

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY

REPORT FOR INFORMATION

COMMITTEE: Rail and Metrolink Networks
DATE: 9th April 2010
SUBJECT: Provision of Extra Seating on Local Train Services
REPORT OF: Interim Bus and Rail Director, GMPTE

PURPOSE OF REPORT

To inform Members how the GMITA funded vehicles, made available due to the closure of the Oldham Loop, have been used by Northern Rail and also provide initial details of further strengthening of local services in the GMPTE area funded by Department for Transport.

RECOMMENDATIONS

Members of the Committee are recommended to:

- 1) Note the contents of this report.
- 2) Receive further reports on this subject when further details are known.

BACKGROUND DOCUMENTS

'Local Rail Service Performance' reports to the 4 December 2009 and 5 February 2010 Rail and Metrolink Networks Committees.

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1 Introduction

- 1.1 As Members will be aware, the Oldham Loop service ceased with effect from 3 October 2009 to allow the route to be converted for Metrolink operation.
- 1.2 Some passengers who had previously used Oldham Loop rail services opted to join trains on adjacent rail routes, and as reported at the 4 December 2009 Rail and Metrolink Networks Committee, in the first two weeks following the closure significant overcrowding occurred on the main line via Rochdale to Manchester, and to a lesser extent on the Huddersfield line.
- 1.3 To reduce the discomfort to passengers, GMITA agreed to fund the continued use of some units which had been displaced by the closure of the Loop. These were deployed in two phases, commencing 19 and 26 October, to increase seating capacity on two morning and three evening peak services on the Rochdale and Huddersfield lines as detailed in paragraph 1.4 below. This increased the number of seats on each service, but used only 2 of the 5 trains displaced by the closure.

1.4

Train	Date Strengthening Commenced	Increase in Seating Capacity
0744 Todmorden – Manchester Victoria via Rochdale (Rochdale depart 08.00)	19 October	104
06.57 Huddersfield – Southport via Ashton (depart Ashton 07.34)	26 October	114
16.46 Wigan Wallgate – Rochdale via Victoria (depart Victoria 17.28)	19 October	114
17.00 Manchester Victoria – Leeds	26 October	114
17.28 Manchester Victoria – Huddersfield	26 October	83

- 1.5 This report provides detail relating to Northern Rail's agreed use of the GMITA funded units and the level of compliance they have achieved.
- 1.6 The report also provides details of further strengthening of services in the GMPTE area following recent announcements by DfT.

2 Review of Strengthening Performance

- 2.1 Appendices A to E show Northern Rail's record of achieving strengthening using the ITA funded vehicles on the agreed services, between periods 8 and 12 (Monday 19 October – Friday 6 March).
- 2.2 The table overleaf shows the level of strengthening achieved both by period, and by train service. This is then compared with the period result Northern Rail achieved for strengthening peak time services overall in Greater Manchester.

Period	Train Service Strengthening (%)					Oldham Loop Vehicles - Strengthening Total (%)	Overall Greater Manchester - Strengthening Total (%)
	0744 Todmorden - Manchester Victoria	0657 Huddersfield Southport	1646 Wigan Wallgate - Rochdale	1700 Manchester Victoria - Leeds	1728 Manchester Victoria - Huddersfield		
8	95.0	80.0	100.0	93.3	100.0	94.1	95.2
9	100.0	100.0	95.0	85.0	95.0	95.0	94.5
10	94.1	94.1	75.0	75.0	93.3	86.4	84.8
11	93.8	86.7	93.8	66.7	100.0	88.3	87.5
12	100.0	100.0	60.0	75.0	100.0	86.7	87.7
Total (%)	96.7	93.0	84.8	79.1	97.7	90.3	88.9

- 2.3 Overall, Northern Rail has strengthened 90.3% of the trains scheduled to be strengthened using GMITA funded units (between Monday 19 October and Friday 6 March)
- 2.4 Heavy snowfall experienced during the first week in January, and the subsequent period of sub zero temperatures, affected the reliability of train equipment, and consequently the level of strengthening that Northern Rail achieved.
- 2.5 The Class 323 fleet of electric trains was particularly affected and as a result, Northern Rail decided to implement a contingency plan with effect from Friday 8 January. As reported at the 5 February Rail and Metrolink Networks Committee, this was done to avoid a situation where passengers were subjected to the uncertainty of unplanned service cancellations, and to achieve a higher level of performance overall. This contingency plan involved the suspension of all strengthening for a period of 6 days, which enabled a service to be provided on all routes by substituting diesel trains for some electric trains. In the tables shown in the Appendices the contingency period days are denoted by the word 'amended'. All 'amended' services have been excluded from the results detailed in this section.
- 2.6 As the availability of the local electric train fleet improved it was possible to restore services in stages from 11 January and increase strengthening to other services as diesel units were released. However, disruption caused by the adverse weather gave rise to a maintenance backlog, which did delay the full restoration of strengthening.
- 2.7 It is evident that strengthening was affected by the adverse weather conditions in period 10; a small recovery was then experienced in period 11 before the level of strengthening dropped again in period 12.
- 2.8 The 1646 Wigan Wallgate – Rochdale and the 1700 Manchester Victoria – Leeds are the two services which Northern Rail most frequently fail to strengthen, only achieving 84.8% and 79.1% respectively. This was particularly apparent for the 1646 Wigan Wallgate – Rochdale service in period 12, when it was only strengthened 60% of the time. In period 11, the 1700 Manchester Victoria – Leeds service was only strengthened 66.7% of the scheduled occasions.
- 2.9 Northern Rail has been reminded that it is particularly important that these trains are strengthened more frequently as they form substitute services for those passengers

who have been displaced as a result of the Oldham Loop closure. Clearly, payment for services which are not provided to the agreed specification is not acceptable.

3 Further Increases in Seating Capacity

3.1 The Department for Transport (DfT) has confirmed that they will fund the strengthening of those services listed in paragraph 1.4 above when the current GMITA funding ceases in July 2010.

3.2 DfT has also confirmed that, as all five of the trains released from the Oldham Loop will then be available, they will be used to provide extra seating capacity on the additional services in the GMPTe area listed below from July 2010. Officers will, in consultation with Northern Rail, review the use made of the above trains, and monitor the effect of the additional carriage provision

06.36 New Mills Central – Manchester Piccadilly

07.40 Clitheroe – Manchester Victoria

07.59 Marple – Manchester Piccadilly

08.00 Wigan Wallgate – Manchester Victoria

08.32 Blackburn – Manchester Victoria

09.04 New Mills Central – Manchester Piccadilly

16.03 Manchester Airport – Southport

17.09 Clitheroe – Rochdale

18.00 Manchester Victoria - Clitheroe

3.3 DfT has also stated that, at a date to be announced, dependent on delivery of new trains elsewhere, extra trains will be transferred to Northern Rail which will enable the following trains to run with additional carriages or carriages with a higher seating capacity than currently. The exact number of additional seats to be provided is not yet known but Members will be provided with further details as these become available. Passengers using the busiest trains on the following corridors are likely to benefit from the availability of extra trains;

Kirkby/Wigan-Manchester

Buxton/Manchester

Marple/New Mills/Rose Hill – Manchester

Warrington Central/Manchester

Wigan/Liverpool

3.4 East Midlands Trains will also receive eight extra carriages. These will enable the seating capacity on the Liverpool/Warrington/Manchester/Sheffield/East Midlands services to be increased with effect from May 2011. Currently there is a mix of two and four carriage trains used on this service. From May 2011, the majority of services on this route will have four carriages. The carriages used on these trains are also being refurbished and this combined with the additional seating will significantly improve the quality of the Liverpool/Manchester/East Midlands services. Officers will approach DfT to ask if the provision of these additional carriages can be accelerated.

3.5 It is anticipated that further announcements regarding allocation of extra carriages will be made shortly. Members will be kept informed of how these announcements will affect services in Greater Manchester.

3.6 A further review of Calder Valley rail services will take place nearer the implementation of Metrolink services on the Manchester – Oldham / Rochdale line.

4 Conclusion

4.1 It is unfortunate that the strengthening plan has been adversely affected by the adverse weather in January.

4.2 Northern Rail is aware that their performance, in particular regard to the 1700 Manchester Victoria – Leeds service, is not satisfactory and measures are being implemented to improve matters.

4.3 As with all scheduled strengthening, these services will continue to be monitored and unsatisfactory performance taken up with Northern Rail.

4.4 The agreement to fund these units will cease in June and DfT will continue to fund them and the extra strengthening detailed in section 3 of this report.

4 Recommendations

4.1 Recommendations appear at the front of this report.

Michael Renshaw
Interim Bus and Rail Director

Appendix A: Period 8 (18 October – 14 November 2009)

				Week 1							Week 2						
		Description	Formation	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142 142	N/A						N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156 142	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142 142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2 142	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142 142	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A						N/A
				Week 3							Week 4						
		Description	Formation	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142 142	N/A						N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156 142	N/A						N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142 142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2 142	N/A						N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142 142	N/A						N/A	N/A						N/A
				KEY:		Full Compliance			Partial Compliance			Non Compliant					
									Strengthened but smaller seat capacity			Not strengthened (one unit only)					

Appendix B: Period 9 (15 November – 12 December 2009)

				Week 1							Week 2							
		Description	Formation		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142	142	N/A						N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156	142	N/A						N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142	142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2	142	N/A						N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142	142	N/A						N/A	N/A						N/A
				Week 3							Week 4							
		Description	Formation		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142	142	N/A						N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156	142	N/A						N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142	142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2	142	N/A						N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142	142	N/A						N/A	N/A						N/A
					KEY:		Full Compliance			Partial Compliance			Non Compliant					
										Strengthened but smaller seat capacity			Not strengthened (one unit only)					

Appendix D: Period 11 Strengthening (10 January – 6 February 2010)

				Week 1							Week 2							
		Description	Formation		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142	142	N/A	amended		amended	amended	amended	N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156	142	N/A	amended	amended	amended	amended	amended	N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142	142	N/A	amended		amended	amended	amended	N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2	142	N/A	amended	amended	amended	amended	amended	N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142	142	N/A	amended	amended	amended	amended	amended	N/A	N/A						N/A
				Week 3							Week 4							
		Description	Formation		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142	142	N/A						N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156	142	N/A						N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142	142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2	142	N/A						N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142	142	N/A						N/A	N/A						N/A
					KEY:		Full Compliance			Partial Compliance			Non Compliant					
							Strengthened but smaller seat capacity			Not strengthened (one unit only)								

Appendix E: Period 12 Strengthening (7 February – 6 March 2010)

				Week 1							Week 2							
		Description	Formation		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142	142	N/A						N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156	142	N/A						N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142	142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2	142	N/A						N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142	142	N/A						N/A	N/A						N/A
				Week 3							Week 4							
		Description	Formation		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2F87	07:44	Todmorden - Wigan Wallgate	142	142	N/A					cancelled	N/A	N/A						N/A
2F77	06:57	Huddersfield - Southport	156	142	N/A					cancelled	N/A	N/A						N/A
2J60	16:46	Wigan Wallgate - Rochdale	142	142	N/A						N/A	N/A						N/A
2U21	17:00	Manchester Victoria - Leeds	144/2	142	N/A						N/A	N/A						N/A
2E74	17:28	Manchester Victoria - Huddersfield	142	142	N/A						N/A	N/A						N/A
					KEY:		Full Compliance			Partial Compliance			Non Compliant					
							Strengthened but smaller seat capacity			Not strengthened (one unit only)								