

GREATER MANCHESTER PASSENGER TRANSPORT AUTHORITY**REPORT FOR RESOLUTION**

COMMITTEE: Policy Committee

DATE: 7th September 2007

SUBJECT: The development of the December 2008 rail timetable within Greater Manchester.

REPORT OF: Interim Service Delivery Director, GMPTE

PURPOSE OF REPORT

1. To advise Members of the progress in developing the December 2008 local rail timetable.
2. To seek Members' views on the proposals.

RECOMMENDATIONS

1. To note the progress in developing the December 2008 local rail services timetable.
2. To approve continuing work on the development of the December 2008 local rail services timetable.
3. To suggest further potential changes to the December 2008 rail timetable.
4. Request that a further report on progress be submitted to Members at the 23rd November Authority meeting.

BACKGROUND DOCUMENTS

North West Route Utilisation Strategy, Network Rail, May 2007
GMPTA Policy Committee Report, 13th July 2007, Route Utilisation Strategy, December 2008 Timetables and the Transport Innovation Fund bid.

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1. INTRODUCTION

1.1. The objective of this report is to present an overview of the progress in developing the December 2008 timetable, and to provide Members with the opportunity to comment on, influence and adjust the proposed changes, as outlined in Appendix 1.

1.2. Members should be aware that in order to meet rail industry timescales and deadlines, the process of detailed specification of the proposed timetable must be completed by the end of September.

1.3. It should be noted that Members received a presentation outlining the proposals for December 2008 on 10 August, and the comments received at that presentation have been included in this report and will be taken forward as appropriate.

1.4. A further report on progress will be submitted to Members at the 23rd November Authority meeting.

2. BACKGROUND

2.1. Following completion of the West Coast Main Line upgrade works, in December 2008 long distance train services from Manchester will be significantly enhanced. These changes will have a consequential impact on many local rail service routes, providing an opportunity to recast services to better meet current demand.

2.2. The opportunity has also been taken to begin to implement the recommendations in the North West Route Utilisation Strategy (NW RUS), which was published by Network Rail on 1st May 2007, and reported to Members at the Policy Committee meeting on 13th July. The NW RUS recommendations have been considered in the context of Members' known aspirations and with regard to the TIF bid.

2.3. In addition, the December 2008 changes create an opportunity to re-cast certain local services. There is some inconsistency in the provision of rail services across Greater Manchester. Ideally all local rail services should comprise simple, easy to understand, clock face timetables with minimal alterations by time of day / day of week.

2.4. It must also be noted that the proposed changes should be seen as an important stage in the on-going development of services, not a one-off change

2.5. The Appendix to this report lists these aspirations and indicates what might be taken forward in advance of December 2008. However, it is important to note that the present core frequency of services on all routes has been maintained, and in selected cases enhanced.

2.6. Northern Rail are attempting to minimize service changes and to implement Authority aspirations. With the exception of the changes listed in 3.2. Northern Rail, as far as is practicable, will consider additions to the aspirations listed in Appendix 1.

2.7. Working partnerships have been established which are:

- (i) Preparing the timetable in advance of Industry timescales.
- (ii) Planning a timetable based on a standard hour pattern
- (iii) Matching available capacity to demand
- (i) Developing local services around the long distance structure
- (ii) Working with Network Rail, Train Operating Companies and other stakeholders to ensure delivery of a complete timetable.

3. SUMMARY OF THE MAIN IMPROVEMENTS AND CHANGES

3.1. Longer distance service changes will include:

- (i) West Coast
 - 3 tph Manchester Piccadilly – London Euston (1 service via Crewe/Wilmslow and 2 services via Stoke/Macclesfield)
 - 1 tph Glasgow/Lancaster – London Euston
 - 1 tph Scotland – Birmingham
- (ii) Cross Country
 - 2 tph Manchester Piccadilly – Birmingham * (1 service to Bristol and 1 to Bournemouth)

** Under original DfT proposals only alternate trains would have called at Stockport. Following discussions with GMPTE Officers, and subject to final agreement by Network Rail, all Birmingham services will call at Stockport.*

- (iii) Transpennine Express
 - 1 tph Manchester Airport – Blackpool
 - 1 tph Manchester Airport – Cumbria or Scotland

(In addition to existing TPE services)

3.2 To date the following significant local service changes have been developed:

- (i) A local, half hourly all stations Piccadilly – Airport service will be introduced, continuing hourly all stations to Crewet
- (ii) An hourly stopping service to Stoke-on-Trent
- (iii) Restoration of 4 tph at Levenshulme and Heaton Chapel
- (iv) Re-introduction of an all stations local service between Bolton and Manchester Victoria, calling at Moses Gate, Farnworth and Kearsley
- (v) All Southport to Airport services will call at Deansgate
- (vi) Blackpool to Buxton service replaced by
 - A Blackpool to Victoria service
 - A Manchester Piccadilly to Buxton service
 - Hazel Grove to Bolton and r Preston services

3.3. The December 2008 timetable is still very much 'work in progress', and further development will continue over the coming months.

3.4. Work will then be undertaken by Network Rail and Northern Rail on the revenue business case and by the Executive on assessing the benefit:cost ratio impacts.

4. Conclusions

4.1. Whilst infrastructure constraints and limited funds will preclude the creation of an ideal local train service timetable, the improvements outlined in this report, and the continuing developments, represent what is currently achievable. The development of a new timetable for December 2008 is providing the opportunity for heavy rail services to be developed on a consistent basis, and also gain some very welcome improvements.

5. Recommendations

5.1. A full set of recommendations appear at the front of the report.

Michael Renshaw
Interim Service Delivery Director, GMPTE

**DEVELOPMENT OF LOCAL RAIL SERVICE FROM DECEMBER 2008 AN
OVERVIEW OF THE GREATER MANCHESTER RAIL CORRIDORS.**

Dealing with each corridor in turn the collated aspirations and the outcome of initial discussions between Northern Rail and GMPTE Officers is as follows:

Hadfield / Glossop

GMPTA aspirations. 4tph service (0700 - 1900) through provision of a turnback facility at Broadbottom (or Gamesley station, if built) (Derbyshire CC).

Development of Guide Bridge interchange as recommended in NW RUS (PTA).

Outcome of Initial Discussions – The achievement of the above aspirations is dependent upon capital investment. Therefore, for December 2008, no changes are proposed to the current service structure.

Stalybridge / Huddersfield

GMPTA aspirations. 4tph to Stalybridge (0700 - 1900) if RUS recommended turnback facility built (Tameside MBC, PTA) and 2tph to Huddersfield (0700 - 1900) (Oldham MBC, PTA).

Better Sunday service to Huddersfield (Oldham MBC).

Outcome of Initial Discussions – The achievement of some of the above aspirations is dependent upon capital investment. Therefore, for December 2008, no change is proposed to the weekday service structure, but links across Victoria may be revised.

As far as the Sunday service is concerned, the level of use of the present 2-hourly service is being assessed and a separate report on this is to be produced.

Rochdale / Calder Valley

GMPTA aspirations. 4tph to Todmorden (0700 - 1900) if turn-back built (or beyond)/ when Oldham loop closes (PTA).

Possibly link to the WYPTE Leeds - Brighouse - Hebden Bridge service to provide a through service calling at most stations.

Extend Caldervale trains to Salford Crescent, when rebuilt (PTA).

Service to Rawtenstall (Bury MBC).

Reduce journey times to Bradford and Leeds on the main service (GMPTE, Rochdale MBC, WYPTE).

Outcome of Initial Discussions – The Calder Valley is an important, yet quite complicated route. Therefore, Northern are reviewing services in the context of GMPTE and WYPTE aspirations and existing (and planned) TPE services. Also, the route is being considered as part of the Yorkshire & Humberside RUS, and the outcome of that will impact on any final choices.

Blackburn / Clitheroe

GMPTA aspirations. Review of service pattern (PTA). Review service level at Clifton (Salford CC).

Additional early am peak train from Clitheroe.

2tph to Blackburn (0700 - 1900) (Blackburn with Darwen BC).

2tph to Bromley Cross (0700 - 1900) (Bolton MBC).

Outcome of Initial Discussions – As far as the service to Clitheroe is concerned, any increase in frequency is constrained by the single line north of Bolton.

Therefore, no change to the service pattern and frequency is proposed, but journeys are being retimed to produce a more resilient timetable. This re-timing also includes a review of the links across Manchester Victoria.

A new through peak service from Colne to Manchester is to be introduced.

Also, between Bolton and Manchester the present 'skip' stopping of services to serve intermediate stations is to cease, and a regular 1 tph service will call at Moses Gate, Farnworth and Kearsley.

In the case of the aspiration to work 2 tph to Bromley Cross, Northern feel this will be very difficult operationally, given the present infrastructure, lack of available rolling stock.

Preston / Blackpool

GMPTA Aspirations. Review of service pattern (PTA). Additional train to Victoria (Blackpool BC).

4tph to Preston (0700 - 1900) as recommended in RUS (PTA).

Outcome of Initial Discussions – The corridor between Manchester and Preston will be affected by the proposed changes to the present Buxton to Blackpool service. The Northern Blackpool North service will call at all stations between Blackpool and Bolton and operate to Manchester Victoria, not Piccadilly and Buxton. This will improve punctuality. The existing peak extra Blackpool – Manchester journeys will all operate to Piccadilly and some will extend to Hazel Grove. This service will also operate in the off-peak - providing an additional hourly service, between Hazel Grove and either Bolton or Preston. Northern are still working on the business case and discussing financial implications with DfT, therefore a decision has yet to be taken on how far north the service will operate in the off-peak – Bolton or Preston (the GMPTE and NW RUS preferred destination). However, the present core frequency between Bolton and Preston will be maintained.

Also, as a consequence of revised train times on the west coast route all Northern and TransPennine Express (TPE) journeys need to be retimed. The aspiration of 4 tph to Preston may be achieved, as there will be TPE journeys half an hour apart, combined with Northern Rail (local) journeys as outlined above. The mix of longer distance semi fasts and local all stations trains means that the 4 tph would not be at quarter-hour intervals.

Two (2) minutes are being built into Northern services to allow for the opening of Buckshaw Village by early 2009.

Wigan / Southport

GMPTA Aspirations. Review of service pattern (PTA). All Southport trains via Bolton and to stop at Lostock through provision of additional platforms. Insert a stop at Hindley in the Southport - Airport services (Wigan MBC).

Outcome of Initial Discussions - No change is proposed to the current service pattern and frequency, but journeys will be retimed and Southport – Airport services will call at Deansgate.

Atherton / Wigan

4tph (0700 to 1900) useful, but not essential (PTA).

Sunday service - Wigan MBC (costs will need to be reviewed, and in parallel GMPTA needs to assess bus based alternative).

Through trains to Piccadilly.

Outcome of Initial Discussions - No change is proposed to the current service pattern and frequency, but journeys are being retimed to provide a more resilient timetable.

In the evening peak, the last through train to Kirkby should depart Manchester at 1745 (as against 1715 now).

Given the capacity constraints on the corridor between Salford Crescent and Piccadilly, Northern Rail is of the view that it will not be possible to operate through trains from the Atherton line to Piccadilly, unless they are in place of an existing service.

Eccles / Chat Moss

GMPTA Aspirations. 2tph fast Piccadilly - Liverpool (0700 - 1900) as recommended in RUS (Merseytravel, PTA). Development of Newton-le-Willows and Eccles interchanges with all fast trains stopping, as recommended in RUS (Merseytravel, GMPTA).

2tph slow Victoria – Liverpool (0700 - 1900) (PTA).

Outcome of Initial Discussions - No change is proposed to the current level of service. Given the capacity constraints on the corridor between Salford Crescent and Piccadilly, Northern is of the view that it will not be possible to operate 2tph to Piccadilly, unless this is in place of an existing service.

Urmston / Irlam / Cheshire Lines

GMPTA Aspirations. Additional stops on semi-fast service within Merseyside (Merseytravel).

Additional stops on semi-fast service within Greater Manchester.

Additional stops are Halewood (to meet the Merseytravel desire for 2tph)

Additional stops at Flixton (to give 2tph)

4tph semi fast with all trains calling at Liverpool South Parkway, Widnes, Warrington Central and Birchwood (Halton BC).

Review stopping patterns with priority given to Liverpool South Parkway, Chapelford, Warrington Central and Birchwood (Warrington BC).

Rebuilt/relocated MUFC / White City station (Trafford MBC, GMPTA).

Outcome of Initial Discussions – aspirations. No change is proposed to the current service structure. To achieve the aspiration for 2tph at Flixton, Northern Rail stated that a call would have to be removed at another station on the route.

Altrincham / Northwich

GMPTA Aspirations. 2tph Greenbank – Altrincham (0700 - 1900). 2tph Northwich – Altrincham (Vale Royal BC).

2tph and terminate service at Stockport (Stockport MBC).

Additional stations between Altrincham and Stockport (Stockport MBC).

Outcome of Initial Discussions – The hourly Chester – Piccadilly service is to be retimed, with peak extras operating only between Chester – Stockport, due to capacity constraints between Stockport and Manchester. GMPTA will investigate through ticketing with Metrolink at Altrincham to maintain travel opportunities.

Airport / Styal

GMPTA Aspirations. Segregate long distance and local services (Stockport MBC, PTA).

Local service 2tph, except Heald Green 4tph (0700 - 1900).

Additional local peak trains (Stockport MBC).

Outcome of Initial Discussions – It is proposed that a local, half hourly all stations Piccadilly – Airport service will be introduced, continuing hourly all stations to Crewe. All other trains between Piccadilly and the Airport will be non-stop, except that some longer distance services will continue to stop at Heald Green to give 3tph at that station. The introduction of the 2 tph local service will also improve opportunities for travel between intermediate stations on the line.

Stockport / Crewe

GMPTA Aspirations. 2tph to Alderley Edge, 2tph to Crewe – one via Stockport, one via Airport. (Cheshire CC, Stockport MBC, PTA).

Stafford – Manchester Airport service (Staffordshire CC).

Improved Stafford – Manchester service (Staffordshire CC).

Outcome of Initial Discussions – It is proposed that there will 2tph all stations Piccadilly – Alderley Edge, continuing hourly to Crewe. This also provides 2 tph between Alderley Edge and Crewe (when combined with the Airport line service). Off peak all trains will terminate at Piccadilly, but some peak journeys may operate to Deansgate. Part of the restoration of 4tph at Levenshulme and Heaton Chapel.

Stockport / Stoke-on-Trent

GMPTA Aspirations. 2tph to Macclesfield, 1tph to Stoke-on-Trent (Stockport MBC).

Extend all Macclesfield / Stoke trains to Stafford calling at Wedgwood, Barlaston and Stone (Stoke-on-Trent City Council).

Stoke- Manchester Airport service (Stoke-on-Trent City Council).

Outcome of Initial Discussions – It is proposed that an hourly service will operate, calling all stations Piccadilly – Macclesfield, then Congleton, Kidsgrrove, Stoke. One additional train will be provided all stations Piccadilly – Macclesfield in each peak (achieved by diverting a Cross Country Birmingham service via Crewe). Off peak all trains will terminate at Piccadilly, but some peak journeys may operate to Deansgate. This proposals forms part of the restoration of 4tph at Levenshulme and Heaton Chapel.

Stockport / Buxton

GMPTA Aspirations. 2tph to Buxton (Stockport MBC, Derbyshire CC, PTA).

Extend Hazel Grove journeys to New Mills Newtown (Derbyshire CC, Cheshire CC, SEMMMS).

It is worth noting that Derbyshire County Council wish to develop a park and ride facility at New Mills Newtown (funded by SEMMMS).

Outcome of Initial Discussions – The frequency of services to Buxton will be unchanged, as it will not be operationally practical to provide 2 tph to either New Mills or Buxton in December 2008. However, most services will start from and terminate at Manchester Piccadilly. This should improve the performance of the route. To maintain the cross Manchester link, there will be an hourly journey from Hazel Grove to either Bolton or Preston, extended to Blackpool in the peaks. This will give a half-hourly service between Hazel Grove and Manchester. This proposals forms part of the restoration of 4tph at Levenshulme and Heaton Chapel.

Denton / Reddish South

GMPTA Aspirations. 2tph service to Victoria (Stockport MBC, Tameside MBC, GMPTA).

Outcome of Initial Discussions – Given the present operational constraints over the route, and the need for capital investment to achieve the above aspiration, no changes are proposed.

Bredbury / Marple / Sheffield

GMPTA Aspirations. Review service level at Ardwick (Manchester CC, PTA).

4tph to Marple (0700 - 1900) (SEMMMS, Stockport MBC, PTA),

2tph peak and 1tph off peak to Chinley through provision of a turn-back facility (0700 - 1900) (Derbyshire CC), 1tph to Sheffield through provision of

infrastructure enhancements (0700 - 1900) (Derbyshire CC, SYPTE, Peak District NP).

The need to review the balance between Marple and Rose Hill services. (Stockport MBC, etc)

Links between Goyt Valley and Guide Bridge (Stockport MBC and Tameside MBC)

Better train intervals at Romiley to ensure departure times from Rose Hill and Marple are not too close, so improving available choices (GMPTA and Stockport MBC)).

Outcome of Initial Discussions – There are numerous aspirations for the route, most of which require investment. Therefore, at the present time there are no firm plans to alter the service structure.aspirations

Hyde / Rose Hill

GMPTA Aspirations. 2tph from Victoria (0700 - 1900) (PTA).

2tph from Piccadilly (0700 - 1900), by diversion of a Marple journey.

Outcome of Initial Discussions – Both Northern Rail and the Executive recognise that Rose Hill could have a part to play in overcoming parking issues at Marple. However, any service developments at Rose Hill must dovetail with the New Mills route. Therefore, at the present time there are no firm plans to alter the service structure.

Regional Centre

GMPTA Aspirations. All trains to stop at all stations on line of route - e.g. Deansgate (Manchester CC); and Salford Crescent through provision of a relocated station, Salford Central through provision of additional platforms,

Outcome of Initial Discussions – With the exception of the Liverpool – Manchester Airport services, Northern trains will call at Deansgate.

The Blackpool – Victoria service outlined above provides additional trains at Salford Central.