

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

COMMITTEE: Rail and Metrolink Networks
DATE: 17th July 2009
SUBJECT: Local Rail Service Development
REPORT OF: Interim Bus and Rail Director, GMPTE

PURPOSE OF THE REPORT

To inform Members of progress with local rail service developments for possible implementation in December 2009 and/or December 2010.

RECOMMENDATIONS

Members are recommended to:

- (i) Approve funding of the enhanced Manchester Piccadilly – Romiley – Marple – New Mills – Sheffield line rail service on the basis set out in this report;
- (ii) Consider the issues regarding funding a Sunday service on the Atherton (Manchester – Wigan) Line;
- (iii) Note the progress being made on implementation of changes;
- (iv) Consider further timetable development aspirations for possible implementation in December 2010.

BACKGROUND DOCUMENTS

- 1) Previous reports to Policy Committee and the Authority held on file in the Authority's Policy Unit's Office.
- 2) Report to Authority, Policy Committee 23rd January 2009

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1 INTRODUCTION

- 1.1. This report provides an update and requests Members' endorsement of a number of local train service development issues;
- Progress with ITA local train service development aspirations
 - Improvement of Goyt and Hope Valley Sunday local train service
 - Provision of an Atherton Line Sunday local train service
 - Improvement of Airport Line local station service provision
 - Development of aspirations for possible implementation in December 2010.

2. PROGRESS WITH ITA LOCAL TRAIN SERVICE ASPIRATIONS FOR POSSIBLE IMPLEMENTATION IN DECEMBER 2009

- 2.1. Members' aspirations to be taken forward with Northern Rail for possible implementation in December 2009 were agreed at the Passenger Transport Authority Policy Committee meeting on 23rd January 2009, and are summarised in Appendix A.
- 2.2. Therefore, the following Authority aspirations are being pursued with Northern Rail for implementation in December 2009:
- Service provision between Liverpool and Manchester, taking account of aspirations to provide 2 local trains per hour between Liverpool and Manchester Victoria via Chat Moss and an additional fast service between Liverpool and Manchester.
 - A review of the service structure between Manchester, Marple and beyond (see Section 3).
 - Development of a through service from the Atherton line to Manchester Victoria (see Section 4).
- 2.3. In the case of the Liverpool and Manchester local service, Northern Rail is investigating the potential to divert and extend the existing hourly Liverpool to Warrington Bank Quay service. This would provide a second service on the exact opposite half-hour to the present hourly local service on this corridor. In particular this would provide a second train per hour at Eccles, a station which will become more important as Media City at Salford Quays is occupied (commencing in 2010). Early indications from Northern are that the diverted and extended Warrington service will require a subsidy.
- 2.4. Also, Northern Rail is monitoring the consequences of the December 2008 timetable on specific rail corridors (as listed in Appendix A).
- 2.5. Working with Northern Rail, Officers are seeking to rectify any problems that have become apparent. Progress on those already

identified was reported to Transport Network Committee on 22 May 2009.

2.6. The list of priorities in Appendix A are offered for further comment.

3 PROVISION OF ENHANCED MANCHESTER PICCADILLY – ROMILEY – MARPLE – NEW MILLS – SHEFFIELD SUNDAY SERVICE

3.1 At present a 2 hourly Sunday rail service operates between Manchester Piccadilly, Romiley, Marple, New Mills and Sheffield. This service is enhanced during the summer months to an hourly service (with some longer gaps).

3.2 It is proposed that the Sunday service be enhanced so that the Summer Sunday frequency operates throughout the year, along with a couple of extra journeys to fill in remaining gaps. Such a service could be introduced on 16 May 2010, assuming that budget provision was made available.

3.3 Members are asked to note the following additional information:

- Stations within the Greater Manchester area which would be served by the enhanced service have experienced off-peak patronage growth on Mondays to Saturdays of between 26% and 40% from 2003/04 to 2007/08.
- The proposed hourly Sunday service would provide access to the Regional centre for retail and entertainment purposes from the intermediate stations.
- In addition, the enhanced service would improve access from Greater Manchester to the Hope Valley for leisure and recreation.
- The level of rail patronage at the stations to be served and the underlying growth in recent years suggest that an hourly service all year round would be justified.
- Responses from the public to TIF consultation in 2008 included spontaneous mentions of the poor Sunday service.
- South Yorkshire PTE (SYPTTE), Stockport MBC, Derbyshire County Council, and Hope Valley & High Peak Community Rail Partnership (HV&HPCR) support the enhancement of the service.
- Also, support for the improvement of the Sunday service on the above corridor has featured regularly in Stockport area

local transport meetings and have been raised by the Goyt Valley Rail Users Association and in Customer letters. This would suggest that an improved Sunday rail service would be well received.

- 3.4 To summarise, the first departure from Piccadilly would be at 0745 and from Sheffield at 0914. The last would be at 2045 from Piccadilly and 2014 from Sheffield via Marple. The final train from Sheffield would depart at 2217 and run via Stockport.
- 3.5 It is not proposed to provide a replacement bus service at times when engineering work prevents the service operating beyond New Mills.
- 3.6 The additional cost of funding the enhanced service has been calculated on the basis of the new framework for funding enhancements to the original specified service as set out in Northern Rail's Franchise Agreement with the DfT and PTEs. This calculation takes account of all additional costs arising and is net of an estimate of additional revenue which will be generated by the extra train. Details are shown at Appendix B Table 2 which shows the total annual subsidy cost and the 60% contribution required from GMITA.
- 3.7 Both SYPTE and HV&HPCR consider that the proposed enhancement does offer a considerable improvement on the current service and should be supported.
- 3.8 On that basis SYPTE are prepared to meet 40% of the costs of enhancement.
- 3.9 In addition the HV&HP CRP will contribute up to £2000 per annum towards a revenue guarantee for this enhanced service, subject to the following conditions;
 - The offer is a revenue guarantee, i.e. cost less revenue collected, supported by documentary evidence.
 - The offer is cash limited to £2000.
 - To call upon the guarantee the services must run to a 90% PPM
 - Planned engineering works to be mutually agreed to be done at quiet times of the year, i.e. particularly avoiding Bank Holiday weekends.
 - The marketing strategy is agreed with the Partnership in advance.
- 3.10 Derbyshire County Council has no revenue available and is unable to contribute financially but wishes to support and work with partners on marketing the enhancement of the service.
- 3.11 The total cost of subsidy would be £121,600 over 4 years of which GMITA's maximum contribution would be £72,960 (costs per year are

listed in Appendix B, Table 1). The remaining 40% would be met by SYPTE with a possible further £2,000 being contributed by the HV&HP CRP, subject to the conditions in 3.9 above.

- 3.12 In addition, it is proposed that the new service would be actively promoted, prior to and after launch. Usage of the extra Sunday services will be closely monitored and its continued funding will be considered in the context of the results prior to each timetable change consultation process. The promotion costs for the service are estimated to be in the order of £5,000 in year 1, which has initially been included in the GMPTE costs with possible apportionment to form part of the ongoing discussions with partners.
- 3.13 Work is ongoing in respect of the enhancement of Rose Hill weekday evening services. An estimated financial subsidy requirement of £152,900 per annum in year 1 (2010/11) has been received from Northern Rail. Officers will be reviewing these costs, and entering into further discussions as to how they have been arrived at. The ongoing work and financial implications mean that it will not be possible to introduce any enhancement to the evening services by December 2009.
- 3.14 In addition, work is also continuing on the detailed assessment of the financial impact of the proposal to transfer the off peak XX.52 departures from Marple to Rose Hill throughout the day. Northern Rail advised that it will not be possible to introduce this change in December 2009.

4. PROVISION OF AN ATHERTON LINE SUNDAY TRAIN SERVICE.

- 4.1 Provision of a Sunday train service on the Atherton Line is an ITA aspiration.

This has been assessed with Northern Rail and Network Rail and the following paragraphs set-out the service which would be provided, the cost and compares that with an enhanced bus service provision.

- 4.2 Stations which would be served by a Sunday Wigan to Manchester via Atherton service have experienced patronage growth on Mondays to Saturdays of between 27% and 60% from 2003/04 to 2007/08. For example, at Atherton patronage has grown from 179,915 in 2003 to 239,276 per annum on 2008 (a 33% increase); at Hindley from 92,129 to 153,403 (a 60% increase); and at the two Wigan stations (North Western and Wallgate) patronage has grown from 1,489,125 to 1,917,027 (a 27% increase).
- 4.3 A service operating from Manchester Victoria to Wigan Wallgate at hourly intervals has been evaluated. From Victoria departures would be at 10 minutes past each hour commencing at 1010, with the last train departing at 2310. From Wigan Wallgate trains would depart at 40

minutes past each hour commencing at 0940, with the last train departing Wigan at 2240.

- 4.4 Trains would stop at the following stations; Hindley, Daisy Hill, Hag Fold, Atherton, Walkden and Swinton.
- 4.5 The timetable would be integrated with the existing service between Manchester and Southport, via Bolton, to give two trains per hour between Wigan, Salford and Manchester at approximately half-hourly intervals.
- 4.6 The alternative of a bus service on Sundays to/from Manchester and Wigan for the Atherton Line stations has also been examined.
- 4.7 The full subsidy cost of an enhanced bus service has been estimated at £84,194, but journey times would, overall, be approximately twice as long as the comparative rail journey times. In some cases the bus journeys would be more than three times as long as the rail journey.
- 4.8 The net annual cost of the rail service having taken revenue into account is calculated to be between £99,300 in 2011/12 and £43,200 in 2013/14. Costs for a full four year period are shown in Appendix B Table 2. However, these costs, calculated by Northern Rail, assume a level of revenue which could be a challenge to meet, as it assumes a level of patronage of approximately 35 persons per journey, at an average of £2 per journey.
- 4.9 Members are invited to consider whether the provision of the rail service would be justifiable. Service changes carrying financial implications will not commence until May 2010, therefore budget provision would have to be made available in next financial year 2010-2011.

5. AIRPORT LINE STOPS

- 5.1 In December 2008, the structure of the timetable for local services on the Airport Line was simplified, with the basic half-hourly interval service provided by Northern rail local train services. In the peak periods, additional stops at some stations are provided by stops in other trains, including some operated by TransPennine Express (TPE).
- 5.2 This arrangement has provided a more consistently reliable service for local passengers and achieved a very significant improvement in levels of performance and shorter journey times for longer distance passengers.
- 5.3 However, there remain a number of unsatisfactory features of the current Airport Line timetable which have been taken-up with the train operators. These features impact on flows from intermediate stations to Manchester in the busiest hour of the morning peak and from

Manchester to the Airport towards the end of the peak. There are a number of stops remaining at local stations in TPE trains. These can be difficult to provide reliably in the longer distance trains and sometimes give rise to those services being delayed or failing to stop at the intermediate stations.

- 5.4 A particular example is the 0536 Edinburgh to Manchester Airport, which presently calls at east Didsbury at 0907. This is a 6-coach train at it carries separate portions from Scotland and Cumbria which have to be joined at Preston. At East Didsbury the platform is too short to accommodate a 6-coach train and passengers for this station must travel in a designated section of the train which can enable them safely to leave the train. Despite announcements to the effect that East Didsbury passengers must be in the correct section of the train, it is sometimes the case that delays occur as passengers transfer between sections of the train at Piccadilly, or are over-carried to the Airport.
- 5.5 In the evening peak, it is essential that TPE trains running from the Airport towards Piccadilly are not delayed as they need to be on time to avoid causing delays, particularly on the very busy Piccadilly/Victoria – Bolton corridor.
- 5.6 There is also the need to supplement the morning peak service from the Airport into Piccadilly to meet increasing demand and a re-examination of the Northern Rail and TPE services has enabled some improvements to be achieved.
- 5.7 Members are asked to endorse a number of proposals which seek to reduce the problems outlined above on the basis that;
 - The morning peak service into Manchester has been improved at Heald Green, Gatley and East Didsbury, between 0745 and 0830
 - Cross-Manchester links, to Bolton in particular are maintained.
 - Reliability of the vital long distance services will be improved.
- 5.8 A comparative timetable showing the stops at local stations is shown in Appendix C.

6. DEVELOPMENT OF THE DECEMBER 2010 RAIL TIMETABLE.

- 6.1. Northern Rail is already taking preliminary steps in the development of the local rail timetable commencing in December 2010.
- 6.2. A conference of stakeholders, including GMPTE, has been arranged for 30 July. The purpose of the conference is to discuss stakeholder service development aspirations at an early stage in the timetable development process.

- 6.3 At the conference, GMPTE representative will again register Members' unfulfilled timetable development aspirations. These are outlined in Appendix A. Members are invited to register any further aspirations to be taken forward for possible development.
- 6.4 Following a process of development firm proposals will be determined by January 2010. Members will be kept informed of further stages of the development process.

7 RECOMMENDATIONS

- 7.1 A full set of recommendations is provided at the front of this report.

Michael Renshaw
Interim Bus and Rail Director

**APPENDIX A – Table 1
Integrated Transport Authority timetable development priorities for
December 2009**

Officers have sought improvements on the following Corridors
Manchester – Rochdale – Leeds (Calder Valley) - The impact of the December 2008 timetable changes, Sunday services need for improvement to weekday evenings and Sunday frequencies.
Manchester – Wigan - Southport (via Atherton) - Additional Services, including a Sunday Service see section 4 of this report
Manchester – Marple – New Mills (Goyt Valley) - Additional Services and improvements to Sunday services see section 3 of this report
Macclesfield and Stoke on Trent – Improved Sunday Services – still under discussion with Northern Rail
Mid Cheshire Line - Improved services. Still under discussion with Northern Rail
Manchester to Liverpool via Newton (Chat Moss) - Additional Services, especially a half-hourly local service. See section 2 of this report
Arriva Cross Country to / from West Midlands - Stopping Pattern to ensure a half-hourly service from Stockport (<i>Note: This was achieved from May 2009</i>)
Officers were asked to undertake monitoring regarding the impact of the December 2008 timetable changes on the following;
Manchester Piccadilly and Victoria to Huddersfield and Leeds
Buxton Line
Mid Cheshire Line - Improved services.
Manchester to Liverpool via Warrington (CLC)
Manchester – Bolton – Wigan and Preston

APPENDIX B – Table 1**Net additional annual support cost required from GMITA for Sunday service enhancement on the Marple and Sheffield Line.**

	£	£
	Total Gross Cost Per Annum	Maximum GMITA Contribution¹
01 April 2010 – 31 March 2011	36,000	21,600 ²
01 April 2011 – 31 March 2012	36,800	22,080
01 April 2012 – 31 March 2013	34,000	20,400
01 April 2013 – 31 March 2014	14,800	8,880
Totals over 4 years	121,600	72,960

¹Remainder of cost (40%) will be met by SYPTE and HV&HPCR

²Includes £5,000 promotion costs

APPENDIX B – Table 2**Net additional annual subsidy cost required from GMITA for Sunday service on the Atherton (Manchester – Wigan) Line.**

	£	£
	Subsidy required	Assumed revenue
01 April 2010 – 31 March 2011	90,100	53,500
01 April 2011 – 31 March 2012	99,300	74,900
01 April 2012 – 31 March 2013	96,500	90,500
01 April 2013 – 31 March 2014	43,200	46,300
Totals over 4 years	329,100 ³	265,200

³This assumes 40% revenue contribution paid to DfT

APPENDIX C - AIRPORT LINE INTERMEDIATE STATIONS - COMPARATIVE TIMETABLES

(PRINCIPALLY SHOWING TRAINS WHICH STOP AT INTERMEDIATE STATIONS BETWEEN AIRPORT AND PICCADILLY, and SERVICES WHICH EXTEND TO BOLTON)

Current Airport line intermediate stations morning peak service

	TPE	TPE	Nor	TPE	Nor	Nor	TPE	TPE	Nor
Bolton	0735			0808	0812		0835		
Salford Crescent	0747				0825		0847		
Manchester Oxford Rd	0754			0824	0831		0853		
Manchester Piccadilly arr	0756			0827	0835		0856		
Manchester Piccadilly dep	0758	0806	0814	0829	0837	0846	0858	0906	0914
Mauldeth Road			0821			0853			0921
Burnage			0823			0855			0923
East Didsbury			0825	0838		0857	0907		0925
Gatley			0827			0859			0927
Heald Green	0810	0821	0830			0902	0912		0930
Manchester Airport	0817	0829	0839	0847	0853	0907	0919	0933	0938

As proposed in December 09 timetable

	TPE	TPE	Nor	TPE	Nor	Nor	TPE	TPE	Nor
Bolton	0735			0808	0812		0835		
Salford Crescent	0747						0847		
Manchester Oxford Road	0754			0824	0833		0853		
Manchester Piccadilly	0756			0827	0835		0856		
Manchester Piccadilly	0758	0806	0814	0829	0837	0846	0858	0906	0914
Mauldeth Road			0821			0853			0921
Burnage			0823			0855			0923
East Didsbury			0825	0838		0845	0857	0916	0925
Gatley			0827			0859			0927
Heald Green	0810	0821	0830			0902	0910		0930
Manchester Airport	0817	0829	0839	0847	0853	0907	0919	0933	0938

	Nor	TPE	TPE	Nor	TPE	Nor	TPE	TPE	Nor	Nor	TPE	Nor
Manchester Airport	0746	0754	0800	0803	0806	0817	0825	0835	0841	0846	0855	0917
Heald Green	0749	0758				0820	0829			0849	0859	0920
Gatley	0752					0823	0832			0852		0923
East Didsbury	0755					0826	0835			0855		0926
Burnage	0757					0828				0857		0928
Mauldeth Road	0759					0830				0859		0930
Manchester Piccadilly arr	0811	0813	0813	0820	0819	0842	0844	0849	0858	0911	0913	0942
Manchester Piccadilly dep			0815	0822			0846		0901			
Manchester Oxford Rd arr			0819	0826			0848		0904			
Salford Crescent arr				0833			0856					
Bolton arr			0832	0844			0906					

	Nor	TPE	TPE	Nor	TPE	Nor	TPE	TPE	Nor	Nor	TPE	Nor
Manchester Airport	0746	0754	0758	0801	0806	0817	0825	0835	0841	0846	0855	0917
Heald Green	0749			0805		0820	0829			0849	0859	0920
Gatley	0752		0803			0823	0832			0852		0923
East Didsbury	0755	0800				0826	0835			0855		0926
Burnage	0757					0828				0857		0928
Mauldeth Road	0759					0830				0859		0930
Manchester Piccadilly arr	0811	0813	0814	0821	0819	0842	0844	0849	0858	0911	0913	0942
Manchester Piccadilly dep			0815	0822			0846		0901			
Manchester Oxford Rd arr			0817	0824			0848		0904			
Salford Crescent arr				0833			0856					
Bolton arr			0832	0844			0906					