

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

**COMMITTEE:** Rail & Metrolink Networks

**DATE:** 5<sup>th</sup> February 2010

**SUBJECT:** The Development of the December 2010, May 2011 and December 2011 Rail Timetables

**REPORT OF:** Interim Bus and Rail Director, GMPTE.

---

**PURPOSE OF REPORT**

To agree a list of the Authority's priorities for consideration in the development of the December 2010 and 2011 rail timetables.

**RECOMMENDATIONS**

Members are recommended to:

- i) Note the report;
- ii) Confirm with Northern Rail the priorities for immediate inclusion in the final development of the December 2010 rail timetable.
- iii) Agree that Officers begin to plan a 'User Group' seminar to be held in March 2010.
- iv) After the March seminar, confirm with Northern Rail the Authority priorities for inclusion in the May and December 2011 rail timetables.
- v) Bring a further report to this Committee in April 2010,

**BACKGROUND DOCUMENTS**

Previous reports to Policy Committee and the Authority held on file in the Authority's Policy Unit's Office.

**CONTACT OFFICERS**

Paul Lucas	<a href="mailto:paul.lucas@gmppte.gov.uk">paul.lucas@gmppte.gov.uk</a>	244 1645
Roy Chapman	<a href="mailto:roy.chapman@gmppte.gov.uk">roy.chapman@gmppte.gov.uk</a>	244 1638
Bob Woolvin	<a href="mailto:bob.woolvin@gmppte.gov.uk">bob.woolvin@gmppte.gov.uk</a>	244 1638
Chris Loader	<a href="mailto:chris.loader@gmppte.gov.uk">chris.loader@gmppte.gov.uk</a>	244 1276

## **Development of the December 2010 Rail Timetable**

### **1. Introduction**

- 1.1 After the major rail timetable changes of December 2008, there were few changes to the timetable in December 2009. The main focus of change was to overcome minor problems arising from the December 2008 timetable.
- 1.2. To help prepare for December 2010. Northern Rail held a timetable planning conference on 30 July 2009 to gather together a wide range of stakeholders, including other PTE's and County Councils. Since then Northern Rail has been prioritising those aspirations.
- 1.3. This report sets out those Authority aspirations which could be implemented from December 2010, and those which will need to be pursued for implementation in May or December 2011.

### **2. Timescales**

- 2.1. The timescales for the December 2010, May and December 2011 timetables are given in Appendix 2.
- 2.2. There is limited time to influence the December 2010 timetable and only as far as minor potential alterations are concerned, for example station calls. This is because the aspirations for changes to the timetable were submitted by rail operators to Network Rail on Friday 8 January. From then until early April, the operators and Network Rail will model and refine the timetable, before the final December 2010 timetable is confirmed on 21 May 2010.
- 2.3. However, there is more time to influence the May 2011 rail timetable, and some months to influence the December 2011 rail timetable.
- 2.4. On 19 November 2009, the Authority held a very successful 'User Group' Seminar. It is proposed that another such event be held on or around 26 March. This will enable the Members to gather user group views, compare and combine these with Authority aspirations and present a more unified view to train operators, by the end of May 2010. Network Rail will commence the drafting of the May 2011 timetable on 18 June 2010.
- 2.5. There will be a need for train operators to assess operational, patronage, revenue and resources impacts of any Authority aspirations. The outcome of such assessments, including any identification of the need for 3<sup>rd</sup> party funding, will need to be presented to the respective TOC Boards in late November or early December 2010.
- 2.6. Northern Rail and other TOC's will submit (declare) their December 2011 timetable aspirations to Network Rail on 7 January 2011. That will be the start of the December 2011 TT Drafting process by Network Rail.

### **3. The Train Operating Companies 'Priority Date Notification Statements' (PDNS) for December 2010.**

#### 3.1. The overall aims of the specific PDNS (timetable bids) are:

- To achieve journey time improvements by elimination of any unnecessary pathing time.
- To achieve clock-face and even interval service patterns wherever practicable, but not at the expense of journey times or connections. In some cases this is a Franchise requirement.
- To maintain and improve connections with between different Operators' services.

#### 3.2. Northern Rail.

Specifically Northern Rail has proposed the following alterations:

- The withdrawal of the existing 07:00 Saturday Only (SO) Blackburn – Manchester Victoria service and the introduction of a new 10:30 SO Blackburn – Manchester Victoria service. A new 0929 SO Manchester Victoria – Blackburn service will also operate.
- The introduction of a new Sunday earlier morning return service, calling at all intermediate stations, Rochdale and Manchester Victoria, to provide an arrival in the City before 10.00am.
- The introduction of a two - hourly Sunday service between Manchester Victoria and Wigan Wallgate via Atherton (the service to be funded by GMITA).
- The enhancement of the Saturday Excepted (SX) evening peak service from Sheffield towards the Hope Valley, to meet stakeholder aspirations, which will entail:
  - 16.45 SX Manchester Piccadilly–New Mills Central to be extended to Sheffield and not call at Belle Vue and Ryder Brow. These stops to be re-allocated to other services. The 18.54 SX Chinley–Manchester Piccadilly to start back from Sheffield at 18.14 and call at all stations between Sheffield and Chinley. These extensions will require be some consequential alterations to evening peak services between Manchester, Marple and New Mills, but the balance of station stops will be maintained.

#### 3.3. First TransPennine Express (FTPE).

There are no alterations proposed in December 2010 to the FTPE services to and from Manchester apart from some potential minor retiming and refinement. However, a welcome development is that FTPE have

registered their intention to call all Liverpool services at Liverpool South Parkway, which will provide a better link for passengers from Greater Manchester accessing Liverpool John Lennon Airport.

### 3.4 East Midlands Trains (EMT)

Following successful discussions with GMPTE, the only alteration planned for May 2010 is that the 1652 Liverpool to Norwich service (Manchester Piccadilly at 1743) will call additionally at Chinley. The train has capacity, and whilst outside Greater Manchester, this small addition is to be welcomed as it will benefit commuters travelling into Greater Manchester, including Stockport, and will slightly relieve loadings on the Goyt Valley route.

### 3.5. Arriva Train Wales (ATW).

In December 2009 ATW extended a few of their North Wales-Manchester Piccadilly services to/from Manchester Airport. Therefore, ATW:

- Runs a small number of services to/from Manchester Airport and wishes to at least maintain these.
- Wishes to extend as many of its services to/from the Airport as possible, every weekday (EWD), making use of the Manchester Piccadilly station layover time that most services have.

The above will provide a direct link to/from Chester and North Wales and Manchester Airport (non-existent before December 2009). However, any such extensions must not jeopardise the present robustness and reliability of the Airport Line timetable, achieved in the past two years.

### 3.6. Arriva Cross-Country (AXC)).

From December 2009 AXC has called certain trains at Stafford. This small change provides a further direct link to an important area of the West Midlands.

## 4. **Priority Issues for Development**

4.1. The table in Appendix 1 sets out those areas on which the Executive intend to press the operators for improvements and are offered here for comment and shows:

- Those which were identified but not implemented in December 09
- Those still to be taken forward to December 10 and beyond.

## **5. Conclusions**

- 5.1. The achievement of improvements across the rail timetable and with all operators would be a major step forward. However, it will be necessary to decide a list of priorities. There is very limited time to influence the December 2010 timetable and May and December 2011 rail timetables.

## **6. Recommendations**

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

**Michael Renshaw**  
**Interim Bus and Rail Director**



### 1.1. Corridor: Manchester – Rochdale –Leeds (Calder Valley)

**December 2009:** There were no major changes on this route. The closure of the Oldham Loop for conversions to Metrolink in October did place extra demands on the line between Manchester Victoria and Rochdale.

#### **December 2010 and beyond.**

The Authority wishes to:

- See HLOS units deployed on this route to reduce load factors.
- Obtain an improvement of Sunday services on this line, but such improvements may have a financial impact for the Authority.
- See more services from this corridor extended west of Manchester Victoria, to give better connections at Salford Central to Spinningfields and at Salford Crescent to Salford University and (via a change of trains) to Manchester Airport.
- See more local services on this corridor extended east of Rochdale to either Todmorden or Hebden Bridge.

Peak time load factors are some of the highest in Greater Manchester, but the availability of rolling stock to reduce overcrowding is limited. However, the route desperately needs more track capacity between Manchester and Bradford (probably around Hebden Bridge and Todmorden) and additional rolling stock if frequencies and train lengths are to be increased.

Extension of services currently terminating at Manchester Victoria to Salford Crescent is not achievable because of track layout, but will become feasible when the latter station is remodelled after 2015.

Liverpool cannot be a western destination of Calder Valley services because of track capacity and the risk of poor reliability. However, Southport is a feasible western destination and would be welcomed by Merseytravel and Lancashire County Council. Such a service would link Southport - Wigan - Bolton - Manchester - Bradford and Leeds, underpin the Wigan Hub and improve connections to the West Coast Main Line at Wigan North Western.

**Progress:** Northern Rail recognises the need to further refine the Calder Valley timetable. The improvements introduced on the route in December 2008 were only a first step and since then some minor changes have been made. From October 2009 selected trains were strengthened to ease overcrowding (funded by GMITA). For December 2009, it was not possible to provide an earlier Sunday morning service into Manchester or a later Sunday evening service out of Manchester, as the line is closed for routine maintenance work. Northern Rail requested that Network Rail consider what the impact on their maintenance would be of a reduction in the access time and as a result an earlier Sunday morning service is now proposed for December 2010. Further developments are still needed, and so timetable options are being explored for possible introduction in May or December 2011.

## **1.2. Corridor: Manchester Piccadilly and Victoria to Huddersfield and Leeds**

**December 2009:** There were no major changes on this corridor. However, overcrowding on this corridor was made worse by the closure of the Oldham Loop for conversion to Metrolink.

### **December 2010 and beyond.**

The Authority has aspirations for:

- The restoration of certain station stops removed from a few trains in December 2008.
- Two local trains per hour.
- Reductions in overcrowding.

More capacity will be provided by additional units under HLOS and the further development of local services on this corridor will be dependent on capital investment in more track capacity and improved signalling. The latter was proposed in the Yorkshire and Humber RUS and has been endorsed in the Manchester Hub study.

Nonetheless, local service development will need to dovetail with the aspiration for a 5<sup>th</sup> fast service per hour between Manchester and Leeds.

### **Progress:**

Overcrowding has been partially relieved by the strengthening of key trains from October (funded by GMITA). The limited capacity on the route limits the scope to develop services, but plans have progressed to re-model Stalybridge, including providing a 3<sup>rd</sup> through platform. As a consequence timetable options are being developed, including the possibility of running additional local services in the shoulder of the peaks.

## **1.3 Corridor: Manchester to Liverpool via Newton le Willows (Chat Moss)**

### **December 2009:**

The timetable saw no changes to this route.

### **December 2010 and beyond.**

The Authority has aspirations for:

- Four fast trains per hour between Piccadilly and Liverpool. Given capacity on the route via Warrington Central, the 4<sup>th</sup> service will probably operate via Newton-le-Willows.
- The development of Eccles as an interchange to allow all fast trains to stop there
- Two local services per hour between Liverpool and Manchester.

The proposed electrification of the route will probably alter the pattern of services and

so the pursuit of the above aspirations may best be combined with the general revision of services on the corridor in preparation for electrification.

Neither Northern Rail nor Arriva Trains Wales believe that there is a viable business case for all their fast services to call at Eccles.

**Progress:**

The initial calculations by Northern Rail show that either a 4th fast or a 2<sup>nd</sup> local service would require 3<sup>rd</sup> party financial support. However, there is only sufficient track capacity for one of these schemes to be implemented. Infrastructure improvements at Ordsall Junction will be covered in the Manchester Hub study, opening-up the possibility of a 4<sup>th</sup> fast train per hour between Manchester and Liverpool.

The timetable is being reviewed to try to obtain a limited improvement at Eccles, with the implementation of a stop on Liverpool to Manchester Airport service in the morning peak is being pursued by Officers

**1.4. Corridor: Manchester – Wigan - Southport and Kirby (via Atherton)**

**December 2009:**

The timetable saw no major changes to this route. However, the Authority has recently approved the funding of a Sunday service via Atherton. It is planned to introduce this from May 2010.

**December 2010 and beyond:**

The Authority has aspirations for:

- A viable through service from Wigan to Manchester Piccadilly via Atherton operating Monday to Saturday.
- Improvement of services to and from Wigan.

Track capacity between Manchester and Wigan via Atherton is an issue. Also, a direct service between the Atherton corridor and Manchester Piccadilly cannot be operated because of capacity constraints between Ordsall Lane Junction and Piccadilly without another service being withdrawn, or diverted.

**Progress:**

Wigan MBC welcomes any attempts to secure and strengthen services to and from both stations in Wigan. Westward extension of Calder Valley services would provide a new link for the town.

Until there is investment in additional capacity between Salford Crescent and Piccadilly (which will not be in place until beyond 2015), the only way to meet the aspiration for a direct link from the Atherton Line to Piccadilly is to divert the Southport to Manchester Airport service via Atherton. However, the full operational, patronage and revenue consequences, together with the potential impact on journeys between Manchester and Bolton is being fully assessed by Northern Rail and GMPTE Officers.

The reintroduction of an off-peak shuttle service on the Kirkby line would further allow refinement and improvements of services between Wigan and Manchester, by releasing unit resources. Also, such a shuttle would enable the Kirby service to be better planned to meet local needs, particularly at Orrell, which serves Winstanley College. The proposal has been welcomed by stakeholders (Wigan MBC, Lancashire CC and Merseytravel), and is being further investigated by GMPTE officers.

### **1.5. Corridor: Manchester – Bolton – Wigan and Preston**

#### **December 2009:**

A review of impact of the December 2008 timetable during 2009 led to some minor changes to calling patterns at Blackrod, Horwich and Lostock. However, on balance post implementation surveys of passengers and assessment of automatic passenger count (APC) data indicate that the diversion of most Blackpool services to Manchester Victoria has not impacted on patronage. Also, the change has significantly improved the average annual reliability by 15%. Prior to December 2008, the through Buxton – Blackpool service had below average reliability. Therefore, the December 2009 timetable contained few changes on this corridor.

#### **December 2010 and beyond:**

The Authority has aspirations for:

- HLOS units to be deployed on this route to reduce overcrowding.
- The provision of platforms on the Wigan line at Lostock.

The availability of rolling stock; line speeds and track capacity between Manchester and Wigan or Preston and at Salford Crescent and Bolton limit future service expansion on this corridor. In addition the route has been proposed for electrification, which could be completed by 2016. However, further major improvement on this route will have to wait for the deployment of HLOS units and electrification.

#### **Progress:**

The introduction of the Hazel Grove Preston service in 2008 increased frequencies on this route. Northern Rail and FTPE between them now provide 4 tph between Manchester Piccadilly and Victoria and Preston. The new car park at Lostock opened in 2009 and has increased patronage. The provision of platforms on the Wigan line at Lostock was further investigated as part of the TIF bid. However, they are not in either current Greater Manchester or Network Rail schemes, as they are not deemed to be of a sufficiently high priority. Therefore, new platforms on the Wigan line will not be implemented until well after December 2011, given the need for approval and construction.

### **1.6. Corridor: Manchester to Liverpool via Warrington Central (CLC)**

#### **December 2009:**

The December 2009 timetable contained few changes on this corridor.

**December 2010 and beyond:**

The Authority has aspirations for:

- Four fast trains per hour between Piccadilly and Liverpool (spread across the CLC and Chat Moss corridors).
- An additional stop for the local services at Flixton, to give two trains per hour.

There are capacity constraints at Ordsall Junction which make the introduction of a fourth fast train between Manchester and Liverpool difficult. Also, capacity between Manchester and Warrington prevent the introduction of an additional stop at Flixton in all local services (without removing some calls at such less well used stations as Humphrey Park and Trafford Park.)

**Progress:**

Service development investigations have been placed on hold until the Manchester Hub report is published in January 2010.

**1.7. Corridor: Manchester – Marple – New Mills (Goyt Valley)****December 2009:**

There were no major changes on this corridor.

**December 2010 and beyond.**

The Authority aspirations for this corridor are:

- Two trains per hour to operate between Rose Hill and Manchester Piccadilly.
- A more even spread of services at Romiley off-peak.
- Four trains per hour to operate between New Mills and Manchester.
- An hourly Sunday service all year round.

Services from Rose Hill arrive at Piccadilly via Guide Bridge; the line between Guide Bridge and Piccadilly suffers from a severe lack of capacity, particularly onwards from Ashburys Junction, as it must also accommodate services from the Sheffield, New Mills and Marple and Glossop/Hadfield corridors, plus the First TransPennine Express (FTPE) inter-regional services. There is also a lack of platform availability at Piccadilly.

There are a number of anomalies in these services (for example the closeness of departures from Romiley towards Manchester off-peak) and the imbalance of trains between Marple and Rose Hill. The latter is affected by the fact that the car parks at Marple are over-subscribed and usually full by 0800 hrs.

**Progress:**

The extension of 2tph to New Mills off-peak from December 2008 has proved popular, and has increased patronage. 2tph at Rose Hill (off peak) could be achieved by diverting 1 tph from Marple. The patronage and financial impact of doing so is being fully assessed by Northern Rail. The proposals for an all year round 'summer only'

level of service foundered when SYPTE withdrew joint funding. Northern Rail has now been asked to refine proposals and costs for an enhancement of services between Manchester and New Mills only. As reported in para. 3.4, following successful discussions with GMPTE, the 1652 Liverpool to Norwich service will call additionally at Chinley from May 2010, providing a benefit to commuters travelling into Greater Manchester, including Stockport, and slightly relieving loadings on the Goyt Valley.

### **1.8. Corridor: Buxton Line**

#### **December 2009:**

A review of impact of the December 2008 timetable during 2009 led to some minor changes to calling patterns on the Buxton corridor. However, on balance post implementation automatic passenger count data indicates that the diversion of Buxton most services to Manchester Piccadilly has had no major adverse impact on total patronage. Also, the change has significantly improved reliability of Buxton to Manchester Piccadilly services by some 12%. Therefore, the December 2009 timetable contained few changes on this corridor.

#### **December 2010 and beyond:**

The Authority aspirations for this corridor are:

- Restoration of the Stockport stop in the 0748 service from Buxton to Manchester.
- HLOS units to be deployed on this route to reduce overcrowding.
- 2 tph to operate between Buxton and Manchester Piccadilly all day, which it is believed would reduce pressure on the highly congested A6.

Restoration of the call at Stockport by the 0748 from Buxton is currently not possible, given track capacity shortages north of Stockport.

It may be possible to make more effective use of the infrastructure and to utilise units from the Northern Rail HLOS allocation to increase capacity on this route.

The provision of 2 tph to Buxton requires investment in additional track capacity beyond Stockport, but these improvements will not be delivered until after 2014.

#### **Progress:**

Northern Rail and Network Rail are currently investigating the business case for a limited enhancement of services to Buxton.

### **1.9. Corridor: Macclesfield and Stoke on Trent**

#### **December 2009:**

The December 2009 timetable contained few changes on this corridor.

**December 2010 and beyond:**

The Authority has aspirations for an hourly Sunday service on this route.

An increased frequency Sunday service would have a financial implication for the Authority, as yet to be calculated by Northern Rail.

**Progress:**

For December 2009, it was not possible to provide an enhanced Sunday service. Northern Rail is currently investigating the business case for a limited Sunday service enhancement between Manchester and Macclesfield for possible introduction in May 2011.

**1.10. Corridor: Wilmslow and Crewe (via Stockport and via Manchester Airport)****December 2009:**

The December 2009 timetable contained few changes on this corridor. Following proposals from GMPTE, FTPE added an additional early morning stop at Salford Crescent on a direct Airport service (from May 2009), whilst in December, FTPE and Northern Rail improved the stopping pattern at Heald Green, Gatley and East Didsbury in the morning peak.

**December 2010 and beyond:**

Authority has aspirations for:

- An improvement of links to Manchester Airport from the south.

**Progress:**

Discussions with Northern Rail to reinstate certain station calls removed in December 2008 were unsuccessful, because of lack of track capacity and shortages of rolling stock. However, discussions are continuing to identify if some minor improvements can be introduced, without impacting adversely on resources

**1.11. Corridor: Mid Cheshire Line****December 2009:**

The December 2009 timetable contained few changes on this corridor.

**December 2010 and beyond:**

The Authority is committed to improving the usage of this line, through the possibility of additional services in the future, and the integration with Metrolink by way of tram-train technology.

The Authority aspirations for this corridor are:

- The restoration of the additional peak period services which no longer terminate or originate at Piccadilly.
- Improvements in journey times.
- Improvements in rolling stock.

It is estimated that the timetable changes in December 2008 have led to a reduction in patronage on this corridor of around 22%.

Availability of rolling stock to enable the class 142 units which operate most services to be replaced must await delivery of additional units under HLOS.

The inadequate track capacity north of Stockport is an issue recognised in the Manchester Hub Study, but will not dramatically improve until after 2015.

**Progress:**

Following the introduction of a 2-hourly through service on Sundays from December 2008 (a return to a pre-1990 service level), patronage has more than doubled. Discussions to reinstate the additional peak extras trains to Manchester Piccadilly were unsuccessful, because of the lack of track capacity north of Stockport. However, discussions are continuing to identify if some other minor service improvements can be introduced.

**1.12. A wider review and revision of Sunday services**

**December 2009:**

The December 2009 timetable contained few changes in Sunday services. However, changes in recent years have seen Sunday services introduced on corridors where they did not operate. The latest development is the experimental funding of the Atherton line service from May 2010.

**December 2010 and beyond:**

All TOC's share the Authority's recognition of the growing importance of Sundays as a retail trading day, and the impact that has on rail travel.

However, it is also recognised that there are inconsistencies in the provision of Sunday services across the Greater Manchester network. Given the need to review and refine services to achieve a more standard approach to meet demands from passengers and to adequately grow rail patronage, the Executive focused discussions with Northern Rail on Sunday services on the four routes which feature most frequently in requests or complaints for additional Sunday trains.

**Progress:**

Progress on the four routes identified by the Authority is as follows:

1. Manchester Victoria – Rochdale – Bradford; For December 2009, it was not possible to provide an earlier Sunday morning service into Manchester or a later Sunday evening service out of Manchester. An earlier Sunday morning service is to be introduced in December 2010.

2. Manchester-Atherton-Wigan; After protracted discussions with Northern Rail and proposal revisions, an experimental (Authority funded) Sunday service is to be introduced from May 2010.

3. Manchester Piccadilly – Marple - New Mills - Sheffield; The proposals for an all year round 'summer only' level of service foundered when SYPTTE withdrew joint funding. Northern Rail has now been asked to refine proposals and costs for an enhancement of services between Manchester and New Mills only.

4. Manchester Piccadilly - Stockport - Macclesfield – Stoke; For December 2009, it was not possible to provide an enhanced Sunday service. Northern Rail is currently investigating the business case for a limited enhancement between Manchester and Macclesfield on Sundays for possible introduction in May 2011.

The costs of running additional Sunday services will need to be funded by the Authority.



## Appendix 2 - Timeline for Timetable Year 2010 - 2011

Week TT- 'x'	Key Dates	Action	GMITA/GMPTE Issues
	Sun-21-May-11 Fri-01-Apr-11 Fri-03 Mar 11 Fri-03 Feb 11	Commencement of 2011 Summer (Subsidiary) Timetable	
	Fri-06 Jan 11	TOC's will submit (declare) their Dec 2011 TT aspirations (the 'priority Date Notifications Statements). Start of Dec 2011 TT Drafting by Network Rail	GMITA/GMPTE awareness of what is in respective TOC 'PDNS'.
T-0	Sun-12-Dec-10	Commencement of Principle Dec 2010-Dec 2011 TT Year	
T-1	Fri-03-Dec-10		
T-3	Fri-19-Nov-10	Network Rail make the offer for the May 2011TT to Train Operators	GMITA/GMPTE awareness of what is in offer. 'Carried over' aspirations identified for inclusion in Dec 2011 TT bid
T-9	Fri-08-Oct-10		Confirmation of final GMITA aspirations to be included in Dec 2011 Draft Rail TT, submitted to TOC's.
T-14	Fri-03-Sep-10		
T-18	Fri-06-Aug-10		
T-23	Fri-02-Jul-10		
T-25	Fri-18-Jun-10	Start of May 2011 TT Drafting	Inclusion of identified 'carried over' aspirations in May 2011 Operators' TT bids
T-26	Fri-11-Jun-10	GMITA Rail & Metrolink Cttee Meeting	Confirmation of final aspirations included in May 2011 Draft Rail TT
T-29	Fri-21-May-10	Network Rail make the offer for the Dec 2010 TT to Train Operators	GMITA/GMPTE awareness of what is in offer. 'Carried over aspirations identified for inclusion in May 2011 TT bid
T-32	Fri-30-Apr-10		Gather and clarify User Group aspirations, confirmation of final GMITA aspirations for inclusion in May and Dec 2011
T-33	Fri-23-Apr-10	Authority Meeting	
T-35	Fri-09-Apr-10	GMITA Rail & Metrolink Cttee Meeting	Confirmation of final GMITA aspirations included in Dec 2010 Draft Rail TT.
T-37	Fri-26-Mar-10	<i>Possible date for GMITA User Group Workshop</i>	
T-38	Fri-19-Mar-10	GMITA Policy & Resources Cttee Meeting	
T-43	Fri-12-Feb-10	Authority Meeting	Submission of any final bids for 3rd party financing of rail timetable alterations for operation from Dec 2010.
T-44	Fri-05-Feb-10	GMITA Rail & Metrolink Cttee Meeting	Receipt of Report on Development of December 2010 Rail timetable
T-46	Fri-22-Jan-10	GMITA Policy & Resources Cttee Meeting	
T-48	Fri-08-Jan-10	TOC's submitted (declared) their Dec 2010 TT aspirations (the 'Priority Date Notifications Statements- PDNS). Start of Dec 2010 TT drafting by Network Rail.	GMITA/GMPTE awareness of what is respective operator PDNS