

A Transport Revolution for the Northwest



# The Northwest Transport Manifesto



**Green Party**  
for the common good

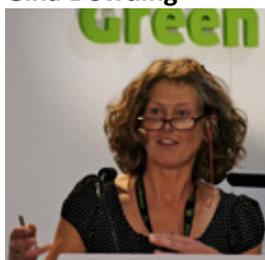
With thanks to all the authors and main contributors to this work.

#### **Dr Caroline Lucas**



Caroline was the first Green MP elected, winning the seat of Brighton Pavilion in East Sussex. She is contesting her seat at the May general election, and while she is not in the Northwest, she has none the less pushed transport to the top of the political agenda with her Private Members Bill on rail, which calls for the railways to be put back into public hands. And for this we in the Northwest party want to thank her.

#### **Gina Dowding**



Gina is a Green County Councillor in Lancashire and a member for over 20 years. A graduate of Nottingham Trent University, she has been fighting for a better deal for Lancashire.

#### **Alan Francis**



Alan, who helped draft this document, has served as the National Transport Speaker for the Green Party of England and is the Green candidate for the Buckingham constituency in the May General Election. He was chair of the party's National Executive Committee for two years and has also been chair on both Milton Keynes Transport Partnership and Milton Keynes Rail Users Group, campaigning for the East West Rail Link, which will put Winslow back on the rail network. He is committed bringing the railways back into public ownership as well as striving to improve bus and rail services and cut fares across the whole country.

#### **Dr Daniel Gordon**



Daniel, a specialist on the politics of transport, is a Senior Lecturer in European History at Edge Hill University and a graduate of both Oxford & Sussex University. He is currently writing the history of a revolt by fed-up commuters in the suburbs of Paris in 1970, his work helped by having lived previously in both urban and rural areas of France. He joined the Green party in late 2014 after two decades of feeling under represented by mainstream politics. In his own words "*I believe that the lesson from across Europe is that things do not have to go on like this: we can make our own transport revolution here*".

#### **David McIntosh**



David, the Transport Spokesperson for Sefton Greens has been a member of the party since early 2014. A graduate of the University of Liverpool in Ancient History & Archaeology and Later Roman History, he has used public transport across Europe in his work, and has seen the very best and worst. As a result he has been campaigning for better rail links for Manchester, Preston & Liverpool for a number of years in response to the poor service that is on offer. In his own words "*I joined the party to make a difference to those to use trains, trams and the Bus*".

**And a special thank you to Helen Andrews of Rochdale Green Party**

## Summary

The Green Party in the North West has a vision and a plan for an efficient, reliable, clean, and green transport system across the region. Instead of investing in more roads and vanity projects such as the HS2 high speed rail link between London and the North West, which will only serve the needs of big business travellers at the expense of the rest of us, the Greens have a plan for investment in an integrated public transport system that would be more effective in supporting local businesses, commuters, families and visitors to the region.

Greens in the North West are already campaigning and supporting local people and groups to improve public transport: for example to save subsidised bus services under threat across Lancashire, Cumbria and elsewhere across the region. But more than just saving existing services and campaigning for incremental improvements, with Green MPs we will have a voice for a bold, integrated, co-ordinated transport system.

With this we will improve quality of life and deal with the mobility needs of everyone in a way that spends money wisely, bringing lasting economic prosperity to the North West rather than the outdated plans of uselessly spending money on HS2 and new road building.

**The Green Vision for Transport in the North West consists of the following 8 point game-changing transport solutions.**

1. Public Ownership of the Railways.
2. Investment in the region's railways: electrification of all services lines, re-opening lines to improve connectivity and improvements to networks and stations.
3. A New NW Otter Card.
4. Re-regulation of local bus services.
5. Investing in local journey solutions: priority for integrated local cycling, walking, and car clubs in local communities across the North West.
6. Opposing the Government's outdated and outmoded plans for transport and road-building in the North West.
7. HS2 is not the answer: better local services.
8. Rail Investment for North West England: what we can spend the money on.

With investment in the above we can deliver what people want from their transport system: a reliable, comfortable service with cheaper fares: one fit for the 21<sup>st</sup> Century. As Campaign for Better Transport President, Michael Palin, says "The need for effective alternatives to the car has never been more urgent."

### 1. Public Ownership of the railways:

In Westminster, Caroline Lucas has a Private Members' Bill aimed at achieving renationalisation which is listed for its second reading on 27th March 2015. This Bill would enable easy transfer of our railways back into Public Ownership as passenger rail franchises come up for renewal. Far from a return to the old days of a nationalised rail network under British Rail in the 1970's, This Bill has support from transport experts, public transport unions and passenger groups across the country and would see the beginning of a revival in quality and cost effective public transport for the common good. This would save Tax Payers and passengers over £1 Billion per year, and far from a return to the old days of British Rail,



This Bill has support from transport experts, public transport unions and passenger groups across the country and would see the beginning of a revival in quality and cost effective public transport for the common good.

The details are available on-line<sup>i</sup> and there is an online campaign already from Action for Rail and Bring Back British Rail (the campaign group for a public rail network) which several MPs have officially backed already<sup>ii</sup>. People in the North West can call on their local MPs to add their names to the Railways Bill campaign.

### 2. Investment and Improvement in the Railway infrastructure:

While London has seen a New Cross rail line (with Cross Rail 2 in the pipeline), the Docklands light railway and extensions of the underground such as the Jubilee Line and Stratford Link over recent decades, The Greens will work for similar much needed investment in the North West. The Green party want to raise the standard of the regional rail infrastructure to deal with increasing demand, to renew outdated rolling stock equipment, and re-open lines that will create new transport links for businesses, commuters, tourists and communities. We want the money earmarked for the HS2 to instead be redirected to improving the vast majority of rail journeys that are much more local. The Green party have drawn together a comprehensive (but not exhaustive) list of all the investments that are needed and called for by local communities and businesses in the North West which are not earmarked for any funding at the current time. See our separate list: 'Rail Investment for North West England'.

### 3. A NW Otter Card:

The North West deserves state of the art applications of new technology to public transport systems. A new travel card that will enable easy quick and cheaper use of buses, trams, and trains, the North West Otter Card will function much like the Oyster Card in London, and an extension of the NoW Travel card used for concessionary bus travel in Lancashire and Cumbria<sup>iii</sup> It will be a big bonus for tourist visitors to the Lake District, Liverpool and Manchester. All the technology and software has already been developed in the case of London so we know it is technologically possible if political will is there.



A concept design of what an Ottercard could look like by David McIntosh

The user purchases a card and then loads it with cash (a stored value card) and then swipes the card whenever public transport is used. In London the Oyster Card covers bus, tube and the newly branded "over ground" which is local rail. It gives substantial discounts on travel when compared to what the user would pay if he/she just turns up and buys a ticket. It is very easy to use and it benefits the system itself e.g. boarding times on buses are much reduced. It increases public transport patronage which helps to reduce congestion, air pollution and greenhouse gases as people switch from the car to public transport alternatives. It also gives the public transport system lots of useful data for planning purposes.

The NW Otter Card would cover all buses, local trains and trams throughout the region and could be used for discounts for taxis outside bus operating times to allow trunk journeys to be made by public transport. The

Netherlands operate a Treintaxis scheme<sup>iv</sup> for shared taxis to and from stations. These are shared taxis that shuttle people back and forth to the station for a fixed fee per ride.

In practical policy terms initially we would demand a fully costed study with suggested options for funding. This would cover the detailed work such as: what does the Otter Card cost to the public body providing and running the system; an agreement on how receipts are allocated for example how would Stagecoach be reimbursed on the 555 between Ambleside and Grasmere and Mersey Rail for journeys to Birkenhead and Manchester metro for trips from Market St in Manchester to Shaw and Crompton. This already happens to allocate concessionary fares and the mechanisms for distributing fares revenue is already available for bus routes. Buses are soon to have Integrated Transport Smartcard Organisation (ITSO) card reading machines.<sup>v</sup> ITSO, established from discussions between several UK passenger transport authorities regarding the lack of standards for interoperable smart card ticketing is a modal that should be used more within passenger services.

There is a need for the Transport bodies to work together to push for this type of forward thinking investment. A NW Otter Card has intrinsic value to the economy and quality of life for residents and visitors to the North West; boosting public transport use and revenue, and helping all 6 million residents to move around by public transport more easily. The Green Party would push for discounted travel to young people; building on current schemes in the North West such as the A2B NoW care in Cumbria to give discounted travel to young people<sup>vi</sup>, and we would extend the current initiative for cheaper fares for job-seekers.<sup>vii</sup>

#### **4. Re-Regulation of Bus Services:**

Buses are an important part of a planned integrated public transport network, directed at meeting people's travel needs rather than large bus companies' profit. The London system has integrated planning but with operators contracted for service provision. Many local bus services are currently under threat as hard pressed local authorities try to make their budgets stack up in the face of huge funding cuts from Government. Subsidised bus routes now under threat are the result of the de-regulation of bus services in the 1980's when all profitable services were creamed for private companies leaving local authorities to subsidise the private sector to run unprofitable routes. The law currently prevents local authorities running buses needed by residents if they might reduce the profits on commercial services. It means operators have often dropped evening, Sunday and rural services, previously cross-subsidised by the profits from peak-time and day-time services on the same route. They frequently manage to pick up the contracts for the services they have dropped.



Re-regulation of bus routes would also enable local authorities to have control over bus routes, provide a better service for less. Some Local authorities (such as Tyne and Wear) are struggling to get buses companies under control by introducing a Quality Contracts Scheme (QCS) using powers that it says are available to it under the Transport Act 2000. They would allow it to take public control of bus services in its catchment, replacing the deregulated market that has existed outside London since 1986. But bus companies are fighting these proposals. We need strong leadership and further legislation if necessary to give support to our local councils to provide better services. Greens in Lancaster are working with local communities to look at how bus services can be reconfigured when the contract is up for renewal, and Green parties have called on councils to look at innovative solutions to address the needs of rural communities such as community buses, voluntary car services and a Dial-a-ride proposal.

## 5. Local sustainable transport initiatives:

This section is in many ways even more important than the ones on public transport, which research suggests has only a limited effect on achieving modal shift from cars 'unless accompanied by other policies' - because many journeys now made by car were not previously made by public transport, or at all. The Green national policy document states that 'Transport planning will need to follow a prioritisation of modes of transport to produce a sustainable transport system:

- Walking and disabled access.
- Cycling.
- Public transport (trains, light rail/trams, buses and ferries) and rail and water-borne freight.
- Light goods vehicles, taxis and low powered motor cycles.
- Private motorised transport (cars & high powered motor cycles).
- Heavy goods vehicles.
- Aeroplanes.'

Since cars account for up to 15% of the UK's total carbon emissions, reducing car use is urgent, and a win-win for the local environment, the planet, and our health. The best local transport policies are ones that make it more attractive to walk and cycle – the most environmentally friendly forms of transport of all. These are not an add-on, but absolutely central to reducing car dependency. Many people recognise that the car-dominated status quo is not working well, but it persists because transport gets crowded out at election time by other issues. Yet experiences from across Europe show it is possible to create a much better system by relatively easy and inexpensive improvements - if the political will can be generated to make it a priority. Not only is the natural exercise that comes from walking and cycling good for personal health – there are many public health benefits such as reduced pollution, safer quieter streets and less congestion. The Greens already work to support local authorities in introducing safe and integrated walking and cycling networks, disability and mobility routes in local communities, and support for car share and workplace travel schemes.

Reducing speed limits are the key to making it safe and attractive to walk and cycle again – turning roads back into streets. The successful default 20 mph speed limits on all residential roads such as has been introduced in Lancashire need to be rolled out across the region. In Liverpool for example, the Green Party has campaigned for safer roads and better transport. The Green Party has consistently called for the speed limit to be 20mph where people live. In 2010 a 20mph limit was introduced on Fulwood Drive in St Michaels ward as a result of a consultation with residents, carried out by the Green Party. The council has followed this example and now 20mph is the default speed limit in residential streets across the city. In rural areas, apart from trunk roads, the maximum speed limit should be 40m.p.h. Local communities would be encouraged to set lower limits on country lanes where pedestrians, cyclists and horse riders would be particularly vulnerable.



According to recent findings from the ESRC-supported Centre for Diet and Activity Research (CEDAR)<sup>viii</sup> there is evidence that better infrastructure for walking and cycling does encourage people to leave their cars at home. We would extend pedestrianisation and Home Zone schemes, which can dramatically improve people's quality of life. We would change timings at pedestrian crossings to give pedestrians priority. Car clubs can reduce the number of cars owned and increase the choice of transport, especially when they use 'smart' methods and they can also be electric or hybrid.<sup>ix</sup> Flexible working and car sharing policies, which research has shown are key to reducing the number of cars on the road at rush hour, need to be promoted much more prominently than is currently the case. We would, for example, adopt schemes such as that in place in Bristol where roads approaching the city have a lane for vehicles with at least two occupants. The Sefton Greens are also fighting Sefton MBC controversial proposals to scrap school transport for Over 16s with special needs in what has been dubbed the SOS campaign.

## **6. Opposing the Government's outdated and outmoded plans for transport and road-building in the North West:**

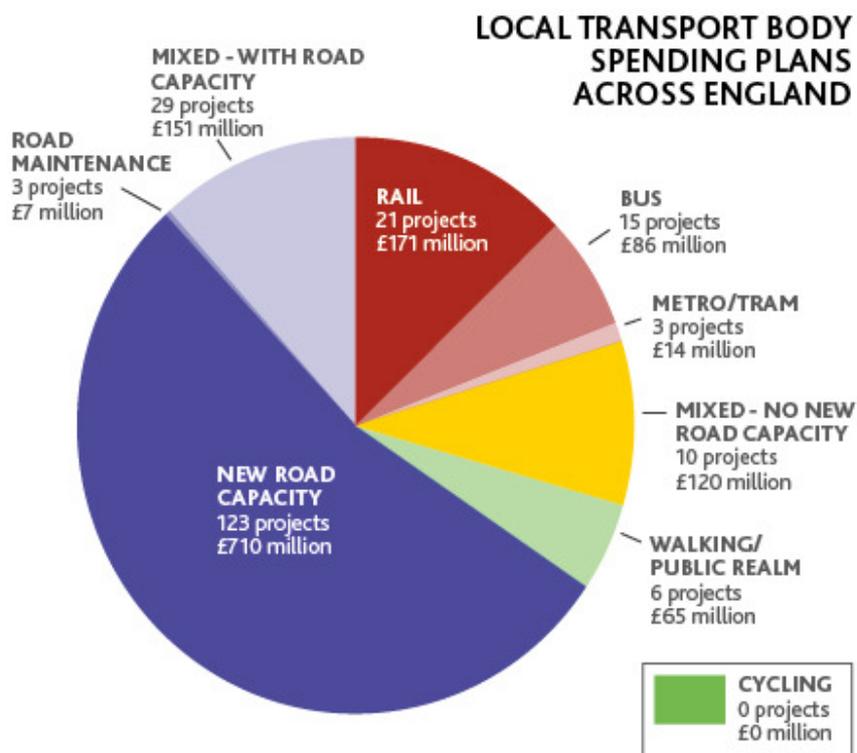
In early February 2014, the Government published its draft National Policy Statement (NPS) for major roads and railways<sup>x</sup>. George Osborne says they are planning "the largest programme of investment in our roads for half a century". But this is based on the discredited belief that building more roads will solve congestion (The SACTRA Report 1994 showed the problems with 'predict & provide' policy). SACTRA (WHAT). Based on the Department for Transport's traffic forecasts this is a plan to build enough new road space for more than 40% extra traffic by 2040. But national statistics show that forecasts since the 1980s have over-estimated growth and there is now a consensus among academics that building our way out of congestion won't work. Stockport, East Cheshire and Manchester Green Parties have been campaigning against a new airport relief road, arguing that the plan goes against the councils' own aims of promoting sustainable transport, reducing climate change and improving air quality.

Outside the motorway and trunk road network, which is run by the Highways Agency, planning for transport infrastructure is handed down to Local Transport Bodies and – from 2015 – Local Enterprise Partnerships working with Local Authorities. In the North West these powers for infrastructure planning are also influenced by the well established Integrated Transport Authorities Transport for Greater Manchester and Merseytravel. The more newly formed Transport for Lancashire, and the Cumbria and Cheshire & Warrington LEPs will also be planning new infrastructure.

Huge amounts of money are being made available to these authorities in the North West. As well as City Deal funding already given to Manchester and Liverpool and Preston, from 2015 the LEPs will be given a share of £2 billion a year to spend on transport projects, awarded through the Single Local Growth Fund, and also a key role in bidding for more than £5 Billion in European funds.

But the signs are that public transport, cycling and walking will not be given a fair share of this funding. In late 2013, a report by Campaign for Better Transport and the Campaign to Protect Rural England found that nearly 60% of the Local Transport Body spending planned for so far will be spent on new roads<sup>xi</sup>. No dedicated cycling projects were funded at all, and bus schemes make up just 7% of the projects.

**Fig. 1** Local Transport Bodies (LTBs) published draft spending plans for 2015-2019. Published in late summer 2013.



**Road-building in the North West will get us nowhere:**

New and wider roads are already being planned across the region, threatening to divide communities, trash the Green Belt and bring pollution and noise to more and more people. In 2015 the Government published its projected costs for transport infrastructure for between 2015 and 2020/21. Its current plan is to spend around £15bn<sup>xii</sup> on new road building and motorway widening programme across the country, including the Northwest. This is public money being pledged to these projects. This isn't the way to promote growth in the

region, and there are much better ways to spend our money, Not least on walking, cycling, public transport, and better planned developments that reduce the need to travel.

Some of the most expensive and destructive proposals are:

- The A6-Manchester Airport Link Road: This £300 million dual carriageway would plough through Green Belt south of Manchester and generate huge numbers of new cars and Lorries in areas already suffering high levels of traffic and air pollution.
- A Peak District Motorway: A prospect revived by George Osborne in the Spending Round of 2013 and the 'Action for Roads' command paper. The Highways Agency is carrying out a feasibility study on new trans-pennine routes between Sheffield and Manchester. Any new roads planned would not only cost billions but would also permanently damage the UK's most visited National Park.
- A556 Knutsford to Bowden scheme: This £200 million widening and bypass would run entirely through Green Belt between the M56 and M6, increasing air pollution across a wide area and destroying the tranquillity of the Rosthene Mere SSSI, which would also be impacted by the HS2 route.
- Mersey Gateway Bridge: Another white elephant, this huge new 6-lane bridge across the Mersey estuary wetlands is costing £600 million and risking huge amounts of local money in order to attract outside investors to operate tolls, which would also be applied to the nearby Silver Jubilee Bridge.

Therefore the Green Party will cut an average of 10% from public transport fares and by diverting £9bn from £15bn earmarked for road building to increasing the level of public investment in rail and bus fares by around £1.8bn a year.

#### **7. HS2 is not the answer: better local services:**

HS2 is an enormous white elephant, and will be a heavy burden on further taxpayers. Phase 1 of the project (London to Birmingham) is set to open by 2026, the Government forecasts the overall costs have risen by 30% to £53 Billion since 2013. The Institute of Economic Affairs predicts that the total cost of HS2 will be over £80 billion. Whatever the final figure that's £50-80bn that could be used for real improvements to the transport system<sup>xiii</sup>. There are serious flaws in the economic case for HS2:



- HS2, will cost each UK household over £3,000<sup>xiv</sup> estimates project.
- Talk of benefits to the regional economy is unfounded. There is evidence that it will not create new economic activity, merely redistribute existing activity (see<sup>xv</sup>).
- Manchester-London train journeys being diverted onto HS2 could actually mean fewer direct services from Crewe, Macclesfield and Wilmslow.
- HS2 is intended as purely a passenger service; it would not carry any freight traffic.

Given that an independent member of the HS2 analytical challenge panel, Professor Henry Overman stated that HS2 was "*not particularly good value for money*" we have to seriously ask, what else could this money be spent on? Cheshire Green Party has led calls for the HS2 rail scheme to be scrapped. In February 2015 Andrew McNaughton (HS2 Ltd Technical Director) disclosed that towns and cities in the North West (along the proposed route) such as Blackpool, Lancaster, Oxenholme, Preston, Runcorn, Warrington and Wigan, could see their direct services to London scraped if HS2 goes ahead<sup>xvi</sup>. And on 25<sup>th</sup> March 2015 a report by the Upper House Economic Affairs Committee reported that there was no convincing case for spending £50bn on HS2<sup>xvii</sup>. Cheshire and Manchester Green parties argue that the economic case for the project is therefore for unsound. They call instead for investment in rail and rolling stock across the region to improve journeys for the many, not just the few.

**We can learn from the best in Europe:**

The experience of comparable countries such as Spain and France shows that, if anything, High Speed Rail systems lead to lower investment in the regions; a “flight of capital to the capital”. Switzerland had a referendum on whether to invest in a new high speed line or to improve the frequency of local services. The people voted for the local services. What the Swiss electorate realise is that journeys often involve one or two connections to get to the main line and even if main line services are not faster, improved connection times due to local investments means their overall journey time ended up quicker.

**Links between public transport infrastructure and sustainable economic prosperity:**

Economic prosperity comes from communities and people being less dependent on having to travel to large distances for work and, less reliant on goods produced on the other side of the world, and with lower needs for food travelling thousands of miles. Green Party transport policy emphasises the need for us to travel within the region comfortably, reliably and sustainably while our economic policy is based on a shift towards high quality food, goods and services being produced more locally.

**New housing without new traffic:**

There is an urgent are issues with new housing and road-building and car dependency. Evidence in Leighton Buzzard shows that a well designed new area of housing, with a frequent bus service provided alongside the housing (ie at the same time) directly to the town centre can bring about really good results. They had a 20% modal shift away from car use to the buses thanks to Victoria Harvey’s campaign.<sup>xviii</sup> Throughout the North West there is much new housing planned for example around Wigan and Runcorn that could be done in a similar way, with funding from SLGF for the transport links, which become profitable routes for the operators quite quickly.

**Funding opportunities are there:**

The money going into the Single Local Growth Fund includes £100 million of annual funding that previous went to the Local Sustainable Transport Fund (LSTF). The LSTF started in 2011 and has supported hundreds of projects to provide better services and better information (smarter choices) to help people use more sustainable transport. In the pilot smarter choices projects trips by car went down 9%, bus trips went up 10-22%, walking trips rose 10-13% and cycling went up 26-30%.<sup>xix</sup>

The Committee on Climate Change estimates that a full rollout of these schemes across the UK would cut total traffic by 5% or more. They say: "Plans are needed for a full roll-out of Smarter Choices over the next decade."<sup>xx</sup> The projects are much easier to get going and better value for money than big road-building schemes and – by helping people access schools, jobs, shops and services without their cars and with less congestion – are good for the local economy too.

It is clear that, with a full programme of sustainable transport initiatives like this, combined with better information and Otter Card ticketing, traffic and car dependency in the North West could be dramatically reduced.

**8. Rail Investment for North West England:**

The major investment in the North West is an urgent need to electrifying all rail routes in the region: Those lines which are not electrified run a risk of losing through trains. Opening closed sections of rail track and improving stations and capacity are urgently needed, along with more frequent services. Many of these are long established desired routes ensuring all urban communities are served by rail, and many would particularly ensure east-west transport routes. These lines also often serve as detours when there are problems on main lines, so increase the resilience of the network

The following is a comprehensive (but not exhaustive) list of investments that are needed and called for by local communities and businesses in the North West which are not currently earmarked for any funding at the current time (except where stated) For example:

One of the greatest hurdles to railway growth in the Northwest is the Department of Transport (DfT). It's noticeable that in Scotland, which is out with the DfT's control, new railways are re-opening and others are being electrified. It's the structure of the privatised railway which isn't "*fit for purpose*". No other country in Europe has a structure like the UK's. It draws money out of the railways and into companies like Stagecoach, Virgin, First and the banks. Indeed many of the problems our railways have, are caused by this structural and political mismanagement. With the DfT in England setting poor criteria for Network Rail, and the Office of Fair Trading obsessed with competition, blocking co-ordination and co-operation by companies. The privatised companies then strip out funding at all stages especially the rolling stock operating company (ROSCO).

The Green party however does recognizes the hard work of the RMT, the rail and station staff across the network, with whose help our railways are booming and very successful overall. However not at the cost they are currently demanding on the taxpayer and not with the numbers of passengers not seen since the 1920's. We need a national rail plan based on social ownership and co-ordinated planning. A Regional ITA for North-West of England, which would fill in the gaps. For example, Greater Manchester and Merseytravel are both planning Oyster-style cards. Fine: but what about places outside their areas? How do you travel from Southport (Merseytravel) to Wigan (GM) through Lancashire County?

The Green party is aware of the major overcrowding on many of the lines in the Northwest. There are stories of up to 30 passengers squeezed into the "vestibule" area of carriages, because there is NO MORE room to either sit or stand, both making it unsafe and difficult boarding and aligning passengers. A matter made worse by rail staff raising their voices to ask passengers to "make more room" which is a most unpleasant experience.

### **Cheshire:**

- Chester West and Cheshire Green Party are pushing for faster scheduled trains between Liverpool and Chester. If some services were run non-stop between Liverpool Central and Hooton, as already happens occasionally when an incoming train has been delayed, trains could reach Chester in only 25 minutes, and finally become fast enough to compete with the car. This would save up to 40 minutes a day for the significant numbers of people who commute between Liverpool and Chester, or vice versa - comparable to the gains claimed for HS2, yet for a tiny fraction of the cost.
- Electrify the line between Ellesmere Port - Helsby: This would reconnect the old Hooton to Helsby line, better serving the stations of Stanlow & Thornton and Ince & Elton, while at the same time allowing a faster eastbound train services to Warrington Bank Quay via Helsby, by allowing non Merseyrail services back to Hooton better utilising the under used platforms.
- Sandbach to Northwich, including a new Middlewich station: This line is currently open for freight traffic and passenger diversions only. This would allow Trains to pass through Mouldsworth on their way to Helsby and Alvanley on re-laid track bed. The Middlewich Rail Link Campaign are campaigning for the reintroduction of a passenger train service on the line. A feasibility study recently showed that re-opening the line to passengers is potentially viable. Local councillor Neil Ritchie has said "*a new direct rail service between Northwich and Crewe via Middlewich would be of great benefit to our residents*".

### **Central Lancashire and Fylde Coast:**

- Reopen the station at Midge Hall on the Ormskirk Branch Line.
- Reopen Coppull Station, on the Blackpool to Liverpool Line: Closed in 1967, there has recently been a campaign from locals regarding re-opening the station, allowing better connections to Preston, and Liverpool.
- Blackpool South and Fylde line through Lytham St Annes: This should be doubled, electrified and through trains should run to Manchester.
- A tram-train service could link Blackpool to Kirkham.
- The reinstatement of passenger services from Poulton-le-Fylde to Fleetwood: Poulton-le-Fylde is now one of the largest towns in England without a train service, Network Rail's electrification contractors have recently inserted poles bang in the middle of the Fleetwood-Poulton junction preventing a reopened link showing the unjoined-up nature of Network Rail's planning.

### **East Lancashire:**

- There are current proposals to upgrade the Calder Valley line from Manchester to Leeds via Todmorden, (the about to be reopened Todmorden Curve which is being funded through the Citizens' Rail Euro project and Lancs CC), most of the benefit will be in Lancashire giving Burnley and Accrington a fast link to Manchester and this will ultimately need electrification. Direct services, via the Todmorden Curve (Manchester - Rochdale - Todmorden -Blackburn), are scheduled to start this May providing Northern Rail can obtain the extra trains, but there is currently real doubt about this, even to the extent of possibly hiring locomotive and carriages from Direct Rail, the state-owned nuclear rail operator. The Rolling Stock Companies (ROSCOs) have become real hindrance to developing services. ROSCOs suck money out of the railways (they are owned by banks and other multinational companies) and therefore should be returned to Public Ownership.
- Upgrade the 'Roses' Line (Calder Valley Line): The line runs from Blackpool North to York, and links Preston, Blackburn, Accrington and Burnley with Bradford and Leeds via Hebden Bridge. The above electrification from its junction with the Calder Valley line at Hallroyd Junction. West Yorkshire ITA is now talking about electrifying the Calder valley line following the very successful Skipton-Bradford-

Leeds electrification. This should cross the Pennines and join the West Coast Main Line (WCML) at Preston.

- Reopen and electrify the 11 mile line between Colne and Skipton: With electrification of the entire line from its Gannow junction with the Roses Line to the already-electrified Airedale Line [to Leeds] at Skipton. In tandem with the electrification proposals outlined below, this would provide a fully electrified rail service from Leeds to Manchester, Liverpool & Preston. With East Lancashire at its heart. (LCC is to make £10,000 available in order that a further Engineering & Capital Costs study into reopening Skipton-Colne line can be carried out.) The Skipton-East Lancashire Rail Action Partnership (SELRAP) has raised this issue and has support locally. The main stumbling block is the DfT with the problem that the DfT and Network Rail is that they apply a "Business Case" criterion to all railway plans in which 'business' use scores 6 times more than all other uses. This is why Virgin trains run with loads of empty first class carriages: in order to fulfill the WCML franchise business case criterion.
- A new commuter rail link between Rawtenstall in Rossendale and Manchester: This line would use the railway line currently leased by the East Lancashire Railways.
- Investigate route options for Colne to Manchester links.
- Clitheroe – Hellifield line: Championed by Ribble Valley Rail for the line to be reopened daily to passenger transport. Currently it only has a Sunday service, two trains each way. This could link communities on the Settle-Carlisle line through Clitheroe to Manchester Airport. The single track from Darwen to Bolton should be doubled, a small, relatively cheap, improvement that could deliver good results.
- Reopen Menston – Arthington and Harrogate – Ripon – Northallerton routes: In the longer term reopening these routes would, along with a reopened Colne to Skipton facilitate a Merseyside – North East route avoiding the pinch points of Manchester and Leeds, particularly helpful to accommodating freight growth to take lorries off the roads.

#### **Greater Manchester:**

- Re-introduce fast lines (and platforms 3 & 4) at Hindley: As part of electrification of the line, allowing 2 trains an hour from Southport to both Manchester Victoria and Airport Manchester.
- Reopen Platform 5 at Bolton: This would increase capacity, not least if the Bolton to Bury line is reopened. The reopening should also correspond to updating the signals and approaches.
- A New Station at Salford Crescent: A new station with 4 platforms and a heated staffed shelter, with a buffet for passengers to cope with the demand on the existing station.

#### **Lancaster and Cumbria:**

- Electrification of the Lancaster - Morecambe - Skipton Line: There is a good case for electrifying Lancaster-Morecambe-Heysham. This would enable through trains to Manchester as well as mainline freight connection to the Port of Heysham.
- Upgrading the Carnforth-Skipton line: Much of the line still has unwelded track so some basic upgrading, and signalling in the short term is necessary and more frequent services.
- Electrification of the Furness Line: By Electrifying the line between Preston - Barrow-in-Furness to the Whitehaven line. This would better serve the Cumbrian Coast Line and offer an alternative to the car. Electrification of the Furness line to Barrow-in-Furness was discussed in the latest round of Network Rail electrifications but it was cut due to funding issues, despite the continued use of the line by nuclear waste and fuel trains.

- Better services on the Cumbrian coastal line: There has been calls from passenger groups to establish a 7 day a week service from Whitehaven through Wigton to Carlisle, improving the rail connectivity in the local area.
- Lakes line: Oxenholme – Windermere: In 2013 the British Government announced it was keen for the 10 miles/16 Km of track which runs between Oxenholme station on the West Coast Main Line and Windermere station in the National Park to be converted to allow electric trains to run on the route, linking Kendal, Burneside, Staveley and Windermere directly to Manchester by 2016. Cumbria County Council will be supporting Network Rail and TransPennine Express to put forward the strongest and most robust business case which underlines the compelling case for electrification of the line. As yet, this scheme is funded.
- Reopen the line from Penrith to Keswick: The 17.3 mile stretch is now served by a bus, however there is a proposal to reopen the line to both freight and passenger traffic, with a feasibility study being commissioned on behalf of CKP Railways plc.

#### **Manchester-Cheshire:**

- Electrification of Crewe-Chester and extended across north Wales to Holyhead: This would be especially useful to divert heavy freight traffic flows off the A5 and onto rail. This route is a European trunk route, connecting Ireland to the rest of Europe. EU funding might be attracted to an upgraded scheme.
- Stockport-Stalybridge line and the proposed link to Manchester Victoria: Stockport-Stalybridge is another appalling service, known as a parliamentary service where the least amount of traffic is used to keep the line open. A once a week service on Fridays in one direction only. A sensible service, such as a tram-train one, would add Stalybridge, Reddish, Denton and Guide Bridge to the Greater Manchester Metrolink network.
- Reopening the Middlewich Link: Closed to passengers in 1960, the Mid Cheshire Rail Users' Association is presently campaigning for the reintroduction of passenger services on the Sandbach - Northwich line and the construction of a new station at Middlewich.
- Reopen the Northwich link between the Mid-Cheshire line and the West Coast Main Line.
- Tram-trains from Macclesfield to Manchester.
- The mid-Cheshire line doubled: The line is thriving, so it should be doubled from Chester to Mouldsworth to allow a frequent alternative route to Manchester, preferably electrified. Stations could be re-opened in Wythenshawe, Northenden and Cheadle.

#### **Merseyside:**

- In Sefton, the Greens have been campaigning for better, newer rolling stock on the West Lancashire line from Southport to Manchester, replacing the out dated high-step diesel multi-Units Pacer Class trains (class 142/143/144 – rail buses) with better diesel multi-Units used by Northern Rail, (Which will no longer be legal under EU accessibility legislation). Northern Rail has about 240 Pacer vehicles comprising 2 and 3 car trains. Lancashire County Council has outlined that these units should be decommissioned by 2020. At present, London services receive over 6 times the funding support as do services in the North West. Each one of Boris's new buses (600 on order) costs over £400,000; we pay for them in the North as we run about on elderly high step buses. Since we will have to replace the old illegal trains.
- Reopen Liverpool Exchange Railway Station: allowing a faster intercity service to Preston and Scotland, better utilizing stations north of Ormskirk. This would improve the route from Preston to Liverpool via Ormskirk, which at present passengers are currently obliged to transfer from a Merseyrail to a regional services train at Ormskirk. However by using Ormskirk's old (now disused)

platform 3, terminating Merseyrail trains could still call at the station for their turnaround, allowing faster intercity traffic to proceed north. This would also allow a through service from Kirby to Wigan to call at Liverpool. This would offer passengers a quicker route to Liverpool from Bolton, which at present takes nearly 3 hours to travel the short distance. This coupled with the reopened Burscough curves would not only allow a new intercity route to Preston and Scotland through St Helens but also allow a Southport to Preston service to be a real alternative to the car. This proposal is consistent with Merseytravel ITA considering a medium-term electrification (outside its area) from Ormskirk to Preston using 3rd rail electricity.

- Increase the length of the platforms at Liverpool South Parkway, to allow Class 390 Pendolino to call here.
- New and reinstated services for Hunts Cross: At Hunts Cross reinstate the number of Manchester-bound trains stopping from one to two trains per hour, which were cut back in 2006.
- Reopen the North Mersey Branch Line, from Bootle to Aintree: At present this line is only open to engineering trains to gain access to Merseyrail tracks outside Bootle, however, Merseytravel has long-term goals to reopen and electrify the line<sup>xxi</sup>.
- Reinstated passenger trains between Liverpool Lime Street and Llandudno in Conwy County, Wales, which were withdrawn in 1994.
- Canada Dock Branch Line, Bootle Canada Dock - Edge Lane: Reopen the Canada Dock Branch line from (But not including) Bootle Balliol Road Station – replace with ‘from (but not including) Bootle Balliol Road Station instead using the intersecting line between Bootle Oriol Road & Bank Hall Station Sparing off to Spellow station following the current line to the Junction near Wavertree Technology Park and on to Lime Street. This would give a connection between Liverpool Lime Street to Southport Chapel Street, thus connecting the city line with the rest of the Merseyrail network. It was proposed in 1977 as part of the new Merseyrail network, that the line would be electrified. Sadly nothing came of it, however there has been discussions recently this may still happen within the next decade.
- The North Liverpool Extension Line: Reopen the North Liverpool Extension Line. This line was earmarked to be the eastern section of the Merseyrail Outer Loop, but the project overspent, so was cut back. If this line were to be reopened with Sandhills replacing Huskisson as the point of entry onto the line, this would make Hunts Cross a busy commuter station (allowing platform 3 to be fully utilized & reopening Platform 4). It would also mean that Broad Green railway station (on the Merseyrail City line), about 110 yards (100 m) to the east of a section of the line that crosses over the North Liverpool Extension Line between Childwall and Knotty Ash, this could not only offer better local rail links, but allow Merseyrail trains access to the City line.
- Reopen Liverpool St. James Railway Station, allowing easier access to the Liverpool Arena close by and taking pressure off James Street and increase use of the Northern line.
- A new station at Kew in Southport: This station would have a combined bus interchange near the retail parks of Kew and Melos Cop, so shoppers have an alternative to the car.
- Meols Cop and Southport stations expanded: a 12 trains an hour service from Southport when the curves are reinstated, raise to 4 trains an hour to Manchester (2 Vic, 2 Pic/Airport), 2 trains an hour to Preston, 4 trains an hour to Kew by Merseyrail (either revising back to Southport or extend Merseyrail 3rd rail to Burscough Bridge), 2 trains an hour Ormskirk (maybe onto Liverpool Exchange, thus creating an alternative route to Liverpool if the Northern line is out of use), a through service to Scotland (maybe 2 a day?). These improvements will mean reopening Platforms 7-13 at Southport to allow for increase of traffic. This would also be a perfect opportunity to rebuild the crumbling 70’s front, while preserving the 1870’s train shed.

- Extend the Merseyrail Northern Line to Stanky: This could follow the old CLC track bed and sidings) before using a newly built spur to allow access to Warrington Bank Quay and the West Coast Mainline.
- Waterloo Tunnel - Waterloo Dock & Wapping Tunnel - King's Dock (Both to) - Edge Hill Junction: Curtly these tunnels are no longer used, however they could be reconnected to the national network and used to relieve traffic in around Edge Hill towards the Liverpool City Centre.

**West Lancashire:**

- Lancashire is in need of its own an ITA (similar to Transport for Greater Manchester or Mersytravel), possibly extended to include Cumbria.
- Re-instate the Burscough Curves;
  - South West Burscough Curve (creating a direct link between Ormskirk and Southport).
  - North West Burscough Curve (creating a direct link between Southport and Preston).
  - South East Burscough Curve (creating a direct link between Ormskirk and Wigan/Manchester).
- A new rail station in Skelmersdale: The largest urban area in the Northwest NOT served by a rail Station, which would offer more effective access to Wigan/Manchester and Liverpool for residents of Ormskirk and surrounding western rural. As the line to Skelmersdale was closed in 1956 and some of the track bed has been built over, this would mean some rail reopening & some new-build. It would link the depressed town to the network and probably provide commuting employment opportunities for locals. This proposal is already in line with both ATOC and Merseyrail plans for a reopen station.



- <sup>i</sup> <http://services.parliament.uk/bills/2013-14/railways.html>
- <sup>ii</sup> <http://www.publications.parliament.uk/pa/cm201314/cmhansrd/cm130626/debtext/130626-0002.htm#13062665000008>
- <sup>iii</sup> <http://www.nowcard.org/nowcard.asp>
- <sup>iv</sup> [http://www.expatica.com/nl/leisure/travel\\_tourism/guide-to-public-transport-in-the-Netherlands-17782.html](http://www.expatica.com/nl/leisure/travel_tourism/guide-to-public-transport-in-the-Netherlands-17782.html)
- <sup>v</sup> <http://www.itso.org.uk/about-us/facts-and-figures/>
- <sup>vi</sup> [http://www.cumbria.gov.uk/news/2013/June/11\\_06\\_2013-163723.asp](http://www.cumbria.gov.uk/news/2013/June/11_06_2013-163723.asp)
- <sup>vii</sup> <http://www.greenerjourneys.com/2013/01/thousands-of-jobseekers-sign-up-for-free-bus-travel/>
- <sup>viii</sup> <http://www.cedar.iph.cam.ac.uk/>
- <sup>ix</sup> [http://www.niches-transport.org/fileadmin/NICHESplus/G4Is/21582\\_policynotesWG4\\_3.indd\\_low.pdf](http://www.niches-transport.org/fileadmin/NICHESplus/G4Is/21582_policynotesWG4_3.indd_low.pdf) and <http://news.thesmart.co.uk.s112875.gridserver.com/index.php/article-2154/smart-electric-drive/stuttgart-guten-tag-car2go.html>
- <sup>x</sup> <http://www.bettertransport.org.uk/blogs/roads/030214-national-policy-statement-action>
- <sup>xi</sup> <http://www.bettertransport.org.uk/ltbreport>
- <sup>xii</sup> <http://www.transport-network.co.uk/Green-Party-pledges-10-cut-in-transport-fares/11250>
- <sup>xiii</sup> <http://www.lowtechmagazine.com/2013/12/high-speed-trains-are-not-sustainable.html>
- <sup>xiv</sup> <http://www.bbc.com/news/uk-politics-23930819>
- <sup>xv</sup> : <http://www.bbc.co.uk/news/uk-24589652> and <http://www.kpmg.com/UK/en/IssuesAndInsights/ArticlesPublications/Documents/PDF/Market%20Sector/Building%20and%20Construction/hs2-regional-economic-impacts.pdf>
- <sup>xvi</sup> : <http://stophs2.org/news/13236-hidden-costs-double-hs2-bill>
- <sup>xvii</sup> : <http://www.bbc.com/news/business-32041167>
- <sup>xviii</sup> [http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/750/750.pdf\\_page\\_159](http://www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/750/750.pdf_page_159)
- <sup>xix</sup> <http://www.toolsofchange.com/userfiles/STT%20final%20evaluation%20summary.pdf>
- <sup>xx</sup> <http://www.theccc.org.uk/wp-content/uploads/2013/03/Transport-factsheet.pdf>
- <sup>xxi</sup> <http://www.liverpoolecho.co.uk/news/liverpool-news/merseytravel-plan-open-reopen-host-7680862>

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Page 4 Poster Back in Public Hands: (From [cambridge.greenparty.org.uk](http://cambridge.greenparty.org.uk)).

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