

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

COMMITTEE: Rail and Metrolink Networks

DATE: 4 December 2009

SUBJECT: Consultation with Rail User Groups re December 2010 Improvement Aspirations

REPORT OF: Interim Bus and Rail Director, GMPTE

PURPOSE OF THE REPORT

To inform Members of the progress with development of GMITA December 2010 timetable aspirations and issues arising from the recent meeting held with Rail User Group representatives.

RECOMMENDATIONS

Members are recommended to:

1. Note the proceedings of the meeting held on 19 November 2009
2. Receive further future reports regarding consultation with Rail User Groups as appropriate

BACKGROUND DOCUMENTS

Report to 2 October Rail and Metrolink Networks Committee "Local Rail Service Development"

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1 INTRODUCTION

- 1.1 A meeting, chaired by Councillor Dickinson as Chair of the Rail and Metrolink Networks Committee, was held at Manchester Town Hall on Thursday 19 November 2009 to which representatives from Rail User Groups were invited.
- 1.2 The meeting was attended by representatives from 6 rail user groups, a representative from Northern Rail and an officer from West Yorkshire PTE (Metro). Officers from GMITA, and GMPTE and Councillor John Dillon were also in attendance.
- 1.3 Each Group was asked to spend 10 minutes presenting their aspirations for rail services. Each presentation was followed by a short discussion. Roy Chapman, Rail Service Planning Officer from GMPTE then presented a list of these and other aspirations, and the next steps for the consultation were outlined.

2 INFORMATION

- 2.1 The following representatives attended the meeting :

- Sarah Roberts, Hope Valley Rail Users' Group;
- Roger Barton, Goyt Valley Rail Users' Association;
- Richard Greenwood, STORM (Support the Oldham / Rochdale main Line);
- Preva Crossley, GMTC (Greater Manchester Transport Campaign);
- Tony Fawthrop, GMTC;
- Harry Boardman, Mid-Cheshire Rail Users' Association;
- Chris Dale, East Cheshire Line Rail Users' Group.

In addition, 2 officers from GMITA, 4 from GMPTE, and an officer each from WYPTE and Northern Rail attended.

- 2.2 The Rail User Group representatives presented 10 minutes statements of their key aspirations which covered the following specific issues :

- Increased frequencies at specific stations or on certain lines or at certain times of day;
- Later last trains;
- Retiming of specific journeys either for better connections or for improved commuter journeys;
- Better stopping patterns on specific lines;
- Improved Sunday services on specific lines.

- 2.3 In addition to these specific items, the Groups also rehearsed more strategic issues which were :

- Investment in more carriages across the network;
- More strengthening of certain departures;
- Investment in local services using income from the increase in customer numbers.

- 2.4 Roy Chapman from GMPTE summarised these aspirations and those which have already been raised with Northern, specifically at the July 2009 Leeds stakeholder

conference held by Northern, and those resulting from considerations of this Committee.

2.5 Details of these aspirations from the Groups and GMITA / GMPTE are attached as Appendix I

3. NEXT STEPS

3.1 Following the meeting it is proposed to : :

- Provide feedback to individual Rail User Group's on their presented aspirations;
- Provide a briefing to rail user group's to help them support the GMITA's lobbying activities with regard to future rail capacity in Greater Manchester;
- Continue to refine and develop timetables where possible;
- Arrange a further seminar with rail user group's in the summer of 2010 to discuss aspirations for the development of the December 2011 rail timetable.

In addition the Chair and Vice Chair undertook to report the proceedings of the consultation meeting to this Committee.

4 PROGRESS WITH DEVELOPMENT OF GMITA SERVICE DEVELOPMENT ASPIRATIONS

4.1 Northern Rail has been developing the other GMITA priorities they took away from the 30 July Stakeholder Conference held in Leeds. They are now in the process of identifying those changes they are prepared to implement without additional cost and those that will require additional funding from third parties, such as GMITA, to implement.

5 RECOMMENDATIONS

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

Michael Renshaw
Interim Bus and Rail Director

List of aspirations from individual Rail User Groups and GMITA / GMPTE presented to the 19 November 2009 consultation meeting.

a) Roger Barton, Goyt Valley Rail Users' Association

- Diversion of one off-peak train per hour through the Hyde Loop to serve Guide Bridge.
- Increase the frequency of services to/from Rose Hill.
- Divert the current last Sheffield – Manchester Sunday service to Romiley.
- Increase the frequency of services on the Hyde Loop, particularly at Hyde Central.
- Increase the frequency of morning and evening Sunday services on the Goyt Valley line (including an earlier service than the current 10.13 service from Marple to Manchester Piccadilly).
- Improve the reliability of the Sheffield – Manchester stopping services.
- Increase the frequency of peak and off-peak services between Sheffield and Manchester via the Goyt Valley corridor.

b) Sarah Roberts, Hope Valley Rail Users' Group

- Hope Valley Rail User Group have developed a proposal to hourly services within current capacity constraints by providing additional services between New Mills and Sheffield (trains already run between Manchester – New Mills).
- Request that TPE and EM trains stop at least once in the Hope Valley (Hathersage or Hope).
- Evening peak proposals requiring no extra rolling stock would provide a better evening peak service from Manchester through the Hope Valley (15.45, 16.45 and 17.48) and an additional evening peak time train from Sheffield through the Hope Valley, filling a current gap in service.
- Aspiration to have summer Sunday service retained throughout the year.
- No Sheffield service should stop at Strines – only New Mills turn-back services should stop at Strines.
- Trains going via the Hyde Loop should not call at both Belle Vue and Ryder Brow.
- Hyde North should have a two-hourly timetable, since Flowery Field was well served locally.

c) Harry Boardman, Mid-Cheshire Rail Users' Association

2010 timetable aspirations for the Manchester Chester via Knutsford service:

- Reinstatement of peak hour 'extras' to/from Manchester Piccadilly.
- Eliminate standing time outside Stockport station for the 0635 and 0735 from Chester.
- Retime the 1709 Manchester to Chester to conform to the standard pattern.
- Retime the 2107, Monday – Friday, Chester – Manchester service.
- Increase Sunday services to hourly.
- Sunday departures from Chester to be at standard times.
- Provide a 0747 departure from Piccadilly to Chester.

d) Chris Dale, East Cheshire Line Rail Users' Group

- The introduction of the December 2010 timetable had resulted in a reduction in peak local services on the Crewe and Stoke lines.

- Increased overcrowding on the morning peak services on the Stoke – Manchester services.
- Restoration of pre-December 2008 timetable stopping patterns on the Crewe line i.e. Chelford
- Introduce a regular weekday service at Styal.
- Restoration of a direct evening service between Crewe and the Airport.
- Increased Sunday service frequency needed on the Stoke and Crewe lines, preferably an hourly stopping service and a through train between Crewe and the Airport.

e) Richard Greenwood, STORM

- Impact of Oldham Loop on the Rochdale line requires monitoring, including gaps in service previously filled by Oldham services.
- Need for improved evening and Sunday services to/from Rochdale.
- Continued problems of overcrowding on the line.
- The need to review stopping patterns to include Littleborough i.e. 16.48 from Victoria and 07.08 from Leeds.
- Need for increased capacity on services to meet existing need.
- Aspiration to see through Victoria services to the west.
- Need for a credible connection between Rochdale and the Airport.

f) Preva Crossley and Tony Fawthrop, GMTC – Bolton/Atherton lines

- The need for the strengthening of peak services to ease overcrowding on the Bolton line.
- Need for the introduction of a Sunday service on the Atherton line.
- Need for the restoration of the 08.01 service from Hindley to Manchester.
- Investigate the feasibility of introducing an hourly stopping service at Clifton, Kearsley, Farnworth and Moses Gate.

g) Other GMITA aspirations not covered by the Rail User Groups

- Goyt Valley Line
 - Refine stopping patterns at Gorton and Fairfield
- Stalybridge / Huddersfield Line
 - Enhanced frequency to Stalybridge
 - Eliminate gaps in the peak hour services
 - Half hourly local train service all day to / from Huddersfield
- Wigan via Atherton and Kirkby Line
 - Refine standard hour timetables to better meet local needs eg to/from Kirkby serving Orrell for Winstanley College
 - Sunday trains to stop at Bryn
 - Through link to Manchester Piccadilly
 - Close 60 minute gap at about 0800 towards Bolton 0800
- Buxton Line
 - Restore 0748 Buxton - Manchester stop at Stockport
 - Half hourly either to New Mills Newtown (reverse at Furness Vale) or Buxton (new crossover)
 - Refine standard hour timetables to better meet local needs

- In longer term reduce Manchester – Buxton journey time to less than 60 minutes

h) Questions raised after the presentations

- *Bolton – Preston and Southport*
 - Restoration of service gaps in the morning and evening peaks at Lostock
 - Better links to Manchester Piccadilly from Blackrod and Lostock
 - Extend services eastwards from Manchester Victoria
 - Refine standard hour timetables to meet better local needs
- *Bolton – Blackburn*
 - Ensure good connections at Blackburn from the East (Lancs. CC)
 - Standardise pattern of the PM Man Vic to Blackburn/Clitheroe service
 - Adjust Saturday timetable - Bburn to Manchester to give a 1030 dep . (Lancs. CC)
- *Chat Moss (Eccles)*
 - 2 tph local service
 - Calls by inter-Regional trains at Eccles
 - Improve Sunday service
 - 4 tph fast service Manchester – Liverpool (allied to CLC services and investment)
- *Cheshire Lines (Warrington C)*
 - Resolve stopping patterns in Greater Manchester
 - 4 tph fast service Manchester – Liverpool (allied to Chat Moss services and investment)
- *Mid-Cheshire Line*
 - Ensure effective connections at Stockport
 - Continue to refine standard hour timetables to better meet local needs
 - Extension of peak extras from Stockport to/from Manchester