

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY .**REPORT FOR RESOLUTION**

COMMITTEE: Rail & Metrolink Networks

DATE: 9th April 2010

SUBJECT: Further Development of the May 2010 and
December 2010 Rail Timetables

REPORT OF: Interim Bus and Rail Director, GMPTE.

PURPOSE OF REPORT

To update Members on development of the May and December 2010 rail timetables.

RECOMMENDATIONS

Members are recommended to:

- i) Note the summary of progress with developing GMITA train service aspirations.
- ii) Note the timetable changes which train operators are proposing to introduce and welcome those which will benefit passengers in the GMPTE area.
- iii) Endorse implementation of those train service changes which will require GMITA funding.

BACKGROUND DOCUMENTS

Report to the 5 February meeting of this Committee and previous relevant reports to Policy Committee and the Authority held on file in the Authority's Policy Unit Office.

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1. Introduction

- 1.1 This Report updates Members on;
- Minor changes to train services that will be implemented from May 2010.
 - Progress with developing a number of GMITA train services aspirations which could be implemented in December 2010.
 - Other relevant GMPTE area train service changes.
- 1.2 Member endorsement is sought for those December 2010 changes which will require GMITA funding.

2. Summary of train service changes

A summary is shown below of significant changes in date order.

2.1 May 2010

05.16 Preston – Manchester Airport service will stop additionally at Horwich Parkway and the Lostock stop will be deleted. This reflects the very small number of passengers who use this train at Lostock (0 to 3 each day). It is also relevant that, for one week in every six, to facilitate routine engineering work, this train is diverted to run via Wigan. At these times a substitute bus service is provided. This causes a considerable increase in journey times for passengers with the need to serve Lostock exacerbating the situation. The substitution of the Lostock call for a call at Horwich Parkway which is more accessible will significantly reduce journey times for passengers when the train has to be diverted.

21.30 Manchester Airport – Blackpool service will cease to call at Horwich Parkway

16.52 Liverpool – Norwich (1743 departure from Manchester Piccadilly), will call additionally at Chinley (about 18.09). This will help to reduce pressure on other services and benefit GMPTE area passengers.

2.2 December 2010

Manchester Victoria/Rochdale/Leeds (Calder Valley)

(i) Northern Rail will provide, at their cost, the following additional Sunday train services;

- 08.28 Manchester Victoria – Rochdale (non-stop)
- 08.53 Rochdale – Manchester Victoria (stopping at all intermediate stations)

(ii) It is a GMITA aspiration to improve the evening train service between Manchester Victoria and Rochdale which was depleted following closure

of the Oldham Loop in October 2009. Northern Rail has indicated that they could provide two additional departures, at 19.50 and 20.50 on Mondays to Fridays, from Manchester Victoria calling at all stations to Rochdale. The estimated annual GMITA support cost for these extra services is £18,000.

Manchester Victoria/Bolton/Blackburn/Clitheroe

It is proposed that on Saturday mornings the 0700 Blackburn – Manchester Victoria service be withdrawn and an additional 10.30 Blackburn – Manchester Victoria service be provided. The proposal was originated by Lancashire County Council. The 0700 departure is not heavily used (15/30 passengers primarily from Blackburn and Darwen) and it is considered that redeploying the resource as a new 10.30 departure from Blackburn would be popular for shopping and leisure use and relieve pressure on other services.

This change will not require additional GMITA funding.

Manchester Piccadilly/Marple/Rose Hill/New Mills/Sheffield (Goyt Valley)

(i) Improvement of Evening Peak Services

It is proposed that the following changes are implemented to improve evening peak services on the corridor;

- 16.45 Manchester Piccadilly – New Mills Central, extend to Sheffield and omit Belle Vue and Ryder Brow calls. These stations are poorly used and an alternative departure from Manchester Piccadilly is available at 17.03. It is also proposed that the Ashburys stop be omitted to enable an additional stop at Strines. Ashburys would continue to have eastbound Goyt Valley train stops at 16.03, 17.03, 17.32 and 18.32.
- 17.18 Manchester Piccadilly – Sheffield, terminate at New Mills Central and omit call at Strines. An additional Strines stop would be provided in the 16.45 departure from Manchester Piccadilly and the next departure from Manchester Piccadilly for Strines is 17.32.
- 17.32 Manchester Piccadilly – New Mills Central, remain unchanged.
- 17.48 Manchester Piccadilly – Chinley, extend to Sheffield and omit calls at Ashburys and Strines.

- 17.23 New Mills Central – Manchester Piccadilly, start from Rose Hill at 17.27.
- 17.36 Rose Hill – Manchester Piccadilly, start from Marple and call additionally at Ryder Brow and Belle Vue.
- 17.52 Marple – Manchester Piccadilly, start from New Mills Central at 17.48 and omit calls at Ryder Brow and Belle Vue.
- 18.54 Chinley – Manchester Piccadilly, start from Sheffield at 18.14.

The above proposals will improve the range of Goyt Valley services to/from Sheffield and help to reduce overcrowding on some trains.

(ii) Improvement of off-peak Rose Hill/Manchester Piccadilly services

Northern Rail has provided a cost of meeting the GMITA aspiration to divert the off-peak Manchester Piccadilly/Marple service to run to/from Rose Hill. The change will result in both Marple and Rose Hill having a two trains per hour off-peak service frequency. As the car parks at Marple station are full after the morning peak period and there are empty spaces in the car park at Rose Hill, it is considered that the transfer of services to Rose Hill will generate an increase in train usage levels and prove more attractive for passengers living in the vicinity of Rose Hill.

However, Northern Rail has taken the view that the change will reduce the total number of passengers travelling. They have calculated that the loss of revenue will amount to £27,000 per annum and that they require this level of additional subsidy to implement the change.

3. Conclusions

- 3.1 GMPTE officers continue to progress all the GMITA service development aspirations which have been endorsed in previous reports to this Committee. The detailed proposals contained in Section 2 of this report relate to changes which can or will be implemented in May or December 2010. Omission of reference to other GMITA timetable development aspirations does not indicate that they are not being pursued with Northern Rail and it is intended to report progress on these at future meetings of this Committee.
- 3.2 It is recommended that the changes where there is no requirement for additional GMITA funding be welcomed.
- 3.3 Provision has been made in the 2010/11 budget to fund the additional evening Calder Valley services and the transfer of additional off-peak services to Rose Hill detailed in Section 2 of this report. It is therefore recommended that both service changes be endorsed. In respect of the Rose Hill service enhancement it is recommended that the funding should be provided for a one year trial period subject to monitoring of usage levels and verification of Northern Rail revenue loss forecasts.

4. Recommendations

A set of recommendations appears at the start of this report.

Michael Renshaw
Interim Bus and Rail Director

