

Winner of CILT award for best practice in passenger transport

promoting quality public transport.....

House of Commons Transport Committee
7th Floor
14 Tothill Street
House of Commons
London SW1H 9NB

5th February 2014

Dear Sir,

SUBJECTS FOR FUTURE INQUIRIES

TravelWatch NorthWest is an independent Community Interest Company representing all public transport users in NW England. We are pleased to give the following ideas for future inquiries. As the deadline for replies has been brought forward these ideas are, by and large, carried over from our submission last year but we feel are still worthy of examination. .

1. Rail Services

1.1. Issues arising from the franchising and provision of local services on routes where there are multiple train operators, including co-ordinated timetable planning, connections with other services, inconsistency in provision of station facilities and information, operational control/support for passengers at times of service disruption.

1.2. Distribution of rolling stock to examine differing quality in different regions, including rolling stock replacement programmes, cascades and the cost to the rail industry of leasing rolling stock, especially examples over 20 years old approaching life expiry.

1.3 Car Parking provision and charges at stations.

1.4 Overcrowding – very much an issue in the North and no doubt elsewhere.

1.5 Network Rails' costs in relation to small/medium infrastructure schemes and barriers to getting these implemented.

2. Bus Services

2.1 The future of urban and rural bus services including accessibility, frequencies, reliability, periods of operation, publicity and information and unproductive competition. The effects of cutbacks in LA support for local bus services including passenger information and facilities including roadside and public multi operator timetables. Also proposals to scrap or significantly cut BSOG.

2.2 Allied to this is the need to look at cost saving replacements for cuts to tendered bus services - taxi buses, community buses (s 22) or transport (s 19), demand responsive transport etc.

2.3 The whole issue of access to bus fares publicity and access to information about bus services. In particular the contrast between information provision on buses and at bus stops in and outside London.

3. Intermodal

3.1 The issue of public transport provision integration and co-ordination in and outside the main urban areas. This is hampered by bus deregulation but can Quality Partnerships / Contracts help the passenger in this regard?

3.2 Bus and train fares comparison in different regions and sub-regions examining metropolitan and non-metropolitan areas.

Thank you for the opportunity to comment.

Yours faithfully,

John A Moorhouse

JOHN MOORHOUSE
COMPANY SECRETARY