

**Promoting Quality Public Transport  
in the East Midlands.....**



*Please reply to:*

The Secretary (TWEM)  
3 February 2011

To:  
West Midlands & Chiltern RUS Consultation Response  
RUS Programme Manager  
Network Rail

Dear RUS Programme Manager

**RESPONSE TO DRAFT WEST MIDLANDS AND CHILTERN RUS**

This response concerns those RUS options which affect passengers travelling from and to the East Midlands.

Option O-18a – Diversion of Reading to Newcastle service via Coventry

We support this option which would restore direct trains between Derby and Birmingham International and Coventry. By doubling the service frequency between Coventry, Oxford and beyond this change would also benefit passengers travelling from Leicester who choose the route via Nuneaton and Coventry to save time and avoid changing at Birmingham New Street.

Option 38a – Train lengthening on Plymouth to Edinburgh services via Derby.

We support the lengthening of the busiest services on this route.

Option 39a – Two additional trains per hour between Tamworth and Birmingham New Street

We support the introduction of a new half-hourly service between Tamworth and Birmingham as this would reduce crowding between these points on services from Nottingham to Birmingham and Cardiff. However, we would wish this service to be timetabled without detriment to the Stansted Airport and Leicester to Birmingham services. We note that in the Birmingham direction the train from Leicester is likely to save 2.5 minutes by elimination of the Water Orton stop.

Stakeholder aspirations 7.2.2 – Nuneaton to Coventry service upgrade.

We note the aspiration for a new service between Nuneaton and Coventry. We would welcome an increased frequency on this route to facilitate journeys between Leicester and Oxford and beyond as discussed under Option O-18a.

Stakeholder aspirations 7.3.11 – Camp Hill chords

**“TravelWatch East Midlands”** is the public name of the East Midlands Passenger Transport Users Forum

Secretary: Mr Stephen Abbott. 5, Monroe Close, Market Harborough. Leics LE16 7QN

Tel: 01858 466629 E-mail: [s.abbott3@btinternet.com](mailto:s.abbott3@btinternet.com)

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Visit our website @ [www.travelwatcheastmidlands.org.uk](http://www.travelwatcheastmidlands.org.uk)

We recognise the increased capacity into central Birmingham that would be provided by the Camp Hill chord lines proposed by Centro. However, while we have no objection to shorter-distance services such as the proposed Tamworth-Birmingham trains being diverted via the chord lines into Moor Street station, we wish to see inter-regional services from Nottingham and Leicester continue to run into New Street. This is to enable passengers make onward connections, for example to North Wales, the North West and Scotland, changing in Birmingham being enforced by the lack of through services from the East Midlands.

General comment on long-distance cross-country train services

In discussion of other RUSs, such as East Midlands and Yorkshire & Humberside, strategic issues have been raised concerning the long distance cross-country train services via Birmingham. One such, a third service between Yorkshire and Birmingham, is mentioned in the draft document at 7.3.10. There are views that the current train service pattern, and the ultimate destinations, might be modified – for example by diverting some Plymouth trains to Paignton and extending some Edinburgh trains to Glasgow. Stakeholders understood that, as these services are centred on Birmingham, they would be discussed as an entity by the West Midlands & Chiltern RUS, but this is not the case apart from issues wholly within the RUS area.

In the absence of a specific ‘Cross-country RUS’ we suggest that all the options and their evaluation for this group of train services from all the first generation RUSs be brought together into a single document to provide an overview for discussion.

Yours sincerely



Stephen Abbott  
Hon Secretary

**About *TravelWatch East Midlands***

***TravelWatch East Midlands***, like its namesakes within other regions of England, is a federation of public transport user groups representing the consumer interest across all modes of public transport. We have developed good relationships with our bus, train, tram and airport operators as well as local and regional government and Passenger Focus.

Our officers are all volunteers, and we offer our experience and success in representing public transport users in our communities as an input to future business, economic and policy development involving the transport sector.