

May 2018 Timetable Changes

Southport – Manchester

Passenger Consultation

This report has been prepared by Eric Woodcock Southport Rail Transport Forum (SRTF).

It is presented as appendices to the formal response made by SRTF and the Ormskirk Preston and Southport Travellers' Association (OPSTA) to the May 2018 Timetable Consultation conducted by Northern (Arriva Rail North).

Appendix 1 – Rail user survey respondents summary

Southport Rail Transport Forum (SRTF) and Ormskirk Preston & Southport Travellers' Association (OPSTA) carried out a process of public consultation in response to Northern's plans for the May 2018 timetable insofar as they affect rail users along routes from Southport to Manchester and Manchester Airport.

The OPTSA web site offered people the chance to either fill in an on line Survey Monkey questionnaire, or complete a short comments form. 161 people filled in the questionnaire between 17 May and 22 June 2017. The questions are set out in Appendix 2, and summaries of all 161 replies are given in Appendix 3. 14 people used the comments form, which is shown in Appendix 5. The responses are overwhelmingly from people living in areas West of Wigan (in Southport, West Lancashire and that part of Greater Manchester) because this is where the followers of the OPSTA web page and SRTF web page tend to live.

This results analysis is set out in three parts. The first part summarises the results of the questionnaire. Of the 162 responses, 20 were either travellers towards Victoria who, on the face of it, would not be disadvantaged by the changes, or gave answers that were vague or contradictory. Thus the summary covers 142 respondents, although the comments section includes everyone. All comments are cross-referenced to the respondent who made them.

Questionnaire results summary

Respondents were asked to say whether they were answering for just themselves or more than one person. The responses suggest that the survey represented the circumstances of at least 231 people. One person did not answer this question.

Answer Choices	Responses	
One	58.16%	82
Two	28.37%	40
Three	6.38%	9
Four	5.67%	8
More than four	1.42%	2
Total		141

All respondents were rail users. For their usual journey their stations of origin were as show. 76 respondents used the West Lancashire stations, and 51 used the Southport stations. The 'other' station of origin is 'B' which could be Bolton.

Answer Choices	Responses	
Appley Bridge	21.13%	30
Southport	19.01%	27
Burscough Bridge	18.31%	26
Meols Cop	16.90%	24
Parbold	7.75%	11
Gathurst	6.34%	9
Wigan (Wallgate or North Western)	4.93%	7
Hindley	2.11%	3
Manchester Piccadilly	1.41%	2
Oxford Road	0.70%	1
Manchester Airport	0.70%	1
Other (please specify)	0.70%	1

In terms of which station people usually got on the train for their return journey the picture is as shown.

Answer Choices	Responses	
Manchester Piccadilly	35.92%	51
Oxford Road	32.39%	46
Deansgate	11.97%	17
Manchester Airport	9.86%	14
Other (please specify)	2.82%	4
Wigan (Wallgate or North Western)	2.11%	3
Bolton	2.11%	3
Southport	0.70%	1
Meols Cop	0.70%	1
Burscough Bridge	0.70%	1
Appley Bridge	0.70%	1

These figures are of course a reflection of people's level of interest in the May 2018 timetable issue and are not proportional to actual usage. Thus the figures suggest that links with Manchester Piccadilly and Manchester Airport are important to many travellers.

As the next table shows, about two thirds of respondents (although not necessarily the same share of the 231 mentioned above) used the train to get to work. The airport connection is a significant if not frequent use. Shopping, tourism and visiting friends and relatives are similar

in popularity. 11.4% of people said they used the train to make connections at Piccadilly. The number of responses show that many people use the train for a variety of reasons and several of them added comments to this effect.

Answer Choices	Responses	
Work	65.00%	91
Catching a plane at Manchester Airport	16.43%	23
Shopping trip	15.00%	21
Tourism	12.14%	17
Visiting friends or relatives	12.14%	17
Connecting with another train at Manchester Piccadilly	12.14%	17
Special events (e.g. Southport Flower Show)	7.14%	10
Sports events	6.43%	9
Education	5.00%	7
Connecting with another train at Wigan	3.57%	5
Health (e.g. visiting hospital)	2.14%	3
Total Respondents: 140		

As the next table shows over half of respondents are regular weekday travellers, and so could be regarded as core customers. Saturday trips are popular but Sunday much less so. Several respondents mentioned that they use the train on Bank Holidays and big events in Manchester like Christmas markets, parades and charity runs. Again people could indicate if they used the trains at different times.

Answer Choices	Responses	
Most days every week (Monday to Friday)	51.82%	71
Occasionally during the week (Monday to Friday)	28.47%	39
Occasionally on a Saturday	27.74%	38
Occasionally on a Sunday	18.98%	26
One or two days every week (Monday to Friday)	12.41%	17
Most Saturdays	7.30%	10
Most Sundays	2.92%	4
Total Respondents: 137		

Over 60% of respondents said they usually set out on their outbound journey before 0900, and the rest tended to do so before lunchtime, no matter what day they were travelling. That means about 40% of respondents travel outside the peak. Quite a few people indicated which trains they general took. As we know from other surveys the 0621 and 0719 from Southport

are very popular but 11 people said they took trains outside the morning peak because their work pattern either varies or they have other time constraints.

Answer Choices	Responses
Before 0900	62.86% 88
Between 0901 and 1200	31.43% 44
Between 1201 and 1600	4.29% 6
Between 1601 and 1830	0.00% 0
Between 1831 and 2000	0.71% 1
After 2001	0.71% 1
Total	140

The return picture is similar, but with a more pronounced demand in the afternoon peak. 13 people said they regularly travelled back after 2000. Again several people said that work patterns meant their return travel time varied. Professional workers often have pretty fluid finish times, so as one person said 'return time varies depending on length of day in office' (respondent 112).

There were 13 people who said they depend on the 1622 train from Piccadilly for their return trip.

Answer Choices	Responses
Before 0900	0.00% 0
Between 0901 and 1200	1.44% 2
Between 1201 and 1600	13.67% 19
Between 1601 and 1830	67.63% 94
Between 1831 and 2000	10.07% 14
After 2000	7.19% 10
Total	139

Reaction to the new the table from people using the south side route into Manchester was almost entirely negative. Of the two people who said the change would make things better for them (respondents 76 and 151), one went from MEC to MCO and the other was a Manchester Airport user, so perhaps they misunderstood the implications of the new timetable.

Answer Choices	Responses
This timetable will make things worse for me (or the people I am answering for).	95.68% 133
This timetable will have no effect on me one way or the other (or for the people I am answering for).	2.88% 4
This timetable will make things better for me (or the people I am answering for).	1.44% 2
Total	139

People were asked to say which of a number of statements reflected how the new timetable would be likely to affect them. The questions were deliberately ordered to try and avoid any bias towards negative responses. Respondents could select any number of the statements, giving the following results.

Answer Choices	Responses
Changing trains at Salford Crescent will be inconvenient for me.	80.43% 111
I shall worry I shall miss my connection.	63.77% 88
My time away from home will be longer each time I make the journey.	63.04% 87
I will need to get an earlier train to ensure I am at work/college/hospital on time.	36.23% 50
I will use the train less.	34.06% 47
I shall worry I will not get back in time to pick up children from nursery or school.	21.01% 29
I will stop using the train.	18.12% 25
The new direct link with Rochdale, Dewsbury and Leeds will be useful to me.	10.14% 14
Changing trains will be awkward because my mobility is impaired.	7.97% 11
The new direct link with Rochdale, Burnley and Blackburn will be useful to me.	4.35% 6
It will give me more direct trains to where I want to go.	2.17% 3
My time away from home will be shorter because there are more trains.	1.45% 2
Changing trains at Salford Crescent will not bother me.	1.45% 2
Total Respondents: 138	

Changing trains at Salford Crescent (either outbound from home, on the return leg, or on both) is a big worry for many people, along with the uncertainty of making connections reliably. Even among peak hour workers, this will apply if they take any train later than the new 0717 from Southport into Manchester, if they habitually take the 1622 from Piccadilly to get home, or will be users of Deansgate (since neither of the two weekday commuter trains will stop there on the return leg).

People fear that they will have to get earlier trains to be sure of getting to work on time and thus extend how long they are away from home.

Close examination of all responses shows that quite a number of people say they will use the train less and also that they will stop using the train. There are different ways to interpret

someone giving both answers. Some people might stop using the train to go to work but still use it for occasional leisure trips. Some people may cut down on how much they use the train (e.g. by working at home when possible) but eventually give up.

10% of respondents thought the direct link to Leeds would be useful to them, but only 4% thought the Blackburn link would be. No one elaborated their answer to say why. The last question in the survey asked people to say whether or not they felt the direct service through the south side of Manchester to Piccadilly is necessary. Clearly they think so overwhelmingly. The one person against the service (respondent 2) seemed to saying that switching services to Salford Central would relieve crowding on Bolton to Deansgate services. Several people want the direct service from Southport to Manchester Airport to be retained.

Answer Choices	Responses	
Yes.	97.89%	139
Not sure, let's see how this works.	1.41%	2
No.	0.70%	1
Total		142

Survey comments

The comments are arranged by topic and each comment indicates the respondent who made it, and the answers they gave to the questionnaire. The codes can be found in Appendix 2. [Editor's comments are in square brackets.]

Access to employment

You should be increasing trains and promoting them more instead of cutting them back. I have no other way to get to Manchester where I work, and this could force me to lose my job. So yes I am very worried now. (12) 3, BCB, -, wk, MWK OSA, amp, pmp, W, mmc ngb tal, Y, c10

I catch the 8.45 (ish) from Appley Bridge - I can't catch a later one as I have to see my daughter out to school first. There will now be no direct train for me to commute to work. (18) 1, APB, DGT, wk, MWK, amp (0845 ex APB), pmp (1726), W, csc mmc get ngb tal utl, Y, c9 c10

This is going to affect people's job opportunities, leisure and retail businesses on the affected areas and greatly increase stress for affected commuters. People pay a lot of money for the privilege of commuting and the rail provider should provide the service that people need and have been using for many, many years. (18) 1, APB, DGT, wk, MWK, amp (0845 ex APB), pmp (1726), W, csc mmc get ngb tal utl, Y, c9 c10

I worry that I will lose my job and have to find work elsewhere as the journey times will be far too long for me. The amount of people that use the airport train goes to show how much it is needed. People will lose jobs because they won't be able to get home in time to pick up children and there will end up being more pollution due to more cars on the road as the trains won't meet needs. It is a disgrace. I worry I will have to find a new job. (23) 1, BCB, MCO, wk, MWK, amp (0626 ex BCB), pmp (1626), W, csc mmc get ngb tal, Y, c9 c10

I am a young adult who has recently bought a house in Appley Bridge, I chose the village as the trains from the station make my commute to work a pleasurable journey. The new timetable worries me, especially in future years when I have children, the prospect of finding childcare to cover the extra hours I will spend commuting due to this revised timetable makes me question anxious. I am deeply disappointed with the lack of consideration for those living on the Southport line. I am certain that these changes will have only a negative effect on the area making it less accessible. (47) 1, APB, MCO, wk, MWK OSA OSU, amp (0645 ex APB), pmp (1626), W, csc mmc get tal, Y, c6 c9 c10

* I would be late for work if trains go via Victoria. * It would add an additional 40 minutes to my travel time each day which is already 2 hrs 10 mins, this is when both trains & buses required run to schedule. * I'm unable to catch an earlier train to get me to work on time as the train I catch is the first scheduled train available. I would be considered a low income earner, having bought a house specifically by a train line that provides direct service to Deansgate, Oxford Road, Piccadilly & the Airport, this proposed timetable comes as a devastating blow in financial terms as well as time spent commuting rather than at work or at home with family. (49) 1, APB, MCO, wk **sp**, MWK MSA OSU, amp (0641 ex APB), pmp (1626), W, csc cam mmc tal, Y, c5 c9 c10

I think it is ridiculous that the trains will get worse. I live in Greater Manchester - the services between Wigan and ALL Manchester stations should be more frequent not and more inconvenient. Everyone talks about the 'northern powerhouse' it's not much use for us if none of us can actually get to it!!! People rely on these services to go to work. It's already a long commute and this is just adding to an already stressful experience. (53) 1, WGW, MCO, wk, MWK OSA OSU, amp, pmp, W, csc mmc get tal, Y, c10

Job opportunities/longer commutes. Partner currently waiting to be appointed to a new office - Manchester is an option and could therefore be very stressful lengthy journeys each day and negatively impact on family life. I know many people including myself that are regular users of this service. A major impact would be on commuting to work but it would also have a negative impact on socialising and recreational activities. One of the reasons my partner and I purchased a property in Appley Bridge last year was because of the direct travel into Manchester, our main use being the Oxford Road and Piccadilly stations. My expectations for the future were more trains into all stations in Manchester and faster train times, so to hear about direct trains being cut to these stations was very unexpected. It makes no sense to me why there would be such a cut instead of improvements/additional services. Manchester Oxford Road and Piccadilly are the stations I frequently meet friends and are more accessible for certain activities in Manchester. I use Victoria station a lot less in comparison, and have noticed train times have not been very good, i.e. for getting home on a Saturday from a night out socialising with friends. Even if these were improved, I believe I should be able to have the choice of which station to travel to – I shouldn't have to spend extra time travelling or experience the hassle of changing trains. It could mean I would have to leave social events earlier as it is impractical for me to frequently pay expensive taxi fares back from Manchester. My sister has also currently been looking to move to the area. She works right near Manchester Piccadilly – having to change trains or travel to Victoria then travel across Manchester on overcrowded trains would add a considerable amount of time to her journey and cause a lot of stress. This could put her off purchasing a property; which makes me also question whether it would have a negative impact on all house prices in the area. It could also have a negative impact on future job prospects, as it may discourage from the many job

opportunities in the city centre. (65) 2, APB, MAN, wk sh ev fr, OWK OSA OSU, amp, pmp, W, csc cam mmc get tal, Y, c9 c10

This proposal will directly impact myself and my husband who both work in Manchester City centre, I am an accountant and as such I am often required to work late evenings at month end, meaning I would miss the last direct train from Piccadilly to Southport, my journey home would be extended due to changes I would have to make, I am also very concerned about potentially having to rely on services being ontime to make connections, more often than not (9/10 times) the current 07:43 from APB to MAN is at least 5-10 minutes later every single day, if there were to be connections I would undoubtedly miss these. In addition my husband sometimes works at his firms Deansgate office and getting home would be impacted if the train no longer stops there. The above proposals are seriously making me consider my future working in Manchester city centre. (87) 2, APB, MAN, wk, MWK, amp, pmp, W, csc mmc get ngb tal, Y, c10

It varies, I have flexible working arrangements so it is really important for there to be a service through to Oxford Rd at all times of the day and all days of the week. (97) 2, SOP, MIA, ap, OWK OSA OSU, mrg, pmp, W, cam utl, Y, c10

I am looking for another job due to these train changes as it is not workable in my view with the proposed changes. Sometimes you physically can't get on a train at Salford as they are too full this is only going to get worse! (144) 1, BCB, MAN, wk, MWK, amp (0733 or 0837 ex BCB), pmp (1622), W, csc mmc get tal, Y, c10

I relocated from Manchester to Southport 12 months ago. I wouldn't have been able to do this had it not been for the easy access to Manchester on the rail network. The nature of my job means I must travel to Manchester Piccadilly and cannot find similar employment in Southport. The proposed changes to the timetable do not fit my working hours and it will mean I must change trains each day. In the summer this may not be a huge issue however during the winter months I've found Northern to be incompetent at running an efficient service and a high number of trains are either late or cancelled altogether to the point where last year I was regularly late for work - removing a direct service to Piccadilly will only make this worse. (158) 1, BCB, MAN, wk, MWK, amp (0635 or 0735), pmp (1622), W, mmc get tal, Y, c10

Airport

And also the airport. [Response to Q10.] (1) 2, SOP, MCO, wk tr, SWK, amp (0820), pmp (1620), W, csc mmc tal utl, Y (+ airport)

Airport service is essential. Reducing or removing it is senseless for environmental, traffic and customer service reasons. (48) 2, WGW, MCO, wk sh tr fr ap, OWK OSA OSU, mrg, evg, W, csc tal utl, Y, c10

If we are to minimise road transport (and pollution) to the airport it is essential to ensure there are regular direct links via Piccadilly to the airport. There are no indications that there any links as such from Salford Crescent. Changing at Victoria and getting to Piccadilly is a no brainer [non-starter?] for a majority of travellers with luggage. (50) 1, SOP, MIA, tr, OSA, mrg, evg, W, dlu csc utl, Y, c10

Why is there no airport service, is this being taken away?? Northern must think very little of the people living in this area, we're just being given placating crumbs from the table, other (dare I say more affluent areas) are and will continue to be well catered for but I feel like we are the poor relations who are disregarded. (51) 1, WGN, MAN, wk, MWK, amp, pmp, W, csc mmc get tal, Y, c9 c10

In terms of travel to the Airport, the new timetable will make me drive/get a taxi instead which isn't an ideal state of affairs given how busy the M6 between Junctions 20-26 is at the best of times, particularly in rush hour, and counterproductive towards environmental targets (more pollution from using the road) and adds to congestion on the roads. If we lose the connection to the Airport, can it at least be possible to do one change at Piccadilly? There are many trains per hour from Piccadilly to the Airport and it's far easier to connect to the airport from there than anywhere else. (52) 2, APB, MCO, sh fr cm ap, OSA OSU (+ Bank Holiday & Christmas), mrg, aft, W, csc mmc tal utl, Y, c9

The regular, reliable DIRECT service from home to the Airport is ideal particularly with luggage. Our observations are that whenever we travel the line is well used and seems to cater for all manner of travellers; we are not being entirely selfish! (97) 2, SOP, MIA, ap, OWK OSA OSU, mrg, pmp, W, cam utl, Y, c10

We need the direct link to the airport. It is really useful. (114) 2, APB, MCV, sh, MSA, mrg, pmp, W, csc mmc utl, Y, c10

I am also concerned about no direct trains to Manchester Airport as a lot of people I know use this service. (121) 1, SOP, MAN (**to SHF**), wk cm, SWK, amp, pmp (1702 ex MAN), W, csc mmc get tal, Y, c9 c10

No direct airport service. I frequently fly on business. Changing at Salford is haphazard. Trains through Oxford road are frequently delayed causing missed connections. Need to retain direct services to airport. There are plenty of Wigan to Stalybridge services so use the train path for an airport service. (123) 1, MEC, MCO, wk sh ap, MWK OSA OSU, amp, pmp (1726 ex MCO 1707 ex ? via SLD)

Bolton

Changing trains at Wigan will be inconvenient (for Bolton) for me and will result in me arriving home upto 50-60 minutes later with no direct connection arriving in the evening at Bolton before circa 17:40 I am also concerned will I get on this service let alone having access to a seat at the start of my evening journey! Are Arriva Northern Rail (aka Northern) going to compensate commuters on this line for the poorer quality service provided? We annually pay more and in return haven't seen so far any improvement in rolling stock or quality of service or frequency of trains. (57) 1, SOP, BON, wk ed fr, MWK OSA, amp (0718 ex SOP), pmp (1645 or post 1830 ex BON), W, mmc utl, Y, c9 c10

If I am reading the proposals correctly I will no longer be able to travel direct between Southport and Bolton. In the past when I have had to change at Wigan the train times never match and there is a long waiting time for a connection. This has added an extra 45 minutes to an hour to my journey. (111) 1, SOP, BON, fr, OWK, mrg (0924 or 1024 ex SOP), aft (1545 ex BON), W, mmc tal, Y, c9 c10

Changing at Salford Crescent

This new timetable will make it much harder to be able to commute around childcare commitments, not to mention the double jeopardy of having to catch two trains which could be late. Also changing at Salford Crescent is already nigh on impossible in the morning, with so many people trying to cram on to Piccadilly line trains. Increased possibility of waiting for delayed trains at Salford where there are no facilities on the platform. (18) 1, APB, DGT, wk, MWK, amp (0845 ex APB), pmp (1726), W, csc mmc get nbg tal utl, Y, c9 c10

Deansgate

Trains passing through Bolton are crush-loaded every single time, making getting a seat on a return journey towards Southport impossible. From my anecdotal experience, commute-time Piccadilly trains tend to empty out and fill up considerably at Deansgate, presumably as people are heading to work in the centre of town. This area of town is served equally as well by Salford Central, which is a similar time/distance walk from Albert Sq as Deansgate is. Therefore the non-Piccadilly route is preferable for comfort/punctuality and this should be focused on when pressing for more services via Deansgate/Bolton. (2) 1, BCB, DGT, wk, MWK, amp, pmp, N, -, N, c10

There appears to be no stops on the new time table at Deansgate or Oxford road. Changing at Salford central is a nightmare. The platform is small and exposed in winter. Anytime I've had to change there I have been lucky to get on the next train going my way as they are overcrowded. Without a stop at Deansgate/Oxford road as my work is based between both of them I will have a 15/20min walk from Piccadilly similar distance as the Victoria option. Terrible options all round. If the trains going past Deansgate then stop at Deansgate or Oxford road one of them would be good. (5) 1, SOP, DGT, wk, MWK, amp, pmp, W, csc tal, Y, c9 c10

I connect from the Metrolink at Deansgate for the 17:29 train to Southport. The trains I catch for the morning commute into Manchester get very full, and are invariably standing room only. How is it possibly going to work with fewer trains going in that direction? And if we have to change at Salford Crescent can we guarantee that there will be room on the remaining trains which go from Salford Crescent through Piccadilly. My journey home will be particularly problematic as few of the trains passing through Deansgate go to Salford Crescent. And the trains from Victoria are going to be even more crowded if all the people who would have been on a Piccadilly line service are on them. (37) 4, APB, DGT, wk, MWK, amp (0719 or 0743 ex APB), pmp (1729), W, csc mmc get, Y, c7 c9

I have no alternative to travelling to Deansgate without severely impacting my family life. (150) 1, BCB, DGT, wk t rap, MWK OSA OSU, amp (0733 ex BCB, weekend varies), pmp, W, csc cam mmc nbg, Y, c9

Direct services to Leeds and Blackburn

We need better rail services to Manchester not worse. How many people in the Wigan area commute to Yorkshire or Blackburn compared with how many use overcrowded services to Manchester? (63) 1, APB. MAN, wk, MWK, amp, pmp, W, csc mmc, Y, c10

It will give me more direct trains to where I want to go. [Logic unclear given the MEC-MCO routing] (76) 1, MEC, MCO, wk, MWK, amp, pmp, B, mdt tas csc ngb, Y

New direct links to East Lancashire are of little or no value to most passengers as they are to places few people wish to travel to. These direct services are a convenient service way for Northern to use its trains in an efficient manner but they have a detrimental effect on Southport line passengers. The railway should be operated for the benefit of the passengers not the Train Operating Company. The new timetable is a retrograde step by removing all day direct services to the most important and well used stations in Manchester. It runs counter to one of the main objectives of the franchise system in that, rather than improving services and choice, it actually worsens them. This sort of situation would not be tolerated in London and the South East and therefore should not be allowed to occur in what is supposedly the government's "Northern Powerhouse". (120) 2, PBL, MAN, cm **ed hl ap**, SWK, mrg, pmp (varies due to travel pattern), W, csc mmc, tal, utl, Y

Travel to and from Leeds is slow if I can't get Transpennine express from Piccadilly. I need to work while travelling so it's really difficult if there's no table for my laptop or I pad (151) 1, MEC, MAN, wk, SWK, amp, pmp -, dbu csc, Y, c9

Driving

If the new timetable is changed I will have to stop using the train and drive into Manchester. (4) 2, APB, DGT, wk, MWK MSA, amp (midday at weekends), W, csc mmc get ngb tal sut, Y, c9
The new timetable makes it impossible for me to get to work on a direct train. I will have to change at Salford Crescent. I've only just taken the job on the basis that my previous job the commute was too hard. I'm gutted and will have to investigate to see if I can drive. It's 35mins drive in the morning before rush hour and only £7 a day to park. The down side is I work on the train, which I can't do in the car. But the shorter time to travel and the flexibility to leave when I want is better than faffing about changing trains. (25) 1, BCB, SFD, wk, MWK, amp (c 0700), pmp (c 1600), W, csc mmc get ngb tal sut, N, c9 c10

I may choose not to visit Manchester at all for social trips and visit more easily accessible locations instead I will feel it is necessary to drive more as the train will not provide an adequate transport option. (34) 3, APB, MAN, sh, OWK OSA OSU, mrg, aft, W, csc mmc utl sut, Y, c9

Although I don't believe there is an earlier train from Appley Bridge so might need to buy a car and drive instead. (42) 1, APB, MAN, wk, MWK OSA OSU, amp, pmp (1622 or 1723), W, csc mmc get, Y, c9

So many people commute to Manchester City Centre from Southport by CAR because the rail service is so poor. The new timetable will make even more people ditch the train service creating a vicious cycle of decline of service (136) 1, SOP, MCV, wk, OWK, amp, pmp, W, csc sut utl tal get mmc, Y, c9

The additional cost will be a big factor if I look at driving to Wigan to park up and get the train to Oxford Road. My commute is already too long and work life balance will be massively affected by the changes. (148) 1, GAT, MCO, wk, MWK, amp, pmp, W, csc mmc get ngb tal, Y, c9

If you focus your efforts on improving the service, many more people will use the train. Electrification and new rolling stock would make a massive improvement from Southport to Manchester. The changes will force me into my car for the trip to Bolton as well as cutting the direct rail link to Manchester airport, which forces people into getting a taxi/car transfer. (156) 1, BCB, BON, wk, SWK, amp, pmp, W, get tal utl, Y, c10

Hospitals and universities

At the moment the only train link to the south of Manchester is via Oxford Road and Piccadilly. There are two Universities and several NHS hospitals in this area, to stop direct trains running from Southport, which is already an extremely busy service, is ludicrous. Staff working in these areas, along with students, patients and relatives visiting patients will have to face longer journey times with the challenge of changing trains at Salford Crescent, a very poor station with no waiting room on the platform. (47) 1, APB, MCO, wk, MWK OSA OSU, amp (0645 ex APB), pmp (1626), W, csc mmc get tal, Y, c6 c9 c10

Going to Buxton, will take longer, and less time with family, will consider using car. (116) 2, MEC, MAN, fr cm, OWK OSU, mrg, pmp, W, mmc tal, Y, c9

I work at MRI so the new timetable is useless for me - it takes too long to travel across Manchester after 4pm to get to Victoria. This is already a very long commute (as I drive some way to get to the train) so anything which makes it more difficult makes it not feasible. I will have to stop using this train!!!! (157) 1, APB, MCO, wk, MWK, amp (0645 ex APB), pmp (1626), W, sut tal, Y, c10

Economic and social effects

Having a direct link to these stations and the airport is not only vital for people who work in the city but also for tourism in Southport. We need to encourage people to travel on trains to our seaside resort not put them off by making it inconvenient for them - children , luggage and having to change trains is not a good combination. Why change what has worked all these years, just improve what we have please. (90) 1, MEC, MCO, wk, MWK, amp, pmp (1622), W, csc tal, Y, c10

As Manchester does not have the best links between Stations, there is a need for a balanced service so that both main stations are served. Southport and towns west of Parbold are very much standalone towns, without motorway links. By cutting the direct service to the Airport, you are further isolating the towns, which may have an effect on the region economy. (102) 1, BCB, MCO, wk, MWK, amp, pmp (varies due to work pattern), W, csc cam mmc get tal, Y, c10

It will have a very negative impact on our lives and some of the things we do, either individually or as a family, will not be possible. Our lives will be the poorer for it. We were shocked by the proposals.....difficult to find the words to describe how unhappy we are to hear that present service will be reduced / cease. We had hoped that the trains to and from Southport would have become more frequent not less. Also, if the DIRECT trains to the Airport goes we will have to use taxis because of the extra time and especially the fact that we couldn't rely on the connecting train running (recently a Sunday Wigan to Southport service was delayed and caused us problems); it will be extra expense to a family who are just about

managing to pay the bills at the moment. (129) 4, MEC, MAN, sh cm ap, MWK MSA MSU, mrg (varies due to travel pattern), aft (varies due to travel pattern), W, csc cam mmc ngb tal utl sut, Y, c9 c10

Gathurst

There is no info in this summary concerning intermediate stations such as ours [Gathurst] Will we have the same proportion of S/Port - Mcr trains calling at Gathurst? [Yes, they will – as shown by a code on the timetable put on the OPSTA web site] (59) 2, GAT, MAN, sh, MSA, mrg, aft, W, csc tal utl, Y, c9

Not possible to get an earlier train to get to work on time - get the first train out. Keep mentioning this, but need a direct train from Manchester Piccadilly that stops at Gathurst at peak time. Ludicrous that the 17:23 does not stop there. The connection at Wigan, to go down just one stop, is ALWAYS late. So frustrating when the train you have just got off is passing through the station you need but does not stop. (101) 1, GAT, MAN, wk, MWK, amp, pmp, W, csc mmc tal, Y, c9

Impaired mobility, cyclists

Travelling with a pushchair is already difficult enough. Adding in an extra change will discourage me using the train, and visiting Manchester. (3) 1, APB, DGT, tr, OWK, mrg, aft, W, csc mmc utl sut, Y, c9

I would have to travel to victoria to catch a train instead, which is a pain. No doubt about it, removing services from Picc/Ox Rd to Appley Bridge would mean I visit my family less. I can't drive due to my eyesight, therefore you are discriminating against the disabled, and you will change my life for the worse. (35) 1, MCO, APB, fr, SWK, ltr, mrg, W, csc mmc get tal utl, Y, c6 c9 c10

Changing trains when with a cycle could be much more difficult. Getting onto a more crowded train with a cycle is much harder than when the trains are less occupied (at the stations I currently board). Changing trains en route, with the delay is bad enough in the summer, it will be much more unpleasant in the winter months with the cold and wet when waiting extra for the connection. (69) 1, APB, MAN, wk, -, mrg (0946 ex APB), aft, W, get tal utl, Y, c9 c10

I am a wheelchair user and this will be awful for us. Piccadilly is the main hub in the area for national travel. And it is better for us to go directly there. This has always worked for us and now it's not going to. You are already talking about getting rid of guards. How are we supposed to transfer between trains? (155) 2, BCB, MAN, ev, OWK, mrg, aft, W, cam, Y, c9 c10

Late evening

I always catch the last train back from Piccadilly, alight at Meols Cop. Last train back is too early to enable people to go to evening events (e.g. concerts) in Manchester. The last train back to Southport needs to be later. It is the 21st Century, these times are the same as the 1980's (probably further back than that: possibly the 1880's). Thought this was supposed to be modernisation? Less choice - no regular trains to Piccadilly from Southport - and no later times! Not exactly trying to improve passenger experience... All trains stopping Meols Cop would be a definite improvement, and long overdue. It is a well-used station. Last trains

between Manchester and Southport should be later, and should run from Piccadilly via Oxford Road and Deansgate to allow people to use the train to return from events in Manchester. Also, how will the reopening of the Ordsall Chord affect this? Will there be a direct train link between Piccadilly and Victoria? (45) 4, SOP, MAN, fr, OWK OSA OSU, mrg, ltr, W, dlu csc mmc get, Y, c7 c9 c10

On occasions I travel to Manchester in the evenings I find the Victoria service unpleasant and overcrowded to such an extent that I only use Piccadilly trains for the return journey or use my car! (54) 2, APB, MAN, fr cm (for Sheffield), OWK, mrg, aft, W, csc mmc ngb tal, Y, c9

Last trains SPT bound need to be later esp on Sundays (56) 2, PBL, DGT, (Leisure, social, meetings), mrg, ltr, W, csc mmc get tal utl, Y, c10

It keeps flexibility especially as the last train would generally go through these stations. [Not clear what this means] (60) 3, BCB, MCV, ed sh cw, MWK OSA, amp, evg, W, mmc, Y, c9 c10

Leisure use

The train makes the city more accessible, without it I will need to find other places to do these things. Having the availability of the direct link allows freedom to use a wide range of amenities in the centre. (33) 3, APB, MCV, wk ed hl sh tr ev fr cm cw ap, OWK OSA, mrg (depends on journey), aft (depends on journey), W, csc mmc get ngb tal sut, Y, c4 c9 c10

This will potentially reduce the opportunities we have for social time in Manchester outside of working hours. The two of us travelling to Manchester together will have to give serious consideration to finding alternatives (i.e. driving) which is already a cheaper and probably more convenient option for us but we both believe in supporting the public transport infrastructure.

In the time I have been travelling in and out of Manchester I have never intentionally travelled via Victoria. Oxford Road and Piccadilly are far more convenient (after all, this is why the Ordsall link is being built!). (36) 2, PBL, MCO, wk, MWK, amp (0738 or 0841), pmp, (1726 or 1826), W, csc mmc get tal, Y, c9 c10

I travel on two Saturdays a month to Piccadilly for sports event. Christmas markets, parades, Veladrom events & the Manchester 10k would bring me into Manchester via Piccadilly at weekends. (49) 1, APB, MCO, wk sp, MWK MSA OSU, amp (0641 ex APB), pmp (1626), W, csc cam mmc tal, Y, c5 c9 c10

On occasion I also travel to Deansgate to get the connecting metro to the Lowry and to Oxford Road to go the Palace theatre. Not sure where I would have to change now but it seems ridiculous to change something that works so well for those visiting either of those places. (111) 1, SOP, BON, fr, OWK, mrg (0924 or 1024 ex SOP), aft (1545 ex BON), W, mmc tal, Y, c9 c10

Making and missing connections

To travel to Piccadilly and the Airport under the new timetable becomes a faff and a major inconvenience. Not only does it make travel more cumbersome by having to connect and making access to the southern part of the city centre more difficult, it also increases the risks of running late and not being able to board connections. From experience, services that call at

Wigan North Western and Salford Crescent bound for Piccadilly and the Airport are busy enough as it is and there are instances where it hasn't been possible to board at all. (52) 2, APB, MCO, sh fr cm ap, OSA OSU (+ Bank Holiday & Christmas), mrg, aft, W, csc mmc tal utl, Y, c9

Overcrowding on the return journey will be worse; Although I am pleased to see the inclusion and times of the commuter trains to/from Piccadilly, the timing of the Southport trains from Victoria are inconvenient for people finishing at 5pm (16.55 and 17.55) - there are currently 2 trains leaving central Manchester between 5 and 5.30 - there will now only be one, this may make the Piccadilly service impossibly busy (both trains are already extremely over crowded). Perhaps if there is a Wigan service just before the Southport service from Piccadilly then this would ease the problem. (61) 1, APB, MCO, wk, MWK, amp (0743 ex APB), pmp (1726), W, -, Y, c9 c10

This proposal is ill-thought out and will inconvenience a considerable number of people. Having to change trains at Wigan and/or Salford Crescent will lengthen a journey. Add in taking young children and/or luggage etc will be a complete hassle. Whoever thought this up needs to carry out these journeys themselves to see what it is really like? This is a regression; the Ordsall Chord and associated infrastructure improvements have been sold to the public as a major improvement all round. This timetable proposal is the opposite and not at all suitable. (130) 2, APB, MCO, sh fr, OWK, mrg, aft, W, csc tal, Y, c10

Manchester Piccadilly

Manchester Piccadilly is an essential destination for me and a number of other people that I know. Removing this as a direct link from Burscough will have a massive detrimental effect on me and my company and a number of other people that I know (83) 4, BCB, MAN, -, -, amp, pmp, W, -, Y, c10

I travel to Sheffield about once a week. I get the 16:11 from Sheffield and the 17:02 from Piccadilly. I may not actually be able to do my job as I'm not sure I could get to Sheffield and back in a day. (121) 1, SOP, MAN (to SHF), wk cm, SWK, amp, pmp (1702 ex MAN), W, csc mmc get tal, Y, c9 c10

It is clear that the main route from Southport to Manchester should be the one to Piccadilly, not Victoria, which will put extra travel and possibly expense on to most people's journeys. (122) 1, SOP, MAN, wk, OWK, aft (varies due to work pattern), pmp (varies due to work pattern), W, csc get tal utl, Y, c10

Manchester Victoria

Many people on the 7.10 work at the Coop which has an 8.30 start time. The timetable looks like the train is much earlier & takes longer! (147) 1, BCB, MCV, wk, MWK, amp (0710 ex BCB), pmp (1710), W, -, N, c9

New commuter services

This will really inconvenience me as I catch the 16.26 service from Oxford Road and that is not running on the new timetable. I think there is a need for an additional commuter train in the

morning and evening. These are busy services and the thought of having to change at Salford crescent fills me with dread. If you have ever changed train there at peak times then you will know what I mean. Very busy and trains already full. (66) 1, GAT, MCO, wk, MWK, evg, pmp (1626), W, csc mmc, Y, c7 c10

Replacing the 16:22 train from Piccadilly with a 16:25 from Victoria is an impossible situation for me. I work next to Piccadilly station and having got the earliest train of the day, along with many other commuters the natural return journey is 16:22. There is no way I can do a full days work and then travel to the other side of Manchester in time to catch the train from Victoria. I do not understand why Northern have identified the 06:17 and 07:17 trains as the most commonly used commuter journeys and then not matched them to the returns. The average 7-7.5 hour day means the 16:22 is the sensible return journey for commuters, changing that to 17:15 means I would have to wait another 53 minutes to get a train from Piccadilly. The alternative Victoria options are 16:25, which isn't possible for me to travel across Manchester and get the train in the time I have after finishing work. The next 'option' is 16:55 from Victoria, again another 25 minute walk and I will be leaving Manchester 33 minutes later than I currently do. Northern's change in the timetable will steal half an hour out of my day. I will be leaving my house at 6:20 every day to return 12 hours later if I'm lucky. The 16:22 from Piccadilly must be retained. I understand the efficiencies need to capitalise on the electrified track but currently significant diesel freight trains go through the same routes as the commuter trains at peak commuter times, are these trains being re-routed too? I doubt it. (77) 1, APB, MAN, wk, MWK, amp (0645 ex APB), pmp (1622), W, ngb tal, Y, c9 c10

It is my hope that an hourly service from Piccadilly to cover the rush hour at both ends of the day (i.e. 0600-1000 and 1600-2000). This will mean that the least amount of people are inconvenienced by the timetable changes. This includes both those who have to be in/out of Manchester on a strict deadline, either to get to work and/or to pick up the kids on the return leg. (85) 2, BCB, MCO, wk, MWK, amp, pmp (1626), W, csc mmc ngb tal, Y, c10
At least including 8.40 out and 16.15 return where the numbers changing at Salford Cr would make it crowded and slow (88) 2, PBL, - (SLD up to MAN), tr cm cw sh fr hl, SWK, mrg (or aft), pmp, W, csc, Y, c9 c10

Off peak travel

I quite regularly travel between Oxford Road and Meols Cop during the day instead of the regular morning/evening commute so would be affected by the proposed changes. (86) 1, MEC, MCO, wk, -, amp (0725 ex MEC), pmp (1726), W, csc, Y, c9 c10

If it is still possible to provide 2 direct trains from Southport to Piccadilly in the peak hours, then clearly the paths should be available off-peak. (124) 1, SOP, MAN, cm, OWK OSA, mrg, ltr, W, csc, Y, c10

Overcrowding and comfort

Piccadilly line trains are going to be even more crowded than they already are, there are going to be fewer of them and they are going to be very oversubscribed. Services will be slower/delayed as a result as more people try to cram on to them at every stop and the journey will be more overcrowded and unpleasant. (51) 1, WGN, MAN, wk, MWK, amp, pmp, W, csc mmc get tal, Y, c9 c10

There is a reduction in flexibility. Not the timetable but the trains. If I am lucky the train I catch is a 156xxx with a table on which I can work, with a 2 by 2 seat configuration. I imagine that the 319xxx will be 3 by 2 which is uncomfortable and not work conducive. It this can be fought as well it would be fantastic. (62) 1, BCB, MCO, wk, MWK, amp (0733 ex BCB), pmp (1726), W, csc mmc tal, Y, c9

Overcrowding on trains and stations e.g. Wigan North Western (people will get off at Wallgate and join the Trans Pennines Express services to airport) and Salford Crescent (worse station in North West). (82) 3, PBL, MCO, hl, MWK, amp, pmp, W, csc cam mmc get ngb, Y, c10

Without question - the trains in the morning and evening are always crazily overcrowded on the direct services (as I am sure you are aware - we continue to await more capacity on what is hardly a cheap route at £16.30 for a day return on what must be the worst rolling stock on the network) and Victoria station is totally the wrong end of the city for most people using the current direct services. (86) 1, MEC, MCO, wk, -, amp (0725 ex MEC), pmp (1726), W, csc, Y, c9 c10

I was hoping for an extra train from southport in the 7 to 9 am slot as the trains are always standing room only at appley bridge since there are only two an hour. Three an hour would alleviate the massive overcrowding that is a serious safety and health concern, (113) 1, APB, MAN, wk, MWK, amp (0722 or 0745 ex APB), pmp (1722 or 1822 ex MAN), N, -, Y, c10

Passenger safety and security

The direct route is so convenient for all aspects of business and social travel to Manchester and the airport. The infrastructure is not reliable enough to count on connecting services. How will it be a safe option for commuters to spend time waiting for connecting trains on platforms on dark nights in winter. (33) 3, APB, MCV, wk ed hl sh tr ev fr cm cw ap, OWK OSA, mrg (depends on journey), aft (depends on journey), W, csc mmc get ngb tal sut, Y, c4 c9 c10

Time away from home

This will mean I start work later than currently despite getting the earliest train from southport and have to then go to picadilly to get the 17:30 train getting me home at 18:37 too late to help bath my daughter. (5) 1, SOP, DGT, wk, MWK, amp, pmp, W, csc tal, Y, c9 c10

Without the current direct connection frequency, home lives will be affected by the ability to get home in time to collect children therefore increasing day care costs. (33) 3, APB, MCV, wk ed hl sh tr ev fr cm cw ap, OWK OSA, mrg (depends on journey), aft (depends on journey), W, csc mmc get ngb tal sut, Y, c4 c9 c10

I am already working a 12 hour day when I include my train time into my working day. (41) 1, MEC, DGT, wk, MWK, amp, pmp, W, csc mmc get ngb, Y, c9

It would mean I am unable to attend my education, it is already a four hour round trip for me to attend Manchester university and only having four trains a day to Southport will mean I have to catch those earlier and later trains. I have often been at Oxford Road and Salford Crescent and either myself been unable to get on the first train (which only runs hourly anyway) or seen many people, up to 30+, unable to board the train. With only two services to and from Southport this will only get worse and make me afraid to be stuck in Manchester and unable to get home. (58) 1, SOP, MCO, ed, SWK, mrg, aft, W, csc mmc get tal, Y, c9

I have to catch a later train home from oxford road (78) 1, GAT, DGT, wk, MWK, amp (0647 ex GAT), pmp (1626), W, tal, Y, c9

I work a mile away from Oxford Road station so adding extra time to the train journey will make for an even longer commute. (146) 1, APB, MCO, wk, MWK OSA, amp (0743 or 0645 ex APB), pmp (1726 or 1826), W, csc mmc get tal, Y, c9

Appendix 2 – Survey Monkey questionnaire

This questionnaire was available from 17 May. The items in square brackets are the codes used to summarise the answers from each respondent in Appendix 2.

Q1: How many people in your household are you completing this survey for?

- One [1]
- Two [2]
- Three [3]
- Four [4]
- More than four [4+]

Q2: At which station do you USUALLY join the train?

- Southport [SOP]
- Meols Cop [MEC]
- Burscough Bridge [BCB]
- Bescar Lane, New Lane or Hoscar [MWL – minor W Lancs]
- Parbold [PBL]
- Appley Bridge [APB]
- Gathurst [GAT]
- Wigan (Wallgate or North Western) [WGW – or WGN if specified]
- Hindley [HIN]
- Westhoughton [WHG]
- Bolton [BON]
- Salford Crescent [SLD]
- Salford Central [SFD]
- Manchester Victoria [MCV]
- Deansgate [DGT]
- Oxford Street [MCO]
- Manchester Piccadilly [MAN]
- Manchester Airport [MIA]
- Other (Please specify) [Use 3 letter codes as required]

Q3: At which station do you USUALLY get off the train?

- AS Q2

Q4: What is the USUAL reason for your journey?

- Work [wk]
- Education [ed]
- Health (e.g. visiting hospital) [hl]
- Shopping trip [sh]
- Tourism [tr]
- Special events (e.g. Southport Flower Show) [ev]
- Visiting friends or visitors [fr]
- Sports events [sp]
- Connecting with another at Manchester Piccadilly [cm]
- Connected with another train at Wigan [cw]
- Catching a plane at Manchester Airport [ap]

Q5: When do you USUALLY make this journey? (Tick all that apply)

- Occasionally during the week (Monday to Friday) [OWK]
- One or two days every week (Monday to Friday) [SWK – some days of week]
- Most days of the week (Monday to Friday) [MWK]
- Occasionally on a Saturday [OSA]
- Most Saturdays [MSA]
- Occasionally on a Sunday [OSU]
- Most Sundays [MSU]
- Other [Free text]

Q6: At what time of day do you USUALLY start your outbound journey?

- Before 0900 [amp – am peak]
- Between 0901 and 1200 [mrg – morning]
- Between 1201 and 1600 [aft – afternoon]
- Between 1601 and 1830 [pmp – pm peak]
- Between 1831 and 2000 [evg – evening]
- After 2001 [ltr – later]
- If you have a regular time when you catch the train, what is it? OR Does your travel time vary? [Free text]

Q7: At what time do you USUALLY start your return journey?

- AS Q6 then
- If you have a regular time when you catch the train back, what is it? OR Does your return trip vary? [Free text]

Q8: What is your basic reaction to the new timetable?

- This timetable will make things better for me (or the people I am answering for). [B]
- This timetable will make things worse for me (or the people I am answering for). [W]
- This timetable will have no effect on me one way or the other (or the people I am answering for). [N]

Q9: In what ways do you think the new timetable will affect you? (Please select all that apply)

- It will give me more direct trains to where I want to go. [mdt]
- My time away from home will be shorter because there are more trains. [tas]
- The new direct link with Rochdale, Burnley and Blackburn will be useful to me. [dbu]
- The new direct link with Rochdale, Dewsbury and Leeds will be useful to me. [dlu]
- Changing trains at Salford Crescent will not bother me. [cnb]
- Changing trains at Salford Crescent will be inconvenient for me. [csc]
- Changing trains will be awkward because my mobility is impaired. [cma]
- I shall worry I shall miss my connection. [mmc]
- I will need to get an earlier train to ensure I am at work/college/hospital on time. [get]
- I shall worry I will not get back in time to pick up children from nursery or school. [ngb]
- My time away from home will be longer each time I make the journey. [tal]
- I will use the train less. [utl]
- I will stop using the train [sut]
- Please add any other ways the new timetable could affect you. [Free text]

Q10: Having seen this timetable do you think we definitely need a direct train service to Bolton, Deansgate, Oxford Road and Manchester Piccadilly?

- Yes. [Y]
- No. [N]
- No sure, let's see how this works [S]
- Have you any other comments about anything to do with the May 2018 timetable proposal? THANK YOU FOR YOUR RESPONSE. [Free text]

Appendix 3 – Questionnaire respondents

The respondents have been numbered in the chronological order in which they filled in the questionnaire. The codes are those set out in Appendix 1. The 'c' code indicates the respondent made a free text comment, followed by the question number to which their comment refers. Bold type is used to modify responses to what they can reasonably be interpreted as being.

- (1) 2, SOP, MCO, wk tr, SWK, amp (0820), pmp (1620), W, csc mmc tal utl, Y (+ airport)
- (2) 1, BCB, DGT, wk, MWK, amp, pmp, N, -, N, c10
- (3) 1, APB, DGT, tr, OWK, mrg, aft, W, csc mmc utl sut, Y, c9
- (4) 2, APB, DGT, wk, MWK MSA, amp (midday at weekends), W, csc mmc get ngb tal sut, Y, c9
- (5) 1, SOP, DGT, wk, MWK, amp, pmp, W, csc tal, Y, c9 c10
- (6) 1, PBL, MCO, wk, MWK, amp, pmp (1726), W, csc mmc get ngb tal sut, Y
- (7) 4, APB, MCV, fr, MSA, aft, ltr (varies), W, csc utl, Y
- (8) 1, HIN, DGT, wk sh tr, MSA, amp, pmp, W, csc mmc, ngb, Y
- (9) 1, APB, DGT, tr ev fr sp cm, OWK, mrg, aft, W, csc mmc tal utl, Y
- (10) 2, MEC, MAN, sh f rap, OWK OSA OSU, aft, ltr, W, dlu csc mmc tal utl, Y
- (11) 1, BCB, MCO, ed, SWK, mrg, aft, W, csc mmc get, Y
- (12) 3, BCB, -, wk, MWK OSA, amp, pmp, W, mmc ngb tal, Y, c10
- (13) 2, BCB, MCO, wk, MWK, amp, pmp, W, csc mmc get, Y
- (14) 2, APB, SFD, wk sh, MWK OSA, amp pmp, W, csc mmc utl, Y
- (15) 2, BCB, MCO, wek, SWK, amp, pmp, W csc get, Y
- (16) 4, RUF, OMS, ed ev, MWK, mrg pmp, W, mmc get, N (Preston-Ormskirk line)
- (17) 3, BCB, MCV, sh fr cw, OWK OSA OSU, mrg, ltr, N, dlu csc mmc, Y
- (18) 1, APB, DGT, wk, MWK, amp (0845 ex APB), pmp (1726), W, csc mmc get ngb tal utl, Y, c9 c10
- (19) 3, APB, SFD, wk, SWK, amp, pmp, W, csc mmc get ngb tal utl sut, Y
- (20) 1, HIN, WGW, wk, MWK, amp, pmp, W, tal, Y
- (21) 3, BCB, WGW, wk, OWK, amp, ltr, W, dbu dlu get utl, Y
- (22) 1, SOP, MIA, ap, OWK, mrg, ltr, W, csc mmc utl sut, Y
- (23) 1, BCB, MCO, wk, MWK, amp (0626 ex BCB), pmp (1626), W, csc mmc get ngb tal, Y, c9 c10
- (24) 3, MEC, MAN, wk, MWK, amp, pmp, W, dlu csc mmc, Y
- (25) 1, BCB, SFD, wk, MWK, amp (c 0700), pmp (c 1600), W, csc mmc get ngb tal sut, N, c9 c10**
- (26) 2, BCB, MCV, fr, OWK OSA, mrg, evg, W, utl, N
- (27) 1, SOP, MAN, tr cm, OSA, amp, evg, W, dbu csc, Y
- (28) 2, GAT, DGT, wk, OWK, amp, pmp, W, csc tal utl, Y
- (29) 4, GAT, MCV, wk, OWK, mrg, evg, W, csc mmc get ngb tal utl sut, N
- (30) 2, BCB, MIA, fr cw ap, OWK OSA, aft, ltr, W, csc mmc tal utl sut, Y
- (31) 2, APB, MIA, ap, OWK, mrg, pmp, W, csc, Y
- (32) 1, **BCB**, MAN, wk, MWK, OSA, OSU, amp (0733 ex BCB), pmp (1723), W, csc mmc tal, Y
- (33) 3, APB, MCV, w ked hl sh t rev fr cm cw ap, OWK OSA, mrg (depends on journey), aft (depends on journey), W, csc mmc get ngb tal sut, Y, c4 c9 c10
- (34) 3, APB, MAN, sh, OWK OSA OSU, mrg, aft, W, csc mmc utl sut, Y, c9
- (35) 1, MCO, APB, fr, SWK, ltr, mrg, W, csc mmc get tal utl, Y, c6 c9 c10
- (36) 2, PBL, MCO, wk, MWK, amp (0738 or 0841), pmp, (1726 or 1826), W, csc mmc get tal, Y, c9 c10
- (37) 4, APB, DGT, wk, MWK, amp (0719 or 0743 ex APB), pmp (1729), W, csc mmc get, Y, c7 c9
- (38) 2, APB, MAN, wk sh cm, OWK, amp, pmp, W, csc mmcget tal utl sut, Y

- (39) 1, GAT, MAN, wk, MWK, amp, pmp, W, csc mmc get tal, Y
- (40) 4, APB MAN, w ked, MWK MSA MSU (+ Bank Holidays), mrg (0943 ex APB), evg, W, csc sut, Y
- (41) 1, MEC, DGT, wk, MWK, amp, pmp, W, csc mmc get ngb, Y, c9
- (42) 1, APB, MAN, wk, MWK OSA OSU, amp, pmp (1622 or 1723), W, csc mmc get, Y, c9
- (43) 1, WGW, MAN, wk, MWK, amp, pmp, W, csc ngb tal, Y
- (44) 1, SOP, MAN, cm, SWK, mrg, ltr, W, csc mmc get tal utl, Y
- (45) 4, SOP, MAN, fr, OWK OSA OSU, mrg, ltr, W, dlu csc mmc get, Y, c7 c9 c10
- (46) 4, GAT, DGT, wk sh sp, MWK OSA OSU, amp, pmp, W, csc tal utl, Y
- (47) 1, APB, MCO, wk, MWK OSA OSU, amp (0645 ex APB), pmp (1626), W, csc mmc get tal, Y, c6 c9 c10
- (48) 2, WGW, MCO, wk sh tr fr ap, OWK OSA OSU, mrg, evg, W, csc tal utl, Y, c10
- (49) 1, APB, MCO, wk **sp**, MWK MSA OSU, amp (0641 ex APB), pmp (1626), W, csc cam mmc tal, Y, c5 c9 c10
- (50) 1, SOP, MIA, tr, PSA, mrg, evg, W, dlu csc utl, Y, c10
- (51) 1, WGN, MAN, wk, MWK, amp, pmp, W, csc mmc get tal, Y, c9 c10
- (52) 2, APB, MCO, sh fr cm ap, OSA OSU (+ Bank Holiday & Christmas), mrg, aft, W, csc mmc tal utl, Y, c9
- (53) 1, WGW, MCO, wk, MWK OSA OSU, amp, pmp, W, csc mmc get tal, Y, c10
- (54) 2, APB, MAN, fr cm (for Sheffield), OWK, mrg, aft, W, csc mmc ngb tal, Y, c9
- (55) 2, APB, MAN, tr, OWK, mrg, aft, W, csc, Y
- (56) 2, PBL, DGT, (Leisure, social, meetings), mrg, ltr, W, csc mmc get tal utl, Y, c10
- (57) 1, SOP, BON, w ked fr, MWK OSA, amp (0718 ex SOP), pmp (1645 or post 1830 ex BON), W, mmc utl, Y, c9 c10
- (58) 1, SOP, MCO, ed, SWK, mrg, aft, W, csc mmc get tal, Y, c9
- (59) 2, GAT, MAN, sh, MSA, mrg, aft, W, csc tal utl, Y, c9
- (60) 3, BCB, MCV, ed sh cw, MWK OSA, amp, evg, W, mmc, Y, c9 c10
- (61) 1, APB, MCO, wk, MWK, amp (0743 ex APB), pmp (1726), W, -, Y, c9 c10
- (62) 1, BCB, MCO, wk, MWK, amp (0733 ex BCB), pmp (1726), W, csc mmc tal, Y, c9
- (63) 1, APB, MAN, wk, MWK, amp, pmp, W, csc mmc, Y, c10
- (64) 1, MEC, HID, wk, MWK, amp, pmp, W, mmc tal, Y
- (65) 2, APB, MAN, wk sh ev fr, OWK OSA OSU, amp, pmp, W, csc cam mmc get tal, Y, c9 c10
- (66) 1, GAT, MCO, wk, MWK, evg, pmp (1626), W, csc mmc, Y, c7 c10
- (67) 1, PBL, MCO, wk, MWK OSA, amp, pmp, W, csc mmc tal, Y
- (68) 2, BCB, MIA, ap, OWK OSA OSU, mrg, pmp, W, csc tal, Y
- (69) 1, APB, MAN, wk, -, mrg (0946 ex APB), aft, W, get tal utl, Y, c9 c10
- (70) 2, PBL, DGT (& MCO), w ked, MWK, amp, pmp, -, csc get tal sut, Y
- (71) 2, MEC, -, wk, SWK, amp, aft (varies due to work pattern), -, dbu dbl cnb mmc get, Y
- (72) 4, PBL, MAN, she v fr sp cw ap, OWK OSU, amp, pmp, W, csc tal utl, Y
- (73) 1, WGW, MCO, wk, MWK, amp, pmp, W, ngb, Y
- (74) 2, SOP, MIA, ap, OWK, mrg, pmp, W, csc tal utl, Y
- (75) 2, APB, DGT, she v, mrg, evg, W, csc cam, sut, Y
- (76) 1, MEC, MCO, wk, MWK, amp, pmp, B, mdt tas csc ngb, Y
- (77) 1, APB, MAN, wk, MWK, amp (0645 ex APB), pmp (1622), W, ngb tal, Y, c9 c10
- (78) 1, GAT, DGT, wk, MWK, amp (0647 ex GAT), pmp (1626), W, tal, Y, c9
- (79) 1, BCB, SFD, wk, MWK, amp, pmp, W, csc mmc tal utl sut, Y
- (80) 1, GAT, MCO, wk, MWK, amp (0649 ex GAT), pmp (1626), W, csc mmc get tal, Y
- (81) 1, WGW, MAN, tr ap, - (few times a year), mrg, aft, W, csc mmc utl, Y
- (82) 3, PBL, MCO, hl, MWK, amp, pmp, W, csc cam mmc get ngb, Y, c10

- (83) 4, BCB, MAN, -, -, amp, pmp, W, -, Y, c10
- (84) 2, HIN, MAN, wk sh t rev sp cm ap, MWK MSA MSU, amp (0758 ex HIN), pmp (1622), W, csc mmc get ngb tal, Y
- (85) 2, BCB, MCO, wk, MWK, amp, pmp (1626), W, csc mmc ngb tal, Y, c10
- (86) 1, MEC, MCO, wk, -, amp (0725 ex MEC), pmp (1726), W, csc, Y, c9 c10
- (87) 2, APB, MAN, wk, MWK, amp, pmp, W, csc mmc get ngb tal, Y, c10
- (88) 2, PBL, - (SLD up to MAN), tr cm cw sh fr hl, SWK, mrg (or aft), pmp, W, csc, Y, c9 c10
- (89) 1, MEC, BCB, tr, OWK, mrg, ltr, -, csc, Y
- (90) 1, MEC, MCO, wk, MWK, amp, pmp (1622), W, csc tal, Y, c10
- (91) 1, MEC, MCO, wk, MWK, amp, pmp, W, csc get ngb tal utl sut, Y
- (92) 1, BCB, MCV, wk, MWK, amp, pmp, W, get, Y
- (93) 1, MEC, MCO, wk, MWK, amp, pmp, W, csc ngb tal utl sut, Y
- (94) 1. SOP, MCO, wk, MWK OSA OSU, amp, pmp (varies due to work pattern), W, mmc get ngb tal, Y
- (95) 1, BCB, MCO, wk, MWK, amp, pmp, W, csc mmc get tal utl sut, Y
- (96) 1, BCB, MAN, wk, MWK, amp, pmp, W, csc mmc tal, Y
- (97) 2, SOP, MIA, ap, OWK OSA OSU, mrg, pmp, W, cam utl, Y, c10
- (98) 1, APB, MCO, wk, amp, pmp, W. csc cam mmc, Y
- (99) 2, BCB, MCO, wk, OWK, amp (varies), pmp, W, csc mmc tal, Y
- (100) 1, SOP, MAN, m pap, OWK OSA, mrg, pmp, W, csc tal, Y
- (101) 1, GAT, MAN, wk, MWK, amp, pmp, W, csc mmc tal, Y, c9
- (102) 1, BCB, MCO, wk, MWK, amp, pmp (varies due to work pattern), W, csc cam mmc get tal, Y, c10
- (103) 1, MEC, MCO, wk, MWK, amp, pmp, W, csc mmc get utl, Y
- (104) 1, SOP, MAN, sh tr cm ap, OWK, mrg, pmp, W, csc mmc, Y
- (105) 1, BCB, MAN, sp, OWK MSA, aft, pmp, W, csc mmc tal utl sut, Y
- (106) 2, MEC, MAN, cm, OWK, amp, pmp, W, csc cam, Y
- (107) 1, SOP, DGT, sp, OWK OSA, mrg, evg, W, utl sut, Y, c9
- (108) 1, **BON**, MCO, wk, MWK, amp, pmp, W, csc get tal, Y
- (109) 2, SOP, MIA, ap, OSA, amp, ltr, W, sut, Y
- (110) 1, WGW, MIA, ap, **OWK**, mrg, evg, W, csc get tal utl, Y
- (111) 1, SOP, BON, fr, OWK, mrg (0924 or 1024 ex SOP), aft (1545 ex BON), W, mmc tal, Y, c9 c10
- (112) 1, MEC, MAN, wk, SWK, amp (varies due to work pattern), pmp (varies due to work pattern), W, dlu csc mmc tal, Y
- (113) 1, APB, MAN, wk, MWK, amp (0722 or 0745 ex APB), pmp (1722 or 1822 ex MAN), N, -, Y, c10
- (114) 2, APB, MCV, sh, MSA, mrg, pmp, W, csc mmc utl, Y, c10
- (115) 1, SOP, DGT, sh fr, SWK OSA, mrg, evg, W, csc, Y
- (116) 2, MEC, MAN, fr cm, OWK OSU, mrg, pmp, W, mmc tal, Y, c9
- (117) 2, SOP, MCV, wk, MWK, amp, pmp, W, tal, Y
- (118) 1, SOP, WGW, cm, OWK, mrg, aft, N, dlu, N
- (119) 2, BCB, CBG, fr, OWK, mrg, aft, W, dlu csc ngb, N
- (120) 2, PBL, MAN, cm **ed hl ap**, SWK, mrg, pmp (varies due to travel pattern), W, csc mmc, tal, utl, Y
- (121) 1, SOP, MAN (**to SHF**), wk cm, SWK, amp, pmp (1702 ex MAN), W, csc mmc get tal, Y, c9 c10
- (122) 1, SOP, MAN, wk, OWK, aft (varies due to work pattern), pmp (varies due to work pattern), W, csc get tal utl, Y, c10

- (123) 1, MEC, MCO, wk sh ap, MWK OSA OSU, amp, pmp (1726 ex MCO 1707 ex ? via SLD)
- (124) 1, SOP, MAN, cm, OWK OSA, mrg, ltr, W, csc, Y, c10
- (125) 1, MEC, MCO, ev, OSA, aft, ltr, W, csc mmc utl, Y
- (126) 2, APB, MAN, wk, OWK, amp, pmp, W, csc utl, Y
- (127) 1, APB, MCO, wk, MWK OSA OSU, amp (0645 ex APB), pmp (1626), W, csc mmc ngb tal, Y
- (128) 1, MAN, SOP, w ed cm, MWK, amp, pmp, W, dlu sut, Y
- (129) 4, MEC, MAN, sh cm ap, MWK MSA MSU, mrg (varies due to travel pattern), aft (varies due to travel pattern), W, csc cam mmc ngb tal utl sut, Y, c9 c10
- (130) 2, APB, MCO, sh fr, OWK, mrg, aft, W, csc tal, Y, c10
- (131) 1, MEC, MAN, wk, OWK, amp, pmp, W, dlu csc mmc get utl sut, Y
- (132) 4+, MEC, MAN, wk, MWK OSA, amp, **evg**, W, csc mmc ngb tal utl sut, Y
- (133) 1, MEC, MAN, wk, MWK, amp, pmp, W, tal, Y
- (134) 1, MEC, MCO, wk, SWK, amp, pmp, W, csc mmc get tal utl sut, Y
- (135) 4, SOP, MIA, wk tr, MWK, mrg, pmp, W, csc mmc tal sut, Y, c10
- (136) 1, SOP, MCV, wk, OWK, amp, pmp, W, csc sut utl tal get mmc, Y, c9
- (137) 1, MEC, MIA, wk, MWK, amp, pmp, W, csc mmc get tal sut, Y
- (138) 1, BCB, MAN, sp, OSU, aft, pmp, N, cnb dbu, Y
- (139) 1, PBL, SFD, wk, MWK, amp, pmp, W, csc, Y
- (140) 1, SOP, MAN, sh tr ev, OWK OSA, mrg, evg, W, tal utl mmc csc, Y
- (141) 3, MEC, MCO, wk tr cw, OWK OSA OSU, mrg, evg, W, mdt mmc utl, Y
- (142) 1, BCB, MCO, wk, MWK, amp (0635 or 0733 ex BCB), pmp (1626 or 1726), W, csc get ngb tal, Y
- (143) 3, BCB, MCO, wk, SWK, amp, aft, W, csc mmc tal utl, Y
- (144) 1, BCB, MAN, wk, MWK, amp (0733 or 0837 ex BCB), pmp (1622), W, csc mmc get tal, Y, c10
- (145) 2, PBL, MIA, wk, MWK OSA OSU, amp (varies due to work pattern), evg (varies due to work pattern), W, dbu csc mmc utl, Y
- (146) 1, APB, MCO, wk, MWK OSA, amp (0743 or 0645 ex APB), pmp (1726 or 1826), W, csc mmc get tal, Y, c9
- (147) 1, BCB, MCV, wk, MWK, amp (0710 ex BCB), pmp (1710), W, -, N, c9
- (148) 1, GAT, MCO, wk, MWK, amp, pmp, W, csc mmc get ngb tal, Y, c9
- (149) 2, -, MIA, sh ap, OSA, mrg, pmp, B, mdt tas dbu, Y
- (150) 1, BCB, DGT, wk t rap, MWK OSA OSU, amp (0733 ex BCB, weekend varies), pmp, W, csc cam mmc ngb, Y, c9
- (151) 1, MEC, MAN, wk, SWK, amp, pmp -, dbu csc, Y, c9
- (152) 1, APB, MCO, wk, MWK, amp (0743 ex APB), pmp (1726 usually), W, csc mmc get ngb tal utl sut, Y
- (153) 2, PBL, MCO, wk, MWK, amp (0740 ex PBL), pmp (1626), W, csc mmc ngb, Y
- (154) 2, SOP, -, sh t rap, -, mrg, -, W, tal, Y
- (155) 2, BCB, MAN, ev, OWK, mrg, aft, W, cam, Y, c9 c10
- (156) 1, BCB, BON, wk, SWK, amp, pmp, W, get tal utl, Y, c10
- (157) 1, APB, MCO, wk, MWK, amp (0645 ex APB), pmp (1626), W, sut tal, Y, c10
- (158) 1, BCB, MAN, wk, MWK, amp (0635 or 0735), pmp (1622), W, mmc get tal, Y, c10
- (159) 4+, SOP, MAN, wk ed tr ev cm cw ap hl, SWK OSA OSU, mrg, mrg, W, csc mmc ngb utl dbu
- (160) 2, SOP, MAN, sh sp ap, OWK OSA OSU, mrg, evg, W, csc mmc tal, Y
- (161) 3, SOP, MAN, tr sp cm ap, OWK OSA OSU, mrg, pmp, W, mmc csc dlu, Y
- (162) 1, SOP, MCV, sh, OWK OSA, mrg, ltr, W, utl, csc, Y

Appendix 4 – Comments made on OPSTA web site

The names of those who have responded have been removed but are on file at OPSTA.

Comment 1

Home town/village: Bispham Green

Station normally used: Parbold

Usual journey (going to, purpose, services used, by how many in household or group): Parbold to Manchester Oxford Rd (6.40 / 7.37 departure from Parbold) and Manchester Oxford Rd (regularly using all trains from 6.24 - 10.40 departure).

I object to the proposals. I currently use this service every day to commute from Parbold to Manchester Oxford Road to work in St Peter's Square, Manchester.

The very high level plans which have been outlined so far indicate that from 2017 onwards my nearest station in Manchester will be Salford Central which is a 15 minute walk from St Peter's Square, and further to this I may only be able to access this via connecting trains. This compares to a direct service into Manchester Oxford Road which is less than a five minute walk from St Peter's Square.

The prospect of a 15 minute walk to/from Salford Central, in addition to having to change trains, would make the commute beyond what is reasonably manageable on a daily basis.

The current line is a significant asset to the rural community in the stations beyond Wigan and I cannot possibly see the benefit of providing a reduced service.

The closure of this line would have the following effects:

- Increase overcrowding on already very busy trains (the morning trains from Parbold is full every day from Gathurst onwards)
- Push more people into driving rather than taking the trains due to the lack of flexibility and the absence of a service into the south side of the city centre. This is particularly unpalatable given the current motorway system to Manchester from West Lancashire is not sufficient to serve the existing volume of traffic.
- Threaten the local economies of villages such as Parbold, Appley Bridge and Burscough as people will no longer be able to reasonably commute from these areas and as such will be forced to relocate. This is particularly notable given the significant investment in the St Peter's Square location of Manchester which is to become the hub of legal, accountancy and professional services firms in the city.
- Threaten productivity and reduce growth in West Lancashire as businesses no longer have strong links to Manchester Airport

Furthermore, this action would be contrary to all plans outlined by politicians and significant business leaders in respect of future economic growth in the North.

- The closure would contradict all government plans in the creation of a Northern Powerhouse – in particular I reference the latest budget which included considerable plans to improve transport networks across the North. The closure of the Southport – Manchester Oxford Road line is clearly a backwards step in this aim.
- The closure would contradict recent statements from the Chief Executive of Manchester Airport which stated “transport links should be good enough so that every business in the north is within one hour of Manchester Airport”.

I also understand the planned closure goes against all evidence gathered as part of recent passenger surveys conducted on this line and will have a negative impact on over 500 rail commuters travelling daily on a direct service from Southport to Deansgate, Oxford Road and Piccadilly.

The closure of this line would have a significant, and in many cases, life-changing impact on the individuals who rely on this service for access to the job opportunities Manchester has to offer. It would also have a damaging effect on the local economies of the rural villages in West Lancashire and act as a considerable blockade to future growth in the region.

Comment 2

Lack of direct trains to Oxford Road/Piccadilly will result in:

Shoppers being discouraged from travelling to Mcr.

Workers being much inconvenienced by extended journey times.

Benefits accruing from Metro tram improvements [second line] being immediately cancelled out by additional journeys for workers.

I noticed in the summarised timetable that a 12 minute connection between the 2 stations at Wigan is given. It's not clear from the summary if this connection couldn't be more easily made at Hindley on the same platform, assuming that the trains concerned stopped there. I always thought it was a weakness of the present timetable that through trains from Southport made the calls at Hindley and Westhoughton, while other trains starting at Wigan ran fast to Bolton. It seems the wrong way round.

For me the half-hourly through service to Todmorden will be a big gain, but one that comes at a high price, since I also travel regularly to Derbyshire (Buxton and the Hope valley), and these journeys will be much less easy.

Comment 3

You are doing a great job but we seem to be stuck with government transport policies that fail to encourage train travel.

Fundamentally the main problem is the failure of Aviva to meet any vision that train travel to Manchester Airport (and also to Piccadilly) is both good for passengers and also the environment.

Thus "profit" takes precedence to "service"

Comment 4

Home town/village: Shevington

Station normally used: Gathurst

Usual journey: Gathurst to Manchester Piccadilly Monday to Friday for work - 1 person

I have used the Gathurst to Manchester Piccadilly service for the last 17 years and seen a steady increase in passenger numbers, carriages increased from 2 to 4 which are still packed to capacity, old, small and dirty on outward and return journeys. Still find it unbelievable that a train leaving Manchester Piccadilly at 17:23 does not stop at Gathurst - peak travelling time for commuters. To have anything like a sensible journey home I either have to take the 16:22 or 18:22 from Piccadilly.

The only reason Manchester Victoria could be more popular than Manchester Piccadilly at the weekend is due to lack of direct services to Manchester Piccadilly. As ever, the needs/finances of the train operators are being put before the paying customer.

Comment 5

Home town/village: Appley Bridge

Station normally used: Appley Bridge

Usual journey : Travelling to Man Pic for work, shopping and evening shows

The services connecting Southport and Man Pic at the moment work well enough.
The proposed new timetable significantly reduces the convenience of travel.
If it is introduced I will use the car instead.
I can afford to travel by car or train.
I would prefer to support train use but this kind of 'improvement' is clearly aimed at profits not service and I won't contribute.

Comment 6

There are terrible problems at the moment with Victoria closed. I am thinking of retiring as the journey is so awful. The staff do not help and management look incompetent. Oxford Road is an accident waiting to happen. A terrorist incident or a fire would cause havoc. I think it should be modernised with perhaps Deansgate taking more thru traffic. The rolling stock is awful with the heating on in summer on the Pacers. It is not worth the price.

Comment 7

Home town/village: Southport

Station normally used: Meols Cop

Usual journey (going to, purpose, services used, by how many in household or group): Work in Manchester, travel daily to Manchester Oxford Road,

What I cannot understand is that if the economic and social case was made for Southport/Wigan/Bolton/Manchester to score highly (2nd or 3rd placed?) in the now 'stalled' second tranche of Rail North electrification then why doesn't that same methodology definitively make the case for the retention of the present service frequencies. It seems madness that different methodologies seem to be used for franchise bidding and infrastructure upgrading.

Keep up the good work. It is disappointing it won't go through to the airport, but I know so many people from Southport who drive to/from the airport. Complete madness for flights arriving/departing for the major part of the day.

Comment 8

Having seen the draft timetabling of the two inbound and outbound services running all the way from Southport to Piccadilly, I do have a bit of feedback.

The decision to run two evening services departing Piccadilly at 17:15 and 18:15 is good, however, the peak in demand begins much earlier than this. I regularly switch between the current 16:22, 17:23 and 18:22 services out of Piccadilly, and I know that there is just as much demand for the 16:22 service as there is the later ones.

This makes sense, as the first morning inbound service currently arrives into Piccadilly at 07:35, and assuming that most commuters work for the standard 7.5-8 hours, all of those passengers will begin their journey home around 16:00. So why would Northern propose an early morning service running from Southport, only to have those commuters wait until 17:15 to leave Manchester in the evening?

In the absence of an all-day everyday service, it would be my suggestion that a third evening service, departing Piccadilly around 16:15 was added in addition to the current draft to catch those early passengers.

Comment 9

I commute from Burscough Bridge to Manchester Oxford Road for 7am - 7pm and 7pm - 7am shifts at an I.T. Company called Ans any changes to this service would mean I could not get to work as I rely on the train service to get into the right part of the city on an already long

journey and do not drive. there is a lack of these types of I.T companies outside of Manchester also so this would be absolutely terrible for me.

Comment 10

I write to raise the issue of the proposed wholesale cessation in services from Parbold to Manchester Piccadilly.

Both my husband and I use this service to travel in and out of Manchester Monday to Friday for work. Whilst my husband always catches the peak train in, he is a solicitor and is often required to work well past 5pm. Last night for example, he caught the last train home. He therefore usually takes an off peak train home.

As I am a self-employed barrister, I use a combination of peak and off peak trains to travel in to Manchester, as my court cases are listed any time between 10am and 3pm. I am also often required to work late in chambers, and therefore when working in Manchester (the majority of the week) I will also use the off peak service to return to Parbold.

In addition, my husband's family live in London. We regularly travel down from Manchester to London on Friday night and return on Sunday. The London Euston train goes from Piccadilly and therefore on the return leg of the journey, we get the train back to Piccadilly and then join the train to Parbold at Piccadilly.

The impact of a cessation of services or even a reduction in that service will be profound for us and the high number of other commuters that live West of Wigan.

In addition, I would wish it to be noted that the train service from Parbold on either line is insufficient given the number of commuters. The train is always extremely busy and at times I have not been able to get on at all. Given the train out of Salford central or Deansgate is one per hour, it means if one has committed to a station, one has to wait another hour to get on the next service. Please could increasing the number of carriages be considered. At peak times and other very busy times there are often only 2 carriages.

Comment 11

For those living in Southport this is a TOTAL DISASTER. Nothing at all to celebrate about! My working arrangements are flexible and I have disability issues. I work at MMU as a Senior Lecturer in Accounting and Finance. When I take evening classes I usually go into work around midday.

I also study in the evenings. How will I now get home if there is no direct service?

One of my conditions is Chronic Fatigue Syndrome, so any lengthening of journey time will effectively force me to become economically non-productive, with all that may entail in terms of health issues and associated costs.

It doesn't surprise me as from the moment GMPTE wrote that report (2012-2014?) about the Ordsall chord and put the Southport service at the bottom of their priority list the writing was on the wall.

Comment 12

My wife and I travel twice a month from Meols cop to see our grandchildren in chapel en le frith Derbyshire, we get the train from Meols cop to Manchester Piccadilly, we get the 09.12 which gets into Piccadilly at 10.36 we then get the Buxton train, which is hourly, at 10 mins to the hour, we have 14 minutes to change trains, if the changes proposed come into force, and we have to travel to VICTORIA then cross the city to catch the Buxton train, we couldn't do it in 14 minutes so we would have to wait an hour, this would make what already a long journey even more tedious, if this plan does come into force, we will have to consider buying a car, we genuinely hope the changes don't come in effect and so do our grandchildren.

Comment 13

I am totally against the proposed changes to the timetable changes proposed by Northern Rail.

I am a wheelchair user and this will add more distress and pain to an already difficult journey.

As we don't have a car, trains are our main way of travelling around the country.

We usually only get trains to Manchester Piccadilly. Now getting on and off at Salford Crescent will add to everyone's journey time, but ours will be worse. We usually have to wait for people to get off and until a ramp is provided.

You are also talking about getting rid of guards.

Why can't you just leave it all alone?

Comment 14

I work varying hours in the day and evening – all services should call at both of these stations

Appendix 5 – Comments from business leaders in Southport

"As a town, Southport is facing many difficult challenges. To attract new investment and maintain successful businesses Southport needs the best possible connectivity. Manchester is the biggest city economy outside London and is barely 30 miles away. The idea of cutting back rail services is ludicrous; we must retain and improve our direct links with the south side of Manchester and the airport."

Agnes Ng, Director of Southport Business Improvement District

"We believe the direct rail link from the south side of Manchester to Southport is essential. We attract over 50,000 visitors to the Southport Flower Show every year, many of them from across Greater Manchester. It makes sense to encourage more and more of them to come by train."

Ray Roukin, General Manager of the Southport Flower Show

"Clearly the connection with Piccadilly/Oxford Rd is extremely important to us bearing in mind our new office is on Charlotte St."

Ed Fletcher – Fletchers Solicitors

"Losing the regular train service from Manchester Piccadilly and Manchester Airport would be extremely detrimental to the town of Southport. At Pleasureland we have a great many people who regularly travel here by trains served by these lines and any reduction or loss of these important links will impact Southport's tourism industry and the town as a whole. We strongly urge the powers that be to reject this proposal."

Norman Wallis, Managing Director, Southport Pleasureland

"Southport is a key economic driver in the northwest region as a tourist, leisure, and shopping destination. Crucial to Southport's success is quick access from the Greater Manchester conurbation to the town by road and rail. Improvements to the existing Manchester to Southport rail service (including shorter journey times, increased frequency, better quality rolling stock, and upgrades to Southport station) will undoubtedly help encourage and attract more visitors and shoppers and create more investment opportunities in the town."

Hugh Evans, Chief Executive Southport Business Improvement District