

Why North Sefton's rail connectivity to Lancashire, Manchester and beyond matters now

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Life on the edge

50%

Preston

1,000 commuters by road

- No major local private sector employers
 - Many high earners work elsewhere
 - Bring in £millions in disposable income
 - High reliance on leisure economy
 - Workers and visitors want direct links
 - <u>Strong connections to growing cities are</u> <u>essential to our future growth and</u> <u>prosperity</u>

Manchester 800 commuters by rail

Liverpool 3,000 daily commuters by road and rail

36 mile

Our current 'service' to Manchester





We need to retain two routes to Manchester

Central Manchester employs 140,000 people

Manchester University and MMU employ 8,000 people and have 40,000 students



- 2 trains an hour to Manchester
- Plan is to stop direct Piccadilly services from <u>December 2016</u>, but offer through services to West Yorkshire
- Loss of access to over 80,000 job opportunities
- No public consultation

We must have decent trains



- Abolition of the Pacers
- Modern rolling stock
- New or upgraded not just repainted
- Train-sets long enough to avoid overcrowding

- Plenty of interior room
- Toilets, cycle spaces, etc.
- Efficient train management
- Faster schedules

We need electric trains

- Diesel trains restrict access to the network
- They will become less and less economic to buy and run
- If Windermere can have electrics, why not us?
- Why not now?

Over 25 years the net cost of an electric train service could be

> **51%** of that of a diesel train service

And we need a welcoming station

- Southport station has a great location
- Truly central close to shops, cultural and leisure attractions





- 2.5 million passengers a year
- Similar to Bournemouth, Exeter and Plymouth

Is this what you want?

