

BROMSGROVE AND REDDITCH RAIL USER PARTNERSHIP (BARRUP)

Minutes of a meeting held at the Committee Room, Parkside, Bromsgrove
on Tuesday 17 January 2023 at 14.30

Present

Robert Cholmondeley (Chairmans & Secretary), Glyn Cornish, Paul Evans, Neil Franklin, Peter Hughes, Nick Taylor, Tony Woodward

1. Apologies

- Apologies had been received from Paul Fuller, Clem Huzzey, Ed Read and Sean Shannon

2. Minutes

- The minutes of the last meeting held on 11 March 2020 were accepted.

3. Rules and Constitution

- It was suggested and agreed that a clause be added confirming that BARRUP's bank account mandate will have a minimum of 2 committee members as signatories.
- Other clauses were agreed. A revised version will be subject to approval at the next meeting which will be an AGM at which officers will be elected.

4. Subscription Fee

- At the date of the last bank transaction on 18 October 2022, the partnership has a credit balance of £274.72 in its account.
- Funds are needed to maintain the internet site so it was agreed that subscriptions should now resume. A sum of £5 per annum was agreed for 2023.

Action: Membership Secretary, Nick Taylor, will contact supporters requesting the annual fee to maintain membership.

5. Key Campaigning Issues

- Access to Worcestershire Parkway – to get to Cheltenham and beyond from Bromsgrove involves travelling to University and travelling back through Bromsgrove. It was agreed that Cross Country Trains from Birmingham to Cardiff should call at Bromsgrove. An initial approach to Cross Country Trains has met with a response that they are adamant that they will not stop. The reasons why are to be sought.
- Access to Worcester from North East Worcestershire – to travel from Worcester to Redditch takes 90 minutes because of waiting times at Bromsgrove and connections at Barnt Green. It was agreed that the Birmingham New Street to Hereford trains should call at Barnt Green which would, inter alia, reduce the journey time by 30 minutes. It was also agreed that the proposals for a half hourly service should be implemented. An initial approach to West Midlands Trains stated that calling at Barnt Green was not feasible because of potential timetabling congestion at Kings Norton.
- Route Schematic - a diagram of services passing through Bromsgrove has been produced showing BARRUP's service enhancement objectives. It is proposed to get some copies laminated to send to key politicians, such as MPs and County Councillors. Some preliminary

contact has been made with County and District councillors which will continue alongside BARRUP's involvement with rail pressure groups.

Action: Tony Woodward and Nick Taylor will draw up a list of target people and organisations to obtain buy in to BARRUP's objectives.

- Poster Timetables at Stations and Pocket Timetables – it was agreed that the withdrawal of both is discriminatory (against those who don't have smartphones) and should be reversed. As a first step, an approach will be made to Worcestershire Community Rail Partnership (WCRP) for possible funding for poster timetables at Bromsgrove, Redditch, Barnt Green and Alvechurch. If this fails, an approach will be made to West Midlands Rail seeking agreement to BARRUP facilitating the production of poster timetables by a third party who would benefit from advertising thereon.

Action: Robert Cholmondeley to contact WCRP.

6. Station Updates

- Bromsgrove – there has been no progress with amending the bus shelters at the station so one is dedicated to all services that serve the town centre and the second covers services which do not. The enhancement has been raised at district and county councillor level.
- Bromsgrove – the 20 minute waiting time in the car park has been given over to electric vehicle charging points. It was suggested that BARRUP should write to candidates at the next local elections asking for their support to allocating space to pick up (20 minutes) free of charge.
- Bromsgrove – It was agreed that additional shelters are needed on the platforms because passengers are having to use the steps as shelters on rainy days.
Action: Nick Taylor and Tony Woodward will again contact the West Midlands Rail Station Manager (Zoe Hodgins) and Worcestershire County Councillor for Transport (Mike Rouse).
- Bromsgrove – it was noted that the paint has already come off the step risers and that the steps are in a dirty condition.
- Redditch – there are no new issues to report apart from noting that there are concept plans in the public arena to redevelop the station vicinity.
- Barnt Green – Network Rail has notified Barnt Green Parish Council that they have been given the authority to proceed with lift installation. Dates have not yet been finalised.
- Alvechurch – it was noted that there had been issues last Autumn when the lifts at the station were out of order a couple of weeks at a time.
- Alvechurch – the flooding of the car park still occurs when there is heavy rain, though some remedial work with the gravel has been attempted. An impasse has been reached.

7. Worcestershire Rail Strategy

- Reinstatement of 10 minute Cross City Line Frequency – in anticipation of the opening of the of the Camp Hill line service, the Cross City Service has not been restored post-Covid and remains at 4 trains per hour against the previous 6 trains per hour. The bottom line is that there were minimal infrastructure enhancements to accommodate the Camp Hill line service and the implications were not made public at the outset of the project. BARRUP will continue to lobby for the reinstatement alongside other pressure groups, though the prospects are slim.
- Delivery of New Trains – the new Hereford line trains (Class 196) are likely to come into service later in 2023. Their initial release into service has been on the Shrewsbury line. Testing continues with the new cross city 730s with no set introduction date.

8. Any Other Business

- Worcestershire Community Rail Partnership – it was noted that BARRUP was being quoted as a partner when this is not strictly accurate. It was agreed to keep a watching brief so that BARRUP's independence from railway company organisations was not compromised.

9. Date of Next Meeting

- There had been no material objections to a daytime meeting, so it was agreed that the availability of the room would be sought for the next meeting in an afternoon around Tuesday 21 March 2023 (to be confirmed).

RC 19.1.23