

# TravelWatch NORTHWEST

*promoting quality public transport.....*



## Business Plan 2010-2012

**Incorporating Annual Review 2008-2009**

*Working for an integrated and  
seamless public transport network  
across the North West of England*

# ***TravelWatch NorthWest Business Plan 2010-2012*** ***(incorporating Annual Review 2008-2009)***

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*(Cover Photo John Owen)*

## ***Chair's Foreword***

This is the end of my first year as Chairman of TravelWatch North West which has been a year of consolidation for the Company. We have continued to be an active participant in the formulation of transport policy, not just in the North West, but nationally, through our responses to the many and varied consultation documents which have been produced by a multitude of agencies.

We have commented on many subjects which have ranged from the future remit of Passenger Focus to represent passengers travelling by forms of transport other than rail, through the administration of concessionary fares to the proposed electrification of parts of the rail network.

We have also produced reports on aspects of transport in the North West and these have included the availability of fares information for intending bus passengers and a report on the passenger's perceptions of the main railway stations in Greater Manchester. The latter report was especially well received with media coverage and it was discussed at a meeting of the Greater Manchester Passenger Transport Executive.

Our usual pattern of conferences has continued with a good range of speakers which have included Chris Green (Railway Forum), Anthony Smith (Passenger Focus) and Stephen Joseph (Campaign for Better Transport). We also held a special conference on Rural Transport in conjunction with Passenger Focus at Carnforth station, which was well attended. Arrangements are already being made for the conferences to be held in the coming year.

In common with many organisations, our funding streams have been restricted during the past year as the effects of the global recession took effect. This has necessarily reduced some of our activities, but we are hopeful of attracting more funds with our programme of reports which we will be producing over the coming months. We are working closely with Passenger Focus as they continue to approach their new role in passenger representation. We share a lot of common ground with Passenger Focus and we hope to further enhance our relationship with them in the coming year.

I must thank all the people that have helped us carry out this year's work and there are too many of them to mention in this document, but a special note of thanks must go to our Board of Directors who have worked extremely hard to produce top quality, professional work. Also, I have to thank Paul Fawcett and John Moorhouse for their support, both to me, and the whole organisation throughout the year. Last year, Peter Robinson stepped down as Chairman of TravelWatch NorthWest and I must thank him for all the hard work he put in to make TWNW a successful and respected organisation. I hope to continue his good work into the future.

I hope this Business Plan gives a fair review of our achievements during the year 2008-9 plus a taste of what we hope to achieve in the coming year. I trust we can look forward to your support.



*Chris Dale, Chairman  
October 2009*

## 1. Introduction & Background

1.1 TravelWatch NorthWest (TWNW) was formerly known as the North West Public Transport Users Forum (NWPTUF). The NWPTUF was formed in October 2003 and was named TravelWatch NorthWest in 2006. It is an independent organisation representing all users of public transport in the North West. Membership is open to any not for profit organisation representing the interests of users or potential users of public transport. TravelWatch holds regular conferences open to the public at various locations in the North West where public transport issues are debated. TravelWatches have also been established in South West England, the West Midlands, and in the East Midlands.

1.2 TWNW's chief purpose is to influence, by research and campaigning, public transport policy in the North West always with passengers' interests foremost.

1.3 TWNW's mission statement is :-

***Facilitating an integrated and seamless quality public transport network for North West England.***

1.4 The vision of TWNW is to champion the interests of public transport users in the North West so the network can become:-

- § Accessible to everyone
- § Affordable and socially inclusive
- § Available where and when it is needed
- § Acceptable to all
- § Attractive to users

1.5 The key objectives of TWNW are to:-

- § Give users a platform to express their concerns and needs
- § Promote the use of public transport in the North West
- § Contribute to the development of regional transport strategies
- § Produce influential best practice reports based on evidence

1.6 TWNW has established a relationship with a wide range of stakeholders, and has addressed a number of key issues within the transport agenda in the region. It is increasingly being seen as an important sounding board for consultation on regional transport policies.

1.7 TravelWatch NorthWest was formally incorporated as a Community Interest Company in March 2007. The Company is made up of members who each agree to a liability of £1 and is run by a Board of Directors (***see Appendices B and F***).

## **2. Annual Review 2008/09**

### **2.1 Conferences**

2.1.1 TWNW held 3 conferences during the year to debate issues of concern in the North West, to promote best practice to operators and local authorities and to promote the development of forward-looking public transport policies across the region. As well as users, representatives of local transport authorities and public transport providers across the region attended the conferences. At each conference an "Open Forum" session gives the opportunity for delegates to ask a question or make short statement on any public transport issue of concern.

2.1.2 The conferences were held at Blackpool on 14<sup>th</sup> June 2008, Manchester on 2<sup>nd</sup> October 2008 and Preston on 5<sup>th</sup> February 2009..

2.1.3 At Blackpool the main theme was public transport in Blackpool with presentations from Blackpool Council and Blackpool Transport Services Ltd. (BTS). In the afternoon many delegates took up the opportunity, courtesy of BTS, to visit the Rigby Road Transport depot. 57 delegates attended the conference.

2.1.3 The conference held in Manchester featured presentations from Dave Wetzel on Land Value Capture, Chris Green on The Future of Rail Travel in Britain and Anthony Smith from Passenger Focus. 76 delegates attended and the Company's first AGM followed this conference.

2.1.4 In Preston the 64 delegates present heard presentations from Stephen Joseph, Campaign for Better Transport, Roger Jones, North West Rail Investment Campaign and Chris Bowles, Stagecoach North West.

### **2.2 Transpennine Express**

2.2.1 TWNW assisted TPE in a number of customer service initiatives.

### **2.3 Bus Travel Survey**

2.3.1 Following a number of pilot surveys TWNW decided to carry out a comprehensive quality of service survey of bus services and terminals throughout the North West. Almost 300 journeys were made (involving 37 separate operators) and 124 bus stops and 49 bus stations assessed.

2.3.2 The results showed a "mixed bag" of experiences. General quality of journey was quite favourable but the provision of information was the greatest deficiency that emerged from the observations taken during the survey.

2.3.3 The report was published at the end of August 2008.

*(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))*

### **2.4 Concessionary fares**

2.4.1 With the broadening of free off peak bus travel for Seniors throughout England from 1<sup>st</sup> April 2008, TWNW's focus switched to modal migration potential on cross Local Transport Authority boundary flows. Research was undertaken to ascertain

whether there would be the possibility of any concessionary passenger migration from local and regional rail to inter urban registered local bus services.

2.4.2 In its report "Migration from Rail" published in May 2008, TOWN highlighted the most likely corridors for migration to take place, taking into account the increased fare savings in relation to journey times.

(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

2.4.3 In January 2009 TOWN responded to consultation by the DfT on eligible services for bus travel concessions. We suggested that the DfT look again at some of these proposed exemptions. We put the question whether the anomalies identified at the margin were sufficiently serious to require corrective legislation or whether a simple all embracing entitlement for pass holders to travel off peak on any registered local service qualifying for BSOG would be sufficient.

(response on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

## **2.5 Route Utilisation Strategies**

2.5.1 In July 2008 TOWN submitted its comments to Network Rail on the draft Lancs & Cumbria Route Utilisation Strategy. This largely rural area contains some parts with severe problems of social deprivation . Service improvements are required on all routes, however a constant stumbling block is the difficulty in making a business case. It is accepted that improved rail services will allow better access to social and economic services which are otherwise difficult or impossible to use.

2.5.2 In August comments on the draft Wales RUS were submitted. As far as the NW is concerned the routes from Manchester to Chester and North Wales, Bidston to Wrexham and Crewe/Chester to S Wales are relevant. Infrastructure improvements need to be addressed and are a key feature in improving services and increasing capacity on these routes.

2.5.3 In February 2009 we commented on the draft Merseyside RUS. We noted that there had been a considerable improvement in rail services on Merseyside over the past few years and the challenge in the future would be to meet the capacity requirements of an increasing passenger demand. On a specific point we asserted that a wider range of services to Liverpool South Parkway, including direct links with North Wales would encourage greater use of public transport to access Liverpool John Lennon Airport.

## **2.6 Schools Transport**

2.6.1 In April 2008 TOWN responded to the House of Commons Transport Committee's consultation on Part 6 (School Travel Schemes) of the Education and Inspection Act 2006.

2.6.2 The Education and Inspection Act 2006 allows Local Education Authorities (LEAs) to bid to become pathfinder authorities and replace their Education Act 1996 obligations to provide free schools travel over three miles (two miles for pupils under eight) with locally determined alternative schemes provided that "protected pupils" (ie. those entitled to free school meals) are given free travel over two miles and for a

maximum distance of six miles, or, in the case of attendance at faith schools, 15 miles.

2.6.3 TWNW's response welcomed the 2006 Act's provisions including the transfer of responsibility for funding scholars (16-19) attendance at Colleges of FE and Sixth Forms from the Learning and Skills Councils to LEAs, but cautioned that some schemes, whilst educationally sound and, as intended, supporting wider parental choice, could have unintended consequences. For example, there could be a modal transfer from previously free bus travel to parents' (or scholars') cars, longer and more diverse school journeys, and pupil obesity caused by the reduction from three to two miles (in pathfinder areas) of the statutory walking distance.

2.6.4 The HOC Transport Committee subsequently issued supplementary schools travel consultation on options for free or concessionary travel for 16-19 year old "scholars" to which TWNW responded in September 2008, pointing out, in particular, that such "scholars" are public transport's potential future fare paying passengers.

## ***2.7 Manchester's Railway Stations***

2.7.1 In February 2009 TWNW produced a report on Passengers Perceptions of Manchester's stations. This was a report based on observations of the state of Oxford Road, Piccadilly, Victoria, Deansgate, Salford Central and Salford Crescent stations.

2.7.2 The findings were that the stations varied widely in their design, provision of services to passengers and overall "fitness for purpose". Oxford Road was most in need of radical improvement and there were serious issues at Victoria. It is hoped that following the collapse of the Transport Innovation Fund bid (see below), alternative funding will be found to make improvements to passenger facilities.

## ***2.8 Greater Manchester Transport Innovation Fund Bid***

2.8.1 In October 2008 TWNW responded to GMPTA's proposals to improve public transport with funding partially from a congestion charging scheme. We supported the principles of the bid, although having some reservations about specific elements of the plan.

2.8.2 Following a referendum in Greater Manchester which rejected congestion charging the investment in the city region's public transport infrastructure became no longer available. However in May 2009 the Association of Greater Manchester Authorities announced an accelerated package which would bring forward £195 m of government funding to improve public transport.

### **3. Current Workstreams (2009/10)**

#### **3.1 Conferences**

3.1.1 Liverpool 10<sup>th</sup> June 2009 – presentations from Merseytravel, the Northern Way, CPT and Passenger Focus featured.

3.1.2 10<sup>th</sup> September 2009 – “Transport Solutions in Rural Areas”, a joint conference with Passenger Focus, held at Carnforth railway station.

3.1.3 Manchester 8<sup>th</sup> October 2009 – also the second AGM. Presentations from ACORP and GMITA/PTE who sponsored the event.

3.1.4 4<sup>th</sup> February 2010 - planned to be in Warrington (North West Regional Development Agency).

#### **3.2 Information about bus fares**

3.2.1 TOWNW has been concerned for some time that information about bus fares is not at a level which passengers should expect. In a report published in June 2009 “Information about Bus fares” we demonstrated that from a sample of 14 randomly chosen and mainly multi operator bus journeys information about fares was difficult to obtain.

3.2.2 A number of recommendations were made including obligations under statutory ticketing agreements to make fares information more widely available and for fares information to be obtainable from Traveline.

(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

#### **3.3 Surveys/ High Speed Rail**

3.3.1 During the year TOWNW is carrying out a number of surveys including selected rural bus services. In October we published a position paper on High Speed Rail.

#### **3.4 Consultation**

3.4.1 Responses have been made to a number of consultation papers so far this year. These include -

- RS 2010 Regional Strategy for England North West Principles and Issues Paper (North West Development Agency)
- Metrolink : exemption from railways acts (DfT)
- Consumer representation for aviation (DfT)\*
- OFT market study of Local Bus services (Office for Fair Trading)\*
- Network RUS Electrification Strategy (Network Rail)\*
- Changes to administration of concessionary travel (DfT)\*
- Greater Manchester Transport Governance (GMITA)\*
- Passenger Focus remit with bus and light rail services (DfT)\*
- Quality Contracts Schemes (DfT)\*

(\*available on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

## **4. Plans for 2010/12**

### ***Conferences***

4.1 Continuation of the pattern of 3 conferences per year at locations in the North West. Operators and procurers will also be invited. Conferences will feature presentations, discussion and input into the planned workstreams as well as on the subject of specific consultations. Opportunities will also be presented for users to make representations on any public transport issue at the forums.

### ***Projects***

4.2 TWNW is considering a number of areas of proactive work on behalf of public transport users and these are listed below. However, in addition TWNW appreciates that it must have the capacity to react to issues as they arise and in particular to matters on which it may be consulted.

4.3 Also TWNW is keen to continue with its growing track record of project/consultancy work. TWNW has within its membership a considerable depth of resource of experienced public transport users together with professional transport expertise. This makes the organisation well capable of carrying out passenger based research to inform and assist Regional and Local Authorities, PTEs and Operators in their transport planning and operational functions.

4.4 As well as working with other TravelWatches on interregional issues, TWNW is committed to work in partnership with other user bodies including Passenger Focus, Bus Users UK, the Campaign for Better Transport and Railfuture.

### ***The following areas of work are being considered for 2010/12 -***

#### ***4.5 Buses/ Coaches***

- Further work on monitoring bus passenger travel experience and information needs, potentially in conjunction with Passenger Focus.
- Coach travel – a survey of various operators and the passenger experience, also examination of coach parking plans and whether they are in the best interests of passengers.
- Encourage the creation and sustainability of local passenger groups

#### ***4.6 Rail***

- Further monitoring of the passenger experience including overcrowding. Station facilities including car parking and information.
- Revisit the issues of engineering work/ disruption and its effects on passengers particularly relating to rail replacement services.
- Monitoring on train facilities, especially toilets, over a range of rolling stock types and contrasting the NW with other regions in the UK.

#### ***4.7 Multi modal issues***

- A review of progress with multi modal ticketing (including PLUSBUS) since the publication of TWNW's report on this subject in December 2005

- A practical exercise at sampled locations of varying size to see how well interchange between modes works in practice and what can be done to effect practical improvements, operationally and informatively.
- Information – the availability of multi modal information on transport websites and at rail/ bus stations and transport interchanges.
- The cyclist and public transport
- Further work on barriers to information about public transport access to airports.

#### ***4.8 Consultation***

- TOWNW will respond to consultation on public transport developments on behalf of users. In determining its responses TOWNW has the capacity to conduct independent passenger based research as appropriate, subject to the availability of funding.

#### ***4.9 Passenger Transport User Representation***

- TOWNW will continue to be well placed to feed user input into consultations on regional and local government planning issues
- TOWNW will continue to strive to bring forward passenger concerns to the attention of the appropriate providers and procurers and to achieve improvements on their behalf

## ***Appendix A Administration***

TWNW is managed by a Board of Directors. The Board considers topical issues for debate at the forum, manages the actions arising from each forum It also considers and determines the issues that the company should give its attention to.

The work of the Company is administered by a part-time Company Secretary, with other support. Office accommodation is currently provided by the North West Development Agency (NWDA).

A National Liaison Group comprising TravelWatch Chairs has also been established to promote TravelWatch nationally and to co-ordinate work on national issues.

*TravelWatch NorthWest is most grateful for the generous support it has received and receives from various sponsors as follows-*

- Merseytravel, North West Development Agency, National Express, First TransPennine Express, Cheshire County Council, Stagecoach NW, Passenger Focus, Greater Manchester ITA.

More information can be found on our website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk). This website has links into the other websites so far established in the other regions which have TravelWatch organisations.

The registered title, company no. and registered address of the Company is -

***North West Public Transport Users Forum Community Interest Company  
trading as TravelWatch NorthWest Company No. 6181713  
Registered Office: 2 Park House Drive, Heversham, Cumbria LA7 7EG***

## ***Appendix B Principal persona and contacts***

TravelWatch NorthWest is chaired by **Chris Dale**. A retired hospital theatre technician, living in Macclesfield, he has been actively involved in public transport campaigning for over 25 years and is a dedicated user of public transport. Chris chairs the East Cheshire Lines Rail Users Group, the Crewe to Manchester Community Rail Partnership and the Cheshire local group of the Campaign for Better Transport. He is also involved with the Campaign for Better Transport at a national level and is a member of their Board of Directors.

The Company Secretary is **John Moorhouse**. John was Secretary of the Rail Passengers Committee for North West England from 1985 until 2004. He is also a Director of the Settle-Carlisle Railway Development Company. See contact details below.

Advisory and Research Consultant **Paul Fawcett** is a semi-retired University lecturer in transport studies, now Honorary Visiting Fellow at Sheffield Hallam University. He is a former transport adviser (Northern England) to the Countryside Agency and the author of over 20 transport text books, papers and monograms.

Current members of the Board are –

Chris Dale (Chair)  
David Butterworth  
Lillian Burns  
John Hart

John Murray  
John Owen  
Peter Robinson  
Richard Rollins  
Robert Talbot

For further details about the work of TravelWatch NorthWest or about this Business Plan, please contact:-

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# ***Appendix C Previous Activities***

## **Activities 2006/07**

### ***Conferences***

TWNW held 3 conferences during the year at Lancaster on 10<sup>th</sup> June 2006, Liverpool on 7<sup>th</sup> October 2006 and Crewe on 10<sup>th</sup> February 2007

The chief focus at Lancaster was on the way in which public transport serves the tourism and leisure sector. The conference held in Liverpool featured ferry links, Merseyside transport matters including Liverpool South Parkway and an update on the Regional Transport Strategy. At Crewe a presentation on the Crewe Gateway project was followed by an in depth assessment of the Seniors Concessionary Bus Travel with the operators' and passengers' viewpoints both given. The discussion was instrumental in helping to frame TWNWs response to the Concessionary Bus Travel Bill in March 2007.

### ***Crosscountry franchise respecification***

In the spring of 2006 TWNW was asked by Passenger Focus to assist it in reporting to the Department for Transport on passenger input into the specification for the new CrossCountry franchise. For this exercise TWNW co-ordinated input from all 4 TravelWatches. Evidence was collected from a wide range of User Groups and other interested parties. Features which came strongly across were the convenience of direct point to point travel avoiding changes and the inconvenience of changing at Birmingham New Street.

### ***Rail Replacement Buses***

A report "Disrupted Rail Journeys" published in June 2006, examined the impact of engineering work line closures on passengers and concluded that often inferior bus replacement services taking up to 3 times longer than the rail journey were provided. Some passengers – especially those with bulky luggage or with special needs – were even prevented from traveling at all.

The report set out principles for the proper operation of Rail Replacement Buses to give passengers a good quality service and it called on the Office of Rail Regulation to ensure that the interests of passengers were fully taken account of during a current review of maintenance work.

(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

### ***Rural Transport Funding***

TWNW published a report, in August 2006, calling for sustainable stable funding for rural buses. The report, compiled in conjunction with the TravelWatch network, demonstrated the rapidly disappearing sources of funding for these services but put forward the case for the benefits that they can make to the local economy and provision for health, education and social services.

The report also outlined the negative effects of current licensing and competition legislation and the effects of bus deregulation. Many of the report's conclusions were

echoed by other bodies such as Transport 2000 and the Commission for Rural Communities.

(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

### ***Regional Transport Strategy***

TWNW was involved through the year in the consultation on the Regional Spatial Strategy (RSS). Submissions were made in May 2006 and TWNW gave evidence to the Examination in Public (EiP) on a number of areas of the Strategy. TWNW's input was highly regarded, with the inspector agreeing that public transport should be given a higher profile in the strategy.

### ***Bus Services Across the UK***

In May 2006 also TWNW submitted written evidence to the House of Commons Transport Committee on bus provision in the UK. This evidence is included as an Appendix (4) to the Transport Committee's report which was published on 26<sup>th</sup> October 2006.

### ***North West Route Utilisation Strategy***

TWNW made an input into Network Rail's consultation on this issue in January 2007. Our chief concerns were ensuring adequate capacity on the passenger railway in the NW to provide for future growth and indeed to accommodate current suppressed demand. The RUS was published in May 2007.

## **Activities 2007/08**

### ***Conferences***

3 conferences were held during the year at Preston on in 9<sup>th</sup> June 2007, Manchester on 3<sup>rd</sup> October 2007 and Liverpool on 28<sup>th</sup> February 2008.

At Preston the chief topic was "Coach Travel" and there were also updates on the Local Transport Bill, the RSS and Network Rail's RUS for the NorthWest. The conference held in Manchester featured "Interregional Links" with speakers from TransPennine Express and VLM Airlines and a presentation on the Greater Manchester TIF Bid and associated road charging scheme. In Liverpool sustainable transport on Merseyside was the main topic. There was also a presentation on the North West Smartcard. In the afternoon, many of the 60 delegates took the opportunity, courtesy of Merseytravel, to either visit Liverpool Parkway station or take a trip on the Mersey ferry.

### ***Transpennine Express***

Throughout the year TWNW assisted TPE in a number of customer service initiatives.

### ***Local Transport Bill***

The draft Bill, published on 22 May 2007, consisted of a package of measures intended to promote stronger joint working between local authorities and bus

operators, to support the introduction of local road pricing schemes and to enable changes to be made to local transport governance.

The House of Commons Transport Committee, under the Chairmanship of the late Gwynneth Dunwoody MP a staunch advocate of passengers' interests, launched an enquiry into the Bill in June 2007 and TWNW gave both written and spoken evidence. In its evidence TWNW advocated putting the TW organisation on a statutory footing to enable proper passenger representation at regional level of all public transport users. We were highly gratified when the Transport Committee took this suggestion up and in its report recommended that the Government take powers in the Bill to establish an independent, publicly funded body to represent bus users.

It was therefore particularly fulfilling when the Department for Transport took forward the Transport Committee's suggestion and did indeed provide powers in the Bill for the statutory representation of bus passengers. Clearly TWNW had been instrumental in bringing about a sea change in the rights of bus users.

TWNW responded formally on the Bill to the Department for Transport at the beginning of September. In December the DfT consulted on specific options for strengthening bus passenger representation. TWNW responded in March supporting the option of giving statutory powers to Passenger Focus to represent bus passengers.

### ***Public Transport Links to Airports***

Following presentations and discussion at previous conferences, work was undertaken on the availability and quality of information about public transport links for prospective air passengers.

The report was launched in July 2007 and concluded that passengers travelling to and from airports in the North West of England are badly informed about public transport information on airline operators' web sites but adequate information can generally be found on airport operators' web sites. Passenger research showed that for the majority of airline passengers public transport links were perceived as being inconvenient though better information would help.

The report made a number of recommendations, in particular the need for airlines to have clear links on their journey planner and booking sites to public transport information. It is also recommended that a Code of Practice be drawn up for airports and operators serving them, incorporating the recommendations.

*(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))*

### ***Consultation Issues***

The DfT published a White Paper on its strategy for rail (Delivering a Sustainable Railway) in July 2007. The House of Commons Transport Committee announced an enquiry into the White Paper which TWNW submitted evidence to at the beginning of October 2007.

In general TWNW considered that the paper missed the opportunity to enthusiastically promote rail as an environmentally friendly, low carbon alternative to cars and internal airline services. The overriding impression was an emphasis on

rail's expense to the taxpayer rather than the radically enhanced contribution it could make to easing road congestion and giving a safer travelling environment for people. TWNW is not convinced that the railways are fairly compared with road transport when the wider costs of road construction, policing, accidents, time lost in traffic delays and environmental impact are taken into account.

TWNW responded to the Greater Manchester Regional Centre Transport Strategy in January 2008.

In March 2008 the Department for Transport issued a consultation paper on options for reforming local bus service support. In its response TWNW generally supported the options involving the payment of BSOG to LTAs, as well as some of the other related options in the consultation. We felt that a combined BSOG / concessionary fares payment was a laudable aim but probably too difficult to introduce in the short term.

(report on website [www.travelwatch-northwest.org.uk](http://www.travelwatch-northwest.org.uk))

## ***Appendix D Accounts 2008/09***

### **PROFIT AND LOSS ACCOUNT year ended 31 March 2009**

	£	£
<b>TURNOVER</b>		<b>27382</b>
<b>COST OF SALES</b>		
Project fees	13931	
Administration fees	8732	
<b>Total</b>		<b>22663</b>
<b>GROSS PROFIT</b>		<b>4719</b>
<b>OVERHEADS</b>		
Travel and subsistence	5937	
Office costs & sundries	2124	
Accountancy fees	881	
<b>Total</b>		<b>8942</b> <b>(4223)</b>
<b>OTHER OPERATING INCOME</b>		<b>209</b>
<b>OPERATING LOSS</b>		<b>(4014)</b>
Bank interest		389
<b>LOSS ON ORDINARY ACTIVITIES</b>		<b><u>(3625)</u></b>

## ***Appendix E Forecast Expenditure***

### ***2009/10***

Fees -		
<i>Administration</i>	<i>10000</i>	
<i>Project</i>	<i>10000</i>	
Total Fees		20000
Travel expenses,etc		2000
Meeting costs		2000
Reports & Publicity		1500
Office (postage, internet,etc)		3500
<b>Total</b>		<b>29000</b>

### ***2010/11***

It is envisaged that funding requirements will be at a similar level to 2009/10 taking into account inflation.

Fees -		
<i>Administration</i>	<i>11000</i>	
<i>Project</i>	<i>12000</i>	
Total Fees		33000
Travel expenses,etc		2200
Meeting costs		2000
Reports & Publicity		1800
Office (postage, internet,etc)		4000
<b>Total</b>		<b>43000</b>

## ***Appendix F Membership (at October 2009)***

### **Organisation/Name**

Blackpool & Fylde RUA  
Bus Users UK  
Campaign for Better Transport Cheshire  
Campaign for Better Transport Lancashire  
Copeland Rail Users Group  
Crewe & Shrewsbury Passengers Association  
CTC  
East Cheshire Lines RUG  
Friends of Eccles Station  
Goyt Valley RUA  
Greater Manchester Transport Campaign  
Kendal & District Bus Users  
Lakes Line CRP  
Lakes Line RUG  
Lancaster & Skipton RUG  
Merseytravel  
North Cheshire RUG  
NWTAR & CPRE(NW)  
Ormskirk Preston Southport TA  
Railfuture NW  
Ribble Valley Rail  
Rochdale Transport Partnership  
Skipton East Lancashire Rail Action Partnership  
STELLA  
STORM  
University of Chester  
Wirral Transport Users Association  
Wrexham Birkenhead RUA  
Mr JF Aaron  
David Butterworth  
Janet Cuff  
Adrian Dunning  
Phil Edwards  
Dr Paul Elliott  
Leonard Green  
Philip Harrison  
John Hart  
Christopher Holmes  
Peter Johnston  
Geoff Kerr  
Tom Lunt  
Stuart Murray  
Brendan O'Friel  
John Owen  
Keith Pennyfather  
Graham Price  
Malcolm Richardson  
David Robinson  
Peter Robinson  
Mr JM Warner  
Ian Watson