundays as Cramlington currently has no Sunday service, and Morpeth has a poor Sunday service provided by the inter-city operators only.

NTP2: Are there other options for any additional North TransPennine services that you would put forward for consideration? What evidence do you have in relation to any of these options?

SENUG wants **all** TPE trains that currently terminate at Newcastle extended on to Cramlington and Morpeth (see para 2.1.2). Note these trains currently sit idle at Newcastle for 55 minutes before commencing their return journey. The run time to Morpeth including a stop at Cramlington would be about 20 minutes each way. The line is electrified and the proposal is therefore compatible with introducing elect rolling stock on the TPE route.

NTSR1: Please indicate, with evidence where available, where passengers would be better served, and revenue increased, by:

- **Reducing the number of calls at low-use stations?**

Not applicable for the line north of Newcastle. There are no stops SENUG wishes to cut out. In particular, SENUG wishes to retain the recently introduced development of all Northern Rail trains throughout the day calling at Manors.

- **Increasing frequencies on busier sections of routes or at busier times?**

This is required for Cramlington and Morpeth (current service is hourly) – see para 2.2.2. It could be achieved by complimenting the existing hourly service provided by Northern Rail with the extension of the TPE service from Newcastle to Morpeth, with both services jointly forming an overall half-hourly service, but without needing additional rolling stock.

- **Speeding-up the service for longer-distance passengers?**

Not applicable for the line north of Newcastle. There are no stops SENUG wishes to cut out. In particular, SENUG wishes to retain the recently introduced development of all trains throughout the day calling at Manors.

- **Improving connections with other services where there is evident demand?**

The half-hourly service to / from Cramlington & Morpeth (see para 2.1.2) would make connections onto intercity services at Newcastle much simpler, in particular avoiding the

55 minute wait of a “just missed” scenario on return journeys

- **Adjusting train services to meet seasonal changes in demand?**

Whilst the Morpeth to Berwick local service referred to in para 2.5 would attract off-peak traffic during the holiday season, the service is required year round for the benefit of the communities it would serve.

- **Adjusting the time of the first/last train?**

A proper evening service is required for Cramlington and Morpeth (see para 2.1.2). It is not acceptable that there is no return commuter service from Newcastle to Cramlington between 18:20 and 22:00. Commuters who may have to work late from time to time can not use the train for commuting on this basis.

NTSR2: Please set out, with evidence where available, any other approaches that might improve route utilisation and make better use of existing resources on the Northern franchise.

SENUG refers to its proposal (see para 2.1.2) to have the Newcastle – Cramlington – Morpeth route served by the current hourly service from Northern Rail, augmented by an hourly service on the TPE route extended from Newcastle, to give a half-hourly service overall, without requiring additional rolling stock. Evidence of existing and planned population for Cramlington is given at para 2.1.2(d).

NTSR3: Please indicate, with evidence where available, where services should be improved on weekends, resources permitting.

a) A Sunday service is required for Cramlington and Morpeth which can be achieved by extending the TPE services from Newcastle. Evidence from within the rail industry suggests Sunday is the busiest day for leisure traffic.

b) Whilst SENUG has requested a two-hourly service throughout the day to Pegswood and Widdrington, a number of correspondents from these communities have pointed out to SENUG the current single service only, which on Saturdays leaves Newcastle at 17:00, does not permit use of train to watch a football match at Newcastle United Football Club (typical final whistle time 16:50). The answer is not to provide a single later train but to introduce a more frequent service, including evenings, to these locations, as per para 2.1.3

OTH1: Do you have any other views on the future of the Northern and TPE franchises that you would like to set out?

Please refer to Section 2 of this response.

End

Annex 1 follows

Annex 1

Additional Consultation Questions For Which SENRUG Does Not Have Any Input

TPE1: What are your views on the degree of flexibility proposed for the train service specification for the new TPE franchise? Do you have any evidence to support your views?

NTP1: What factors do you consider should be taken into account in the assessment of the North TransPennine route options, in particular in the balance of crowding, frequency, journey time and connectivity benefits? What evidence do you have in relation to any of these options?

NTP3: Do you consider that the ITT should specify which services should terminate at Liverpool or Manchester Airport on the North TransPennine route, or should the choice of destination be left to bidders' commercial decisions, and what are your reasons? What evidence do you have in relation to any of these options?

NTP4: What factors do you consider should be taken into account in the assessment of the options for Hull, Middlesbrough and Scarborough services? What evidence do you have in relation to any of these options?

NTP5: Are there other options for Hull, Middlesbrough or Scarborough services that you would put forward for consideration? What evidence do you have in relation to any of these options?

NTP6: What factors do you consider should be taken into account in the assessment of whether or not to reduce calls at Stalybridge and Garforth? What evidence do you have in relation to this?

STP1: What factors do you consider should be taken into account in the assessment of the option to specify one additional train per hour on the South TransPennine route, in particular in the balance of crowding, frequency, journey time and connectivity benefits? Please provide any evidence you may have.

STP2: What factors do you consider should be taken into account in the assessment of the remapping and South Humberside connectivity options? Please provide any evidence you may have.

STP3: In particular, what factors do you think should be taken into account in considering the case for replacing TPE services between Doncaster and Cleethorpes with a service operated by Northern? Please provide any evidence you may have.

STP4: Are there other options that you would put forward for consideration? Please provide any evidence you may have.

STP5: If the ITT were to specify a third South TransPennine service via Stockport, or remapping of the EMT service to TPE, do you consider that it should specify which of

these services should terminate at Manchester Airport or Liverpool or should this be left to bidders' commercial decisions, and what are your reasons? Please provide any evidence you may have.

NW1: What factors do you consider should be taken into account in the assessment of the North West remapping options for Blackpool North, Windermere and Barrow-in-Furness services? What evidence do you have in relation to any of these options?

NW2: What factors do you consider should be taken into account in the assessment of the Barrow and Windermere connectivity options? What evidence do you have in relation to any of these options?

NW3: What factors do you consider should be taken into account in the assessment of the options for Anglo-Scottish services? What evidence do you have in relation to any of these options?

NTSR4: Please indicate, with evidence where available, where weekend services provide poor value for the subsidy required to operate them.

NTSR5: What are your views on retaining the route from Cleethorpes and Grimsby to Barton-on-Humber within the Northern franchise? What evidence do you have to support your views?

End of Annex 1

Annex 2

Methodology Used to Compile SENRUG Response

This information is provided in response to the “How to Respond” Section (page 12) of the consultation document

- (i) *25th July 2012*: Email to all SENRUG members (who have provided an email address), giving the link to the earlier DfT consultation document for InterCity East Coast (ICEC). This email set out the basis on which SENRUG’s response would be formulated (including local services), and asked members with additional comments or who wished differing views to be considered to email the response author.
- (ii) *10th August 2012*: First draft of full response to ICEC consultation (including a section on local services) submitted to all SENRUG committee members for comment.
- (iii) *11th August 2012*: August 2012: Notice posted on SENRUG website, giving the link to the DfT ICEC consultation document and advising SENRUG would provide a response. Interested parties were invited to submit views to SENRUG’s mailbox, stating (i) whether they are a SENRUG member, (ii) where they live and (iii) how often they used rail services in this area.
- (iv) *25th August 2012*: Second draft of full response reflecting inputs from the above consultation submitted to all SENRUG committee members for comment.
- (v) *7th September 2012*: Final version of SENRUG response to ICEC consultation created, including a section on local services.
- (vi) *July 2013*: SENRUG set out its aspirations for local rail services in its Newsletter 21, and received overwhelmingly positive response, particularly from Town and Parish Councils.
- (vii) *March 14*: SENRUG set out its aspirations for Cramlington in its Newsletter 23, and received positive responses from Cramlington residents and The Cramlington Development Trust

End of Annex 1