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20 November 2011

Dear Nicola

PROJECT 110 – SLC Change Consultation – Response from NRUG

Northampton Rail Users Group (NRUG) welcomes the opportunity to comment on the above project as set out in your consultation documentation.

NRUG supports the core objectives of Project 110: the faster journey times to and from Euston, increased frequencies, especially in the morning and evening peaks, and the increased number of seats are all very welcome. They are a direct fit with several of the key objectives for NRUG, and in terms of the replacement for the 07.12 and improved evening peak services represent a very significant improvement for Northampton.

However, whilst we note that the early morning services via the Trent Valley are unaffected, we are very disappointed at the prospect of losing the off-peak services, and request that you revisit this proposal to see if there are ways of maintaining the Trent Valley services for Northampton without the need for an intermediate change at Rugby.

We also think that, with the proposed re-signalling scheme, the benefits of routing via Weedon may be overstated, and any time differences for running via Castle Station will be minimal.

There are some other issues we feel are subject to clarification, namely:

Intermediate timetables: the consultation document does not clarify the starting date for this timetable. As the proposed changes to peak services are dependent on rolling stock (as yet not authorised) and only available in early 2014, should there be an interim timetable published with the consultation document to cover the period between December 2012 and 2014?

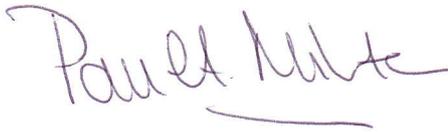
Funding and approval: the proposal to speed up and increase the peak services from 2014 assumes that the additional trains are approved by the DfT. Is the status of this known?

Consistency with RUS: NRUG along with many other stakeholders recommended that the RUS should use the short to medium term to do more to remedy the connectivity gaps. This

has been recognised in the RUS and there is a proposal to introduce an additional 125mph fast service between Euston and Preston serving intermediate stations along the Trent Valley to which Northampton will need direct connections using the interurban train service. In addition the WCRM strategy had originally intended that the Euston to Crewe run directly from Stafford to Crewe and not via Stoke on Trent. The RUS has recognised this may be resolved when the WCML timetable is recast from 2013 although the draft timetable does not consider this option of reducing journey times and providing improved connectivity at Crewe. There seems to be an inconsistency with this part of the RUS and the Project 110 proposals regarding Northampton and the Trent Valley services.

NRUG hopes that you find our comments helpful and that they will be taken into consideration in finalising your proposals.

Yours faithfully,



Paul A. Minton
Vice Chairman, NRUG

