

BARRUP (BROMSGROVE & REDDITCH RAIL USER PARTNERSHIP)

Minutes of a Meeting held at the Committee Room, Bromsgrove District Council,
Parkside, Bromsgrove on Monday 8 September 2025 at 19.00

Present

Robert Cholmondeley (Chairman & Secretary), Paul Evans, Neil Franklin, Peter Hughes, Nick Taylor, Graham Vickery.

1. Apologies

- Apologies were received from Margaret Evans, Adrian Kriss and Tony Woodward.

2. Minutes of Previous Meeting

- The minutes of the meeting held on 2 June 2025 were approved.

3. Cross City Line – 6 trains per hour (tph)

- The long term solution for restoring 6 tph is reliant on the delivery of the Midlands Rail Hub proposals in the early 2030s. As a minimum, this includes reinstating the middle platform at Kings Norton with a new Platform 3 bay. It also requires building the Bordesley west chord so access can be gained from the Camp Hill line to Moor Street. The initial funding of £123m for design work was noted.
- WMRE (West Midlands Rail Executive) are keen for the enhancements needed at Kings Norton to be given priority over the Bordesley West Chord so 6 tph can be restored as soon as possible.
- WMRE are working on interim options. All appear to have a material downside.

4. West Midlands Railway (WMR) – update

- BARRUP intends to meet WMR again in October to pick up on the outstanding issues and to see if the improved performance of the new rolling stock will facilitate some of the service improvements sought.
- The points to be discussed (not minuted elsewhere) will include (a) loadings since the new 07.23 service from Worcester was introduced and any reduction in loadings on the 07.49 which BARRUP seeks to serve Bromsgrove around 08.15; (b) getting the 21.38 evening services from Worcester to call at Bromsgrove; (c) any improved timings that would permit the Hereford trains to call at Barnt Green (connecting with Redditch) or allowing both Bromsgrove Cross City trains each hour to call at Barnt Green.

5. Network Rail – Saturday night services to Bromsgrove

- A request has been submitted to Network Rail asking for the statistics on the number of times in the last 5 years that access has been required to the track between Barnt Green and Bromsgrove after 22.30 on Saturday evenings. The last service from Birmingham New Street to Bromsgrove is at 22.21, yet the last departure to Redditch is at 23.13.

6. Cross Country (XC) – request for stops at Bromsgrove

- There is no appetite from XC to call at Bromsgrove to provide a service to Cheltenham over the stretch of line south of Bromsgrove where it has a monopoly. Pathing difficulties are cited with other operators. The same reason was given by Great Western Railway on the line immediately north of Cheltenham when approached about a more consistent connection to Bromsgrove through Worcester. It looks as though they are using each other's train paths as reasons for not improving services in or to the north Worcestershire area.
- The delivery of the Midlands Rail Hub in the 2030s is the fallback. The proposed service doesn't seem finalised so BARRUP thinks that this service improvement must be on the agenda as a live issue when XC rolls into Great British Railways in 2027/28.
- The proposals in Worcestershire County Council's Rail Investment Strategy for the service between Bromsgrove and Cheltenham direct do not seem consistent with those of the Midlands Rail Hub. BARRUP will seek clarity.
- In the interim, BARRUP has asked XC to consider whether fares could be reduced when travelling south from Bromsgrove. At present, passengers have to pay for an hour's journey north to University or Birmingham New Street and back again, when going south to Cheltenham.

7. Station Round Up

- **Bromsgrove** – (a) Flaking Paint and Rust on Steps – remedial work commenced on Monday 8 September 2025. (b) Additional Platform Shelters - each shelter would cost £10K to £12K for which there is no budget. It was noted that the new stations on the Camp Hill Line all had platform canopies yet passengers who change trains at Bromsgrove have only 2 bus stop style shelters and have to resort to sitting on the footbridge steps in wet weather. (c) Car Park – ANPR is to be installed in 2026. (d) Bus Stops – BARRUP is to contact Worcestershire County Council asking for the bus stops to be altered so it is clear which stop is for buses to the town centre.
- **Redditch** – New Station Building – concerns remain that the proposed station building will remain disconnected from the bus station and the Kingfisher Centre with no sheltered walkway between the two.
- **Alvechurch** – (a) Car Park Flooding – a remedial programme has been agreed. Commencement has been deferred to October because the ground is too dry for the aeration work. (b) Friends of Alvechurch Station – the work on the flower beds plus the

artwork and poster boards were greatly appreciated as good improvements to the station.

- **Barnt Green** – (a) Departure Screen on Platform 1 - BARRUP has advised WMR that the improved electricity supply has been installed for the lifts from which a departure screen and PA could be powered. (b) Lifts - the towers have been lifted in. Completion is now likely to be in November 2025.

8. Poster and Pocket Timetables

- BARRUP contacted Transport Focus who are not actively campaigning for the reinstatement of poster and pocket timetables, though they are aware of the potential difficulties for those who do not have, or carry, a smartphone.
- It has become clear that the decision on whether or not poster or pocket timetables are made available lies with each individual train operating company.
- BARRUP has had no response to its two letters to the Managing Director of West Midlands Railway expressing concern about the social discrimination and the lower standard of customer service by restricting the availability of timetable information to digital only.

9. Any Other Business

- There was no other business.

10. Date of Next Meeting

- The next meeting will be arranged for late November. It will be an afternoon meeting.