

Mytholmroyd Station Partnership

Trade-offs Questions

TO1: What are your views on increasing below-average fares over time to levels typical on the rest of the network in order to improve the frequency, capacity and quality of local services? Do you have any evidence to support your views?

There is a vast difference between the frequency, capacity and quality on the network - now and forecast.

One measure of value would be average earnings in the respective regions.

Another way would be compare the weekly season ticket with the weekly rental for a family house.

Here in Mytholmroyd the ratio of ticket price to rental is around 23%. Knebworth roughly the same distance from the employment area it is 24%.

One could argue that the fare levels are compatible between the North and South.

TO2: What are your views on giving priority to improving the quality of the Northern rolling stock at the expense of some reduction in lightly used services (e.g. fewer calls at low-use stations)? Do you have any evidence to support your views?

Based on the (very simple) analysis above, it could be argued that the quality of rolling stock should be improved throughout the network. Need to ascertain the reason for lightly-used services – is it due to the existing quality of what is provided?

TO3: What are your views on allowing some reduction in the hours ticket offices are open and staffed if this is accompanied by the ability for passengers to have widespread access to ticket buying opportunities (e.g. through new and improved approaches such as smart ticketing, increased advance purchase ticketing or via mobile phones), adequate measures

It is vital that the ticketing system has to be simplified and that Smart systems are *customer-friendly*.

From anecdotal discussions, the Dutch OV Chipkaart is far from popular with the travelling public.

Community rail and other partnerships question

COM1: How can local communities, local businesses and other organisations be further stimulated to play an active part in the running of Northern and TPE rail services, including at stations?

The existing Northern Rail Stakeholder Manager system and pro-active Station Manager has been beneficial and supportive of our voluntary work.

A clearer understanding and guidance on how train services and stopping patterns are decided would be useful.

Likewise, the division of responsibility between the TOC and Network Rail needs clarification before local communities and businesses can be confident and effective on their stations.

COM2: What opportunities are there for Community Rail Partnerships to expand their role and range of activities?

Possibility of a concession for service enhancement.

Future impacts on demand question

FID1: What factors may impact on demand for travel on the new Northern and TPE franchises? Please provide any evidence you may have.

Recent spot survey at the station suggests a tendency for journeys necessary only 2 or 3 times a week and the trend towards more flexible work hours.

Door-to-door journeys -questions

DTD1 What are your proposals for providing passengers better and safer access to different modes of transport at stations (including bus, tram, cycling and walking?)

Need for improved car parking.

To restore confidence on the reliability and punctuality of the rail and connecting bus service.

DTD2 How do you suggest your proposals to improve the door-to-door journey experience might be funded?

Needs to be included in an area-wide review of transport requirement. Will a Ring and Ride bus service from the station be better value than major road improvements?

Northern TSR consultation questions

NTSR1: Please indicate, with evidence where available, where passengers would be better served, and revenue increased, by:

Reducing the number of calls at low-use stations?

Need to define low-use and why they are?

Increasing frequencies on busier sections of routes or at busier times?

Yes

Speeding up the service for longer-distance passengers?

Yes

Improving connections with other services where there is evident demand?

Yes

Adjusting train services to meet seasonal changes in demand?

Yes – and weekend services to be enhanced both in terms of frequency and capacity.

Adjusting the time of the first/last train?

Yes – throughout the week.

NTSR2: Please set out, with evidence where available, any other approaches that might improve route utilisation and make better use of existing resources on the Northern franchise.

Existing Absolute Block signalling needs to be modernised.

Use of turn-back crossovers at Hebden Bridge and Todmorden – for both East and Westbound services.

NTSR3: Please indicate, with evidence where available, where services should be improved on weekends, resources permitting.

Saturdays have been the busiest day in West Yorkshire for generations. Train capacity should not be reduced.

Sundays – need to reflect the changed social demand for retail/leisure with a normal weekday service with reasonable early and later services.

NTSR4: Please indicate, with evidence where available, where weekend services provide poor value for the subsidy required to operate them?

Need to assess the whole area transport demand structure and subsidies including private road user costs.

OTH1: Do you have any other views on the future of the Northern and TPE franchises that you would like to set out?

Please refer to the detailed aspirations outlined below which we consider would enhance the travel experience for present and future users..

Ideas for the 10 years from 2016.....

Our suggestions are outlined in RED

With comments, explanations and business case in GREEN

Organisation

Line management – to have one manager responsible for the marketing and operations from Leeds to Manchester and Blackpool together with the new Tod Curve services.

Marketing and Operations under one management and discard the old regional boundaries – for fares and operations.

Our train services are still governed by the old Manchester and York offices.

Hebden turnbacks should start from Todmorden.

Rail Alliance – Train Operating Company and Network Rai – TOGETHER!

If this (united) organisation has been successful on South West Trains, useful to include in the new franchise.

Practical Open meetings for real rail users

Held at venues and times to suit the users, at least annually for an opportunity for rail users to express their individual concerns in a controlled environment

Annual seminar for station and user group representatives.

To discuss and liaise with the Line Management (and perhaps Network Rail, Rail North and Alliance Trains) issues concerning performance and future train/passenger services.

Mytholmroyd Station

Entrance / Information

Regeneration (or demolition) of the empty listed station building.

Currently a plan to renovate by the local community.

Remedial work inside the viaduct arch – to deal with the litter and pigeons

Litter has been left since the emergency fencing was installed under the viaduct arch. Pigeons continue to be a nuisance.

Customer Information Screen (CIS) at both entrances – showing all current departures.

A useful New Road location is outside the linkage with the present CIS arrangements – needs to be adjusted to obviate passengers having a long walk to the platforms to find if their train is running. Possibility of the local community having a ticket/information point in the Old Building will need real-time train running information.

Up-to-date ‘Your Onward Journey’ maps on each approach path – showing a comprehensive village plan with all street names as well as onward bus connections.

Presently only the Mytholmroyd Walkers’ map shows any meaningful information. Possibility of a joint approach between the TOC and local community for improvements

Visitor / Exit/ onward journey

Up-to-date railway information – at least 6 posters cases on each approach.

Station Specific timetables on approaches and platforms.

Currently, due to lack of frames - useful rail traffic posters are not displayed at Mytholmroyd. Retain Station Specific timetables.

Approach paths

Manchester side

Complete segregation of the Cycle Route from the path used by train passengers.

Very much dependent on how society develops over the next 15 years. Will it be that individuals become more responsible for their own actions – or will it still be a growing state of litigation?

If the latter, then the railway will have to protect under owners liability as Route 66 becomes more popular with racing cyclists.

If this is not possible – active CCTV coverage of all the station approach with obvious and adequate signs warning non-compliant cyclists.

Leeds side

Measures to deter vehicles driving and parking on the pavement.

A car park in the top yard and traffic management plus re-surfacing should solve this.

Car park

A car park (or at least a properly surfaced approach road on the Leeds side)

More parking and improved surfacing of parking space.

94 space Car Park and a step-free footbridge between platforms

Depending whether the Hebden Bridge car park can be expanded, there is a need in the upper valley for extra car parking for train users. Parking on the main road at Hebden Bridge is becoming more than just a nuisance. Recent survey suggests over 10% of Mytholmroyd rail users prefer to park at Hebden Bridge because of the frequency of the rail services compared with Mytholmroyd and the risk of not finding a space here. The net increase in car park spaces should generate traffic for two extra stops in morning services to Leeds and one train to Manchester.

Footbridge ? A few existing car users are known to cross the tracks between the Mytholmroyd platforms because of the long walk round from Platform 1.

Security / CCTV / Help Points inc punctuality enquiries

Improved CCTV coverage (to include the unused sections of platform on the viaduct)

Improved fencing at the west end of both platforms to reduce access for trespassers to paint graffiti on the platform fences on the viaduct

On-going problem at the West-end with trespassers on the viaduct which is very narrow and causes express drivers problems.

The East-end ramp has been known to be used by local dog-walkers for an easy route. Signage provided by Network Rail has helped, but not solved this dangerous trespass. Network Rail are presently looking into the possibility of installing anti-suicide pads (made by Rosehill of Sowerby Bridge).

Help Point / public telephone on each platform

Would be desirable in order to re-assure passengers during service disruptions.

Passing trains

Visual and audible warnings when trains are passing through – narrow platforms.

Notwithstanding Part 6 of the Railway Group Standard GI/RT7016 which specifies the minimum requirements before yellow lines are required – the number of occasions when freight trains of up to 2,000 tons pass through at speeds close to 60 mph should be considered.

A suitable warning on the public address could be triggered by the same transponder that activates 'Train Now Approaching Platform x' together with the CIS screens flashing a similar warning for those with hearing problems.

Platform-train information

CIS showing real-time information – which do not delete trains running more than 5 minutes late from the screen.

These are improving, but are unreliable especially during times of disruption in the Manchester direction.

Ticket facilities

A ticket machine on the Manchester platform

Increasing number of Manchester-bound passengers consider it is necessary for them to walk all the way round to the Leeds shelter TVM for a ticket in order that they may legally board their train.

Clarification of legal requirement to have a ticket before boarding – as the machines are Card only. Adequate notices on station and TVMs

National Conditions of Travel – Ticket machines that do not accept cash?

Retention of trained ticket/enquiry staff at Hebden Bridge, Todmorden and Halifax

Not everyone has internet access and the ticketing system is far from 'simple'.

Community-based retail facility

Possible use of renovated station building for simple ticketing and enquiry services undertaken by the local community group that is hoping to lease the building.

Shelters

Improved waiting room facilities ie an extra shelter or better/bigger shelter.

Platforms /seats – at least 12 seats on Leeds side and 8 seats on Manchester with some protection from rain.

Basic outdoor seating required on both platforms – shortage gives some the excuse to sit on the platform edges.

4-seat Perch Seats suitable for the narrow platforms cost around £500 – but would give those who sit on the platform edge no excuse in future.

Calder Valley Train services

Modernisation of signalling systems – Sowerby Bridge to Hebden Bridge and Rochdale to Manchester.

This is in the York Centre Plan but should be commissioned before the diversions off the Huddersfield line electrification caused disruption along the Calder Valley.

Seven-day week train service – to reflect changes in society.

Saturday, and perhaps Sundays should not be deemed less essential than weekdays – Saturday has traditionally been the busiest day of the week in West Yorkshire.

First and last services throughout the week should reflect the early morning and late night inter-city services at Leeds.

Late-night services from Leeds and Manchester chartered by the venues?

2014 service frequency and stopping pattern to be maintained – and enhanced where it can be shown to be beneficial.

Need for a upper valley traffic survey – to establish the current demand for any trips – by foot, bus train etc. Resources to be applied accordingly..

Passenger loops to facilitate overtaking trains – unless electrification is planned in CP6.

Line capacity could become an issue with the proposed express passenger and growth in freight trains.

Future express services to stop at Hebden Bridge and Todmorden.

A Cost/Benefit of the value of a sub-60 minute transit from Bradford to Manchester versus the traffic generation from the Calder Valley stations.

Selective additional stops to/from Halifax and Bradford

At least one extra peak-time service via Bradford in the morning and evening. Retail and employment developments are taking place close to the stations at Halifax and Bradford

Realistic connections times at Hebden Bridge and Sowerby Bridge Mytholmroyd passengers onto and off the Fast and Semi-fast services.

Provision of step-free footbridges at Hebden Bridge and Todmorden to enable easier transfers to/from Fast services and trains to East Lancashire via the new curve.

Newer trains

Replace the 14x Pacer units

While there has been improvements in some of the seating, the Pacers are inflexible with regard to coupling to other trains for strengthening.

Peak hour services, and weekend trains – minimum of 4 cars.

Replacement units should have through gangways so that revenue protection staff can check all the train and not be restricted to the rear coaches for door-control purposes.

Train service Outbound

One extra train per hour to and from Halifax.

Depending on Car Park outcome – train service during morning peak to reflect that of Hebden Bridge.

Overspill car parking at Hebden Bridge is partly due to the greater frequency of trains from Hebden Bridge. A car park at Mytholmroyd would require a similar or preferable the same stopping frequency as Hebden Bridge – during the peak hours.

Train service inbound

One extra train per hour to and from Halifax and Bradford.

To identify which trains will justify a stop at MYT.

Mytholmroyd – major employment centre with catchment area now extending from Bradford, Dewsbury, Spen Valley and Brighouse. Greater Manchester stations have a peak-hour service – unlike the potential source of labour from Burnley and Blackburn - without a direct train service from the East Lancashire line to Preston.

Local Community Focus

Commitment to liaise with the local community stations with regard to providing the young people/schools with meaningful work experience and mentoring.

Mytholmroyd Station Partnership is currently involving the senior student department of Calder High Academy with regard to becoming Trustees for the Station Building project and possible market research work experience.

Further enhancements to this by the TOC would be most welcome.

Commitment to allocate at least £5,000 (in 2016 values) per year to every community rail groups for the local communities) to spend on improvements at stations.

Mytholmroyd Station Partnership members currently spend over 1,000 hours enhancing the station and surrounding area together with projects involving the local community. This is currently recognised and appropriate support has been provided.

Need for heavy-duty assistance with the heavy vegetation inherited from BR days and which volunteers have to keep clear of steps etc for safety reasons.