

REPORT TO SHEVINGTON PARISH COUNCIL POLICY AND GENERAL PURPOSES COMMITTEE –FEBRUARY 2ND 2017.

NORTHERN UPDATE

These are extracts from Connections Express Northern's regular e mail to stakeholders followed by the latest statement from OPSTA.

Ian Hynes the Managing Director of Northern will be leaving later this year, to become Managing Director of the ScotRail Alliance. Arriva will make an announcement on his successor in due course.

Dates set for customer focus groups

Towards the end of last year we launched our 'We are listening' campaign, designed to give our customers a stronger voice, by shaping our Customer Service Promise, and the chance to tell us what makes great service. We travelled to four stations, Blackpool North, Manchester Victoria, Harrogate and Hartlepool to find out first hand what our customers thought and invited others – through social media and the internet – to take part in feedback workshops to be hosted across the North of England. The response was overwhelming with more than 1,200 customers getting in touch to tell us they wanted to take part in the customer focus groups. Work is on-going to shape these sessions, but we can reveal they will be held in Manchester (Monday 20 February), Leeds (Wednesday 22 February), Newcastle (Monday 27 February) and Preston (Wednesday 1 March).

Bi-mode trains on the way for Northern

Working with the Rail North Partnership, to support a growing railway in the north, Porterbrook and Northern are jointly developing a highly innovative rolling stock concept. Rob Warnes, Performance & Planning Director for Northern said: "We are really proud to be involved in this pioneering development. Bi-mode trains will bring the benefits of railway modernisation, to more customers, more quickly. This technology opens up new opportunities to spread the benefits of electrification to non-electrified routes, delivering more capacity and bringing exciting innovation to the North's railways",

The Southport and Kirkby lines were originally considered for further electrification after 2020. This now seems unlikely. These bi-mode trains could use the electrified lines between Manchester and Wigan and then continue to Southport on their diesel engine. These units can already operate on overhead wires and third rail.

Ordsall Chord work completed on time

The Chord, which includes a 300-metre section of new track, will open up new direct routes to Manchester Airport from across the north and ease congestion, creating space for more trains to run. It will also link Manchester's Piccadilly, Oxford Road and Victoria stations and enable Northern to improve frequency and efficiency of services, whilst presenting further opportunities to link the North West and north east of England.

Appendix A

One of the effects of this chord will enable trains from the Rochdale area to access the airport and Manchester Piccadilly. However there is a limit on the number of trains that can be accommodated between Deansgate and Piccadilly. One of the consequences of this is the diversion of Southport line trains to Manchester Victoria.

Gatelines are coming to Salford Central

Northern is continuing its investment in Greater Manchester with the introduction of automatic gatelines at Salford Central. The new machinery will be fully installed by 31 January 2017, following hot on the heels of a similar installation at Salford Crescent in November. The automatic gatelines are designed to give customers a more secure and seamless experience when travelling through the station concourse. They also help reduce the number of customers travelling without a ticket and discourage anti-social behaviour.

Parking is now even safer at Northern stations

Park Mark – the Safer Parking Scheme – provides a national standard for UK car parks that have low crime and measures in place to help ensure the safety of people and vehicles. In line with improvements and modernisation across the network Northern has, for some time, been working to gain Park Mark accreditation for many stations across its network – giving customers a greater degree of safety when they leave their cars behind. In the past few months 19 stations have been handed Park Mark accreditation, meaning there are now 38 stations across the Northern network that have passed the rigorous assessment process.

None of these stations are on the Southport line.

OPSTA update from Alan Fantom.

Piccadilly Campaign Update - Not a breakthrough but today we had our best meeting yet with Northern and they shared some service option thinking which although it would not meet our full requirement, demonstrated they are really trying to do something for us and it might be feasible to build on this base to deliver something more satisfactory.

Sorry that I cannot be more explicit but there is more for us to do in conjunction with Northern and they are still facing a number of uncertainties in terms of their operating environment and rail infrastructure (electrification etc) that they have to deal with.

The Rail Minister and DfT have agreed to a formal meeting with our 5 MPs (date tba) and they will be briefed on above. The objective will be to gain government commitment and support to a satisfactory outcome.

This is still a long way from resolution but there is reason for some guarded optimism.

Recommendation

That this report is noted

Barry King -January 27th 2017