

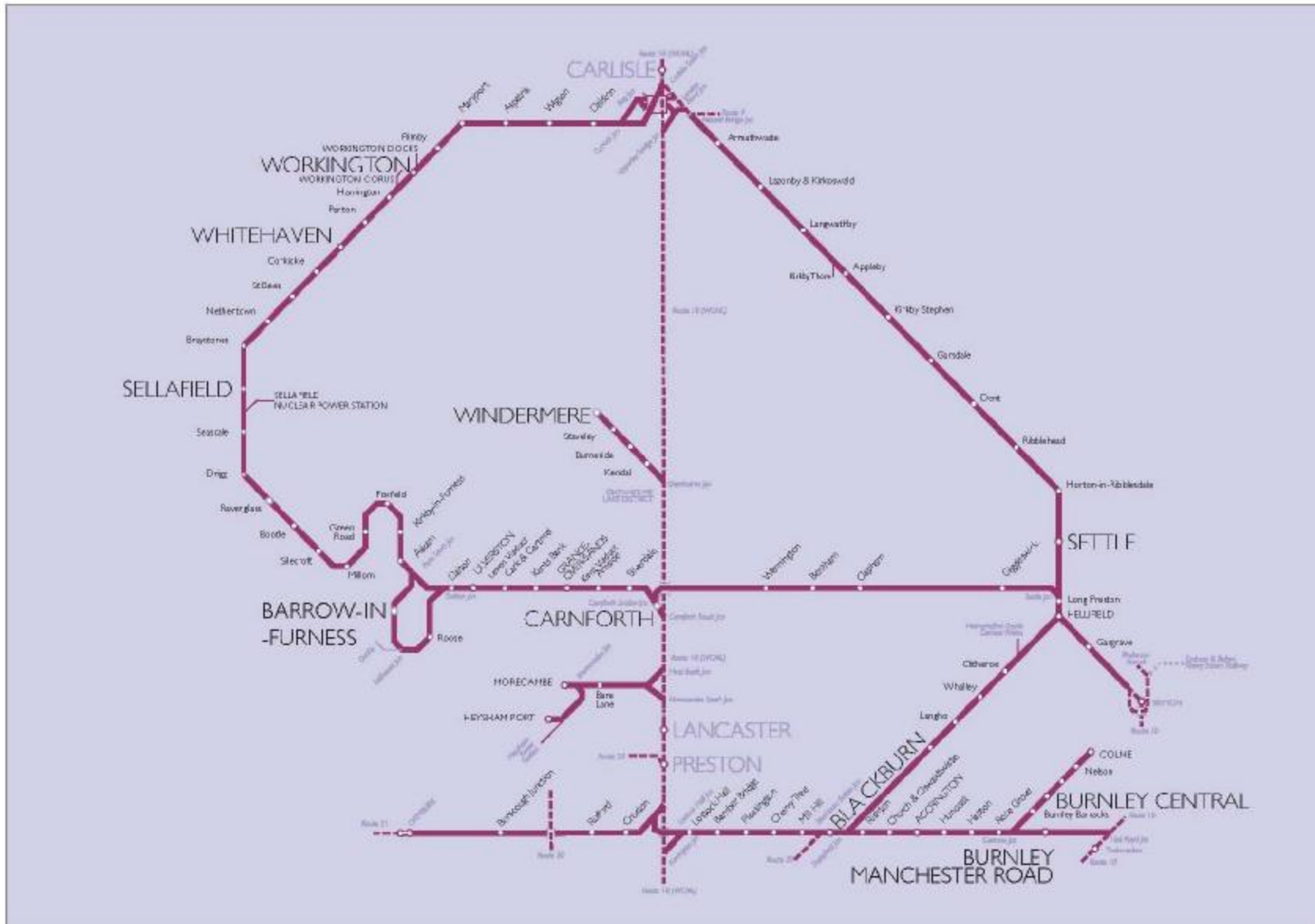
Network Rail
Lancashire and Cumbria
Route Utilisation Strategy Consultation

TravelWatch NORTHWEST

Chris Dale

Blackpool

14th June 2008



TravelWatch NORTHWEST

promoting quality public transport..... ²

Gaps and Problems

- **Inter/intra regional links are poor**
- **The current services are unattractive to commuters**
- **Rail can help to alleviate social deprivation in the area**
- **Rail services are not well integrated with the local tourism market**
- **Network capability constrains service improvements**
- **Poor train performance on some lines**
- **Poor interchange facilities**

6 Route Sections

- **Cumbrian Coast**
- **Settle and Carlisle**
- **Roses Line**
- **Ormskirk to Preston**
- **Branch Lines**
- **Miscellaneous**

Cumbrian Coast

- **Carlisle to Whitehaven**
- **Whitehaven to Sellafield**
- **Sellafield to Barrow-in-Furness**
- **Barrow-in-Furness to Carnforth**
- **Dalton Loop (Dalton Junction to Park South Junction)**

Settle and Carlisle

- **Skipton to Carlisle (Petteril Bridge Junction)**
- **Petteril Bridge Junction – London Road Junction
– Carlisle South Junction (technically part of the
East Coast RUS Newcastle to Carlisle route)**

Roses Line

- **(Preston) – Farington Curve Junction – Blackburn – Hall Royd Junction**
- **Blackburn to Hellifield**
- **Farington Junction to Lostock Hall Junction**
- **Gannow Junction to Colne**

Ormskirk to Preston

- Ormskirk to Farington Curve Junction – (Preston)

Branch Lines

- Oxenholme to Windermere
- (Lancaster) – Morecambe South Junction to Morecambe
- Morecambe to Heysham
- Hest Bank Junction to Heysham
- Carnforth to Settle Junction

Miscellaneous

- **Carlisle Avoiding Lines**
 - London Road Junction to Currock Junction
 - London Road Junction to Upperby Junction
 - Upperby Junction to Bog Junction
- **Blackburn Station**
- **Carlisle Station**
- **Ormskirk Station**
- **Preston Station (Platforms 1 and 2)**

Cumbrian Coast Options

- **Barrow to Sellafield – peak train lengthening**
- **Whitehaven to Sellafield – peak train lengthening**
- **Barrow to Carlisle – use extra stock to improve service**
- **Barrow to Lancaster – hourly service**
- **Infrastructure improvements**
- **Carlisle to Whitehaven – additional Sunday service**

Settle and Carlisle Options

- **Carlisle to Leeds – hourly service as the long term aspiration, but two hourly at first**
- **Increase line speeds – needed for above to happen**
- **Carlisle South Junction to London Road Junction – double track**

Roses Line Options

- **Manchester Victoria to Blackburn – extend peak trains to and from Clitheroe**
- **Blackburn to Clitheroe – line speed improvements**
- **Clitheroe Branch – line speed improvements**
- **East of Burnley Manchester Road – line speed improvements**

Ormskirk to Preston Options

- **Preston to Ormskirk – line speed improvements to provide hourly service**
- **Burscough Chord South – reinstate and operate hourly service from Southport to Ormskirk with interchange to and from Preston at Burscough junction**

Branch Line Options

- **Oxenholme to Windermere – recast timetable to provide better connection facilities at Oxenholme**
- **Morecambe to Leeds – cut back service to operate only between Skipton and Lancaster or Morecambe to allow increase in services. Retime trains to provide better connections at Lancaster, Carnforth and Skipton**

Miscellaneous Options

- **Preston station – relocate prefabricated buildings on platforms 1 and 2**
- **Carlisle station – improve access between platforms using escalators or lifts**
- **Ormskirk station – improve interchange facilities**
- **Blackburn station – provide full length canopy on platform 4**
- **Burscough Junction station – provide interchange facilities if Burscough Chord South reinstated**

Consultation responses

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Closing date - 18th July 2008

Questions