

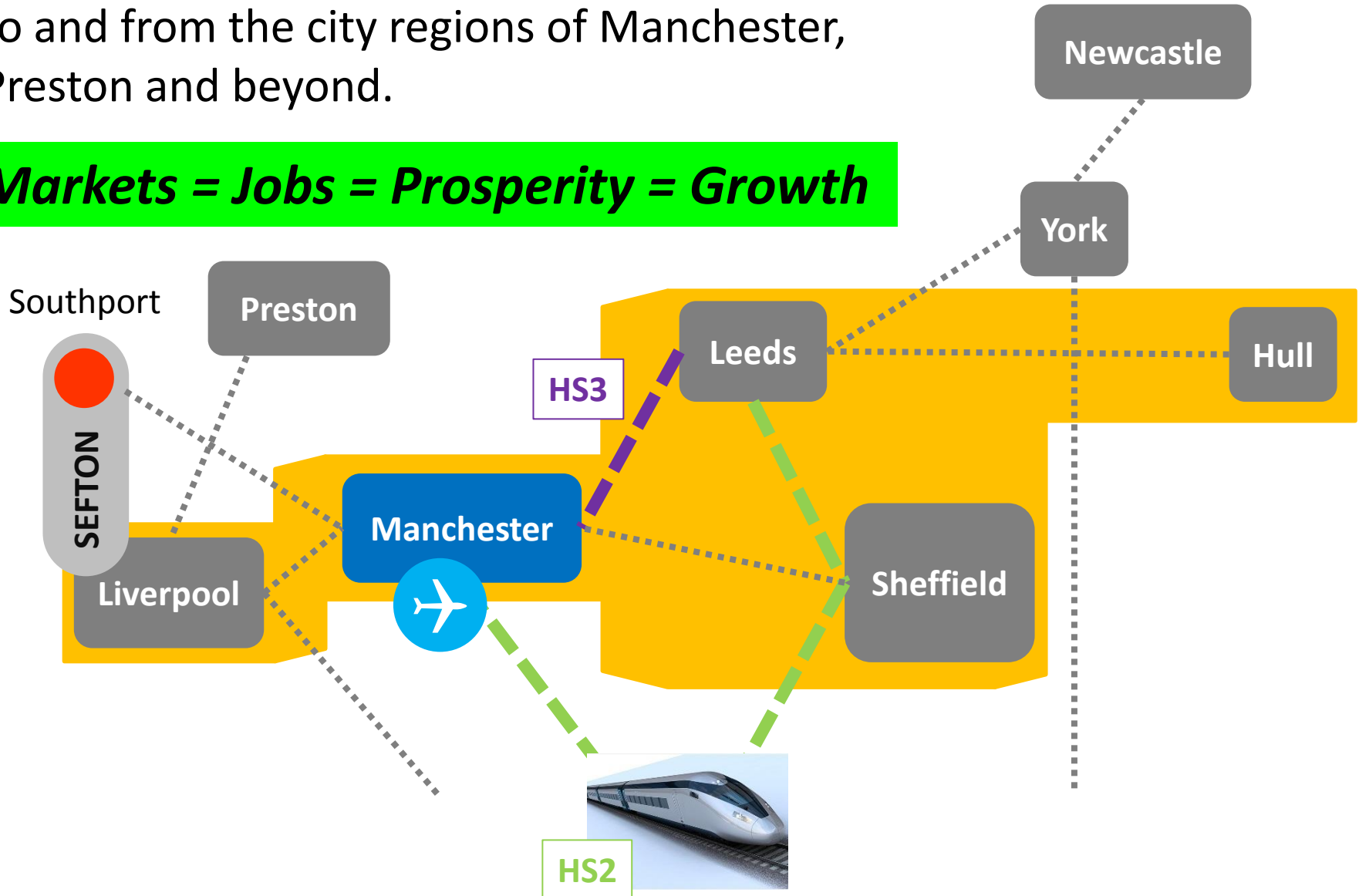
Why North Sefton's rail connectivity to Lancashire, Manchester and beyond matters now

Christine McGregor and Eric Woodcock
Southport Rail Transport Forum
25 November 2014

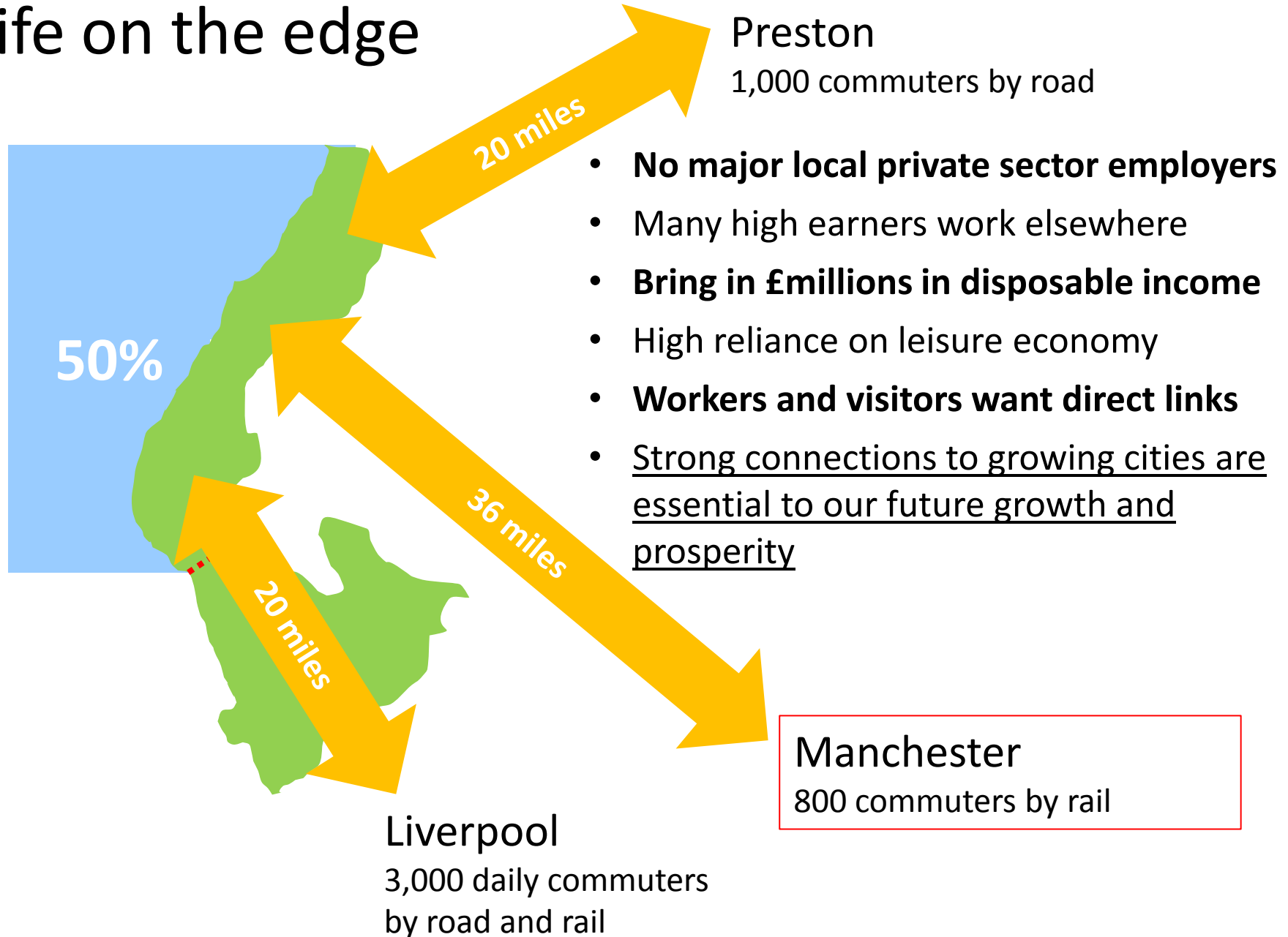
The case for North Sefton rail connectivity

to and from the city regions of Manchester, Preston and beyond.

Markets = Jobs = Prosperity = Growth



Life on the edge



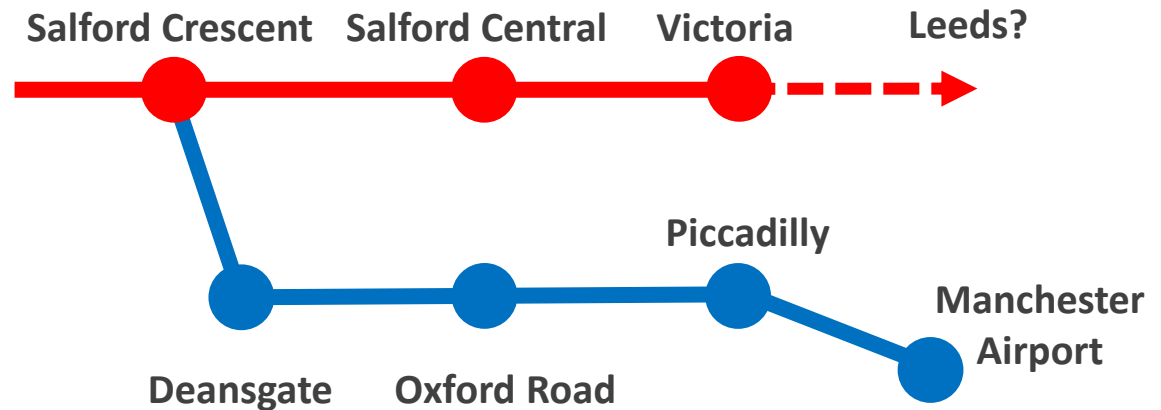
Our current 'service' to Manchester



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 December 2016, but offer through services to West Yorkshire
- **Loss of access to over 80,000 job opportunities**
- No public consultation

We must have decent trains



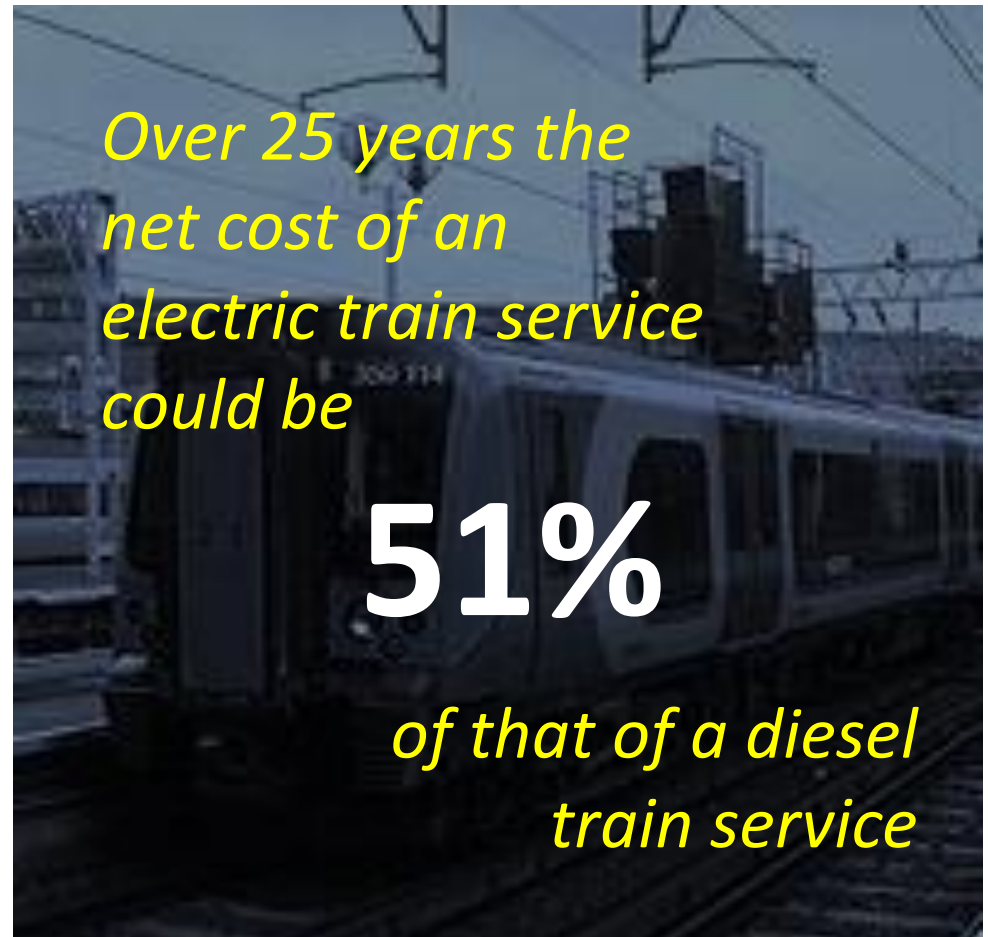
- **Abolition of the Pacers**
- Modern rolling stock
- **New or upgraded – not just repainted**
- Train-sets long enough to avoid overcrowding

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



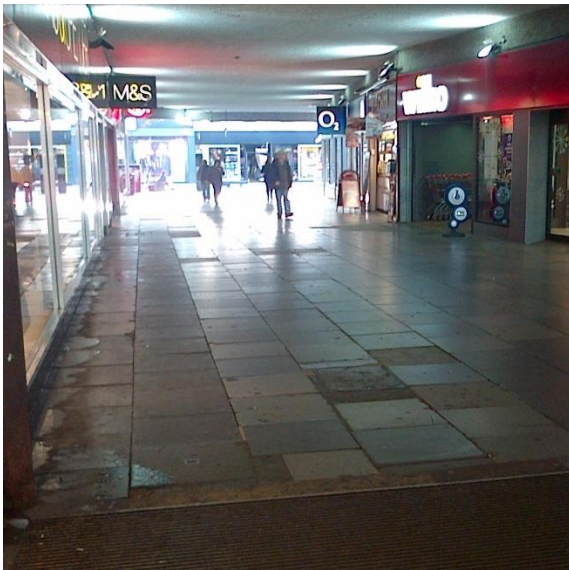
We need electric trains

- **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?



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?

