

# GREATER MANCHESTER PASSENGER TRANSPORT AUTHORITY

## REPORT FOR RESOLUTION

**DATE:** 1<sup>st</sup> February 2008

**SUBJECT:** The development of the December 2008 rail timetable within Greater Manchester.

**REPORT OF:** Interim Service Delivery Director, GMPTE

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### PURPOSE OF REPORT

1. To further advise Members of the progress in developing the December 2008 rail timetable.
2. To seek Members' views on the proposals.

### RECOMMENDATIONS

1. To note the progress in developing the December 2008 local rail services timetable.
2. To endorse efforts by Northern Rail and the Executive to retain the timetable resilience benefits that have come from robust timetable work over recent years within the December 2008 timetable.
3. To note and approve further discussions between Northern Rail senior management, the Authority and Executive on the issue of the December 2008 timetable business plan, rolling stock provision, and progressing Authority rail service development aspirations not included in the December 2008 timetable.
4. Request that a further report on progress be submitted to Members at the 4<sup>th</sup> April Policy Committee meeting.

### BACKGROUND DOCUMENTS

1. GMPTA Authority Report, 23<sup>rd</sup> June 2006, Local Rail Service Issues
2. North West Route Utilisation Strategy, Network Rail, May 2007
3. GMPTA Policy Committee Report, 13<sup>th</sup> July 2007, Route Utilisation Strategy, December 2008 Timetables and Transport Innovation Fund bid.
4. GMPTA Policy Committee Report, 7<sup>th</sup> September 2007, the development of the December 2008 rail timetable within Greater Manchester.
5. GMPTA Authority Report, 23<sup>rd</sup> November 2007, the development of the December 2008 rail timetable within Greater Manchester.

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## 1. INTRODUCTION

- 1.1. The need to review and revise the local rail service timetable from December 2008 has provided an opportunity to recast some local services to better meet current demand, and to correct some inconsistencies in the provision of rail services across Greater Manchester. However, the proposed changes should be seen as an important stage in the on-going development of services, not a one-off change

## 2. SUMMARY OF PRESENT POSITION.

- 2.1. The present position with the planning of the December 2008 timetable can be summarised as follows:

- (i) *Completion of platforming validation for Piccadilly* – This was vital to confirm that the draft December 2008 timetable would work, given the increased pressure of capacity at Piccadilly from the additional Virgin London services and the need to accommodate other longer distance services (TransPennine Express (TPE), Arriva Cross Country, Stagecoach (East Midlands) and Arriva Trains Wales).
- (ii) *The third platform at Manchester Airport.* The development of the December 2008 timetable has been based on the assumption that the third platform at Manchester Airport station will be completed by then. Work is in progress and Network Rail report that the project is on time.
- (iii) *Creation of base Saturdays Accepted (SX) train plan is complete.* Northern Rail has minimized service changes, has implemented some Authority aspirations (as outlined in reports to Authority in September and November) and has achieved standard hour patterns service whenever possible. The present core off-peak frequency of services on all routes has been maintained, and in selected cases enhanced. In the peaks, whilst there are some re-timings, the concerns that peak services could be considerably reduced has not materialised. The timetable modelling outcome was sent to the Department for Transport (DfT) at the end of December, and DfT approval is expected by the end of January.
- (iv) *Across all operators performance implications must be considered.* Northern Rail and other operators are anxious not to lose the resilience benefits that have come from robust timetable work over recent years. The proposed timetable will be double checked, and performance modelling is to be undertaken. The aim is to ensure workable margins (especially at Junctions).

Traditional timetable modelling will confirm that the proposed timetable is robust.

- (v) *Progress is being made on matching capacity to demand.* There are some concerns in Northern Rail that the resources necessary to operate the December 2008 timetable will be greater than at present. The full extent of the impact of the December 2008 timetable on rolling stock resources is not known, and so is yet to be confirmed. Northern are briefing DfT on a regular basis on the progress with the timetable and discussions are taking place between the parties about the need for additional resources to operate the proposed December 2008 timetable. The issue is complicated by the fact that the DfT rolling stock strategy is not clear, and so it is not known how Northern Rail will benefit from any allocations of additional stock. Also, it is not confirmed whether or not DfT will fully fund any additional costs arising from December 2008 timetable changes.
- (vi) *The initial financial evaluation of the proposed December 2008 timetable has been completed.* This initial evaluation was submitted on to DfT on 21 December. This evaluation is now under discussion and review. It is important to realise that the DfT will only accept those timetable changes that are consequential to the changes being introduced by Virgin, TransPennine Express, Arriva and Stagecoach (East Midlands).
- (vii) *Evaluation of Authority aspirations has been included in the initial financial evaluation.* The process of prioritising these has progressed (and was reported to Members in September and November). Northern is hopeful that a number of aspirations can be accommodated without major additional cost.

2.2. Members should note that the Authority has a role to play in providing support for Northern Rail's business case for December 2008. Further discussions on this issue are planned between Northern Rail senior management and the Executive.

### **3. SPECIFIC WEEKDAY LOCAL SERVICE CHANGES/PROPOSALS.**

3.1. Members will recall that the following proposed changes were endorsed by the Authority at the meeting of 23 November 2007;

- Re-introduction of a local service (originating in Wigan) between Bolton and Manchester Victoria, calling at Moses Gate, Farnsworth and Kersey
- A local, half hourly, all stations Piccadilly – Airport service, continuing hourly all stations (from Wilmslow) to Crewe
- An hourly stopping service to Stoke-on-Trent

- Restoration of 4 trains per hour (tph), from 3tph, calling at Levenshulme and Heaton Chapel
- A call by the majority of Southport to Manchester Airport services at Hindley
- All Southport to Airport services will call at Deansgate
- Blackpool to Buxton 1 tph replaced by;
  - A 1 tph Blackpool to Victoria service
  - A 1 tph Manchester Piccadilly to Buxton service
  - A 1 tph Hazel Grove to Bolton and/or Preston services (to supplement the existing Hazel Grove – Manchester or Deansgate service to provide a 2 tph service)

3.2. In addition Northern have advised of the following;

- (i) *Calder Valley*. Reflecting Authority aspirations, Northern Rail, WYPTE and Executive Officers are working to enhance services on this important rail corridor.
- (ii) *Oldham Loop*. Work is now complete in converting the Oldham Loop timetable to a 'stand-alone' self-contained service.
- (iii) *Southport to Manchester Airport*. As reported previously as many as possible will now call at Hindley. However, some, particularly in the peaks, will not call, because of pathing and timetable constraints.
- (iv) *Eccles*. The aspiration for the hourly Liverpool to Manchester Airport service to call at Eccles will not be met. The Liverpool to Victoria already calls (2 peak and 1 off peak). Whilst the NW Route Utilization Study concluded that additional trains calling at Eccles was justified, Northern Rail's initial view is that the net impact of the consequence of providing the additional call on their important Liverpool to Manchester Airport service in terms of patronage will at best be marginal. Northern Rail and the Executive are aware of the role of Eccles as an interchange, and particularly for access to Salford Quays, and the future Media City Development, and will keep the matter under review.
- (v) *Clifton*. Market research has confirmed that a viable business case cannot be made for more trains at Clifton. However, Officers are developing proposals to improve bus services in the Clifton Junction and Clifton Green areas.
- (vi) *Marple/New Mills Central*. The present Marple and New Mills turn-back trains are to be combined to allow 2 trains per hour to/from New Mills Central. The arrangement makes use of units which currently stand for over an hour at New Mills, and for some 10 minutes at Marple. There may be some additional costs, but they would appear to be marginal, and could be exceeded by additional revenue earned.

#### **4. NORTHERN RAIL SUNDAY SERVICES.**

- 4.1. There is an imbalance of Sunday services across the Greater Manchester network. There is a need to review and refine them to remove inconsistencies. It is accepted that there is already pressure to enhance Sunday services and in some cases to introduce new ones.
- 4.2. Engineering work often impact adversely on Sunday services. Given the growth in Sunday travel, the rail industry is investigating how to resolve this conflict. Network Rail is preparing to move to the Seven Day Railway (7DR). This will start on the West Coast Main Line from December 2008, and is progressively introduced elsewhere on the Network. Further information on 7DR is given in Appendix 3.
- 4.3. Therefore, whilst Northern Rail will be reviewing Sunday services in some detail, they are not yet able to report in detail as;
  - (i) The review of services and assessment of inconsistencies is not complete.
  - (ii) As with weekday services Northern Rail services will be affected by the final pattern of Virgin, TransPennine Express, Arriva and Stagecoach (East Midlands) services.
  - (iii) The full details of the introduction of 7DR not known, Northern Rail is not yet able to fully take this into account in its planning.
- 4.4. In all cases a positive business case will have to be made for any additional Sunday services.

#### **5. NORTHERN RAIL LATE EVENING SERVICES.**

- 5.1. There is also an imbalance in late evening services across the Greater Manchester network, and pressure for services to operate later.

Northern Rail is presently reviewing late evening services to try to address the inconsistencies and whenever possible operate later trains.

In all cases a positive business case will have to be made for any additional late evening services.

#### **6. OUTSTANDING LOCAL SERVICE PROPOSALS.**

- 6.1. The September 2007 Report to Policy Committee identified and listed a number of aspirations for development of local rail services. Not all of these are viable, nor do they fit within the DfT imposed criteria of 'consequential changes arising from other December 2008 changes'.

- 6.2. These many aspirations must be prioritised in terms of benefits such as patronage growth, social inclusion, modal split, regeneration and the agreed framework of the Transport Innovation Fund bid. The Executive wishes to make progress on the viable aspirations whenever possible, and will continue negotiations with the rail industry as appropriate to progress Authority aspirations.

## **7. LONGER DISTANCE SERVICES – TRANSPENNINE EXPRESS**

- 7.1. From 9 December 2007 First TransPennine Express (TPE) has provided the Manchester – Scotland direct services, previously provided by Virgin Cross Country. TPE has provided the same number of direct services from Manchester – Edinburgh/Glasgow mid week, with comparable journey times and capacity as the previous Virgin service (181 seats in Class 185, 186 in Voyager 220). Also, services have been extended to run through to Manchester Airport. In addition Virgin West Coast operates a 0458 Manchester to Glasgow, and so there is one more train service than previously.

- 7.2. From December 2007 TPE has provided additional calls on the Scottish services at Manchester Oxford Road and Salford Crescent (neither of which were served by Virgin)

- 7.3. Catering, in the form of an at seat trolley service is now provided (as against the shop that was available on the Virgin Class 220 Voyager). Complimentary refreshments are available to first class ticket holders.

- 7.4. The December 2007 TPE Anglo-Scottish timetable

- Meets the DfT service specification
- Takes account of the outcome of stakeholder consultation
- Provides seven (7) trains in each direction SX from Manchester Airport to Scotland, of which.,
- There are three (3) to/from Glasgow and
- Four (4) to/from Edinburgh
- Generally provides an hourly frequency
- Provides a higher frequency of weekend services than was provided by Virgin (a service of four trains against the two previously provided).
- Journey times comparable to the previous services.

- 7.5. In addition, the following key TPE services are being maintained:

- 1 tph Manchester Airport - Blackpool
- Existing east - west services
- Direct services to Windermere from Manchester Airport (2 northbound and 3 southbound)

- The same number of services to Barrow, including direct services to Manchester Airport until midday
- Direct services between Manchester Airport and Barrow every two hours

In December 2008, in addition to the points made in paragraph 7.4;

(i) The TPE Manchester to Scotland service will;

- Include an additional 06.20 departure from Manchester Airport, which will arrive in Glasgow at 09.44 (a never previously provided early arrival).
- Provide one fewer evening Manchester Airport to Glasgow service.
- Improve journey times

(ii) The Manchester Airport to Blackpool service will be up to 10 minutes faster.

(iii) The Manchester to Cumbria service will comprise 10 trains to Barrow in Furness, including two through trains to Windermere. In addition there will be six Northern Rail services to Barrow. In total it will be possible to travel to Windermere on 13 services, comprising two through trains, and 11 by changing trains.

7.8. In summary the December 2008 TPE timetable will;

- See consolidation of the expansion of the TPE network
- Improve journey times
- Provide additional peak capacity in and out of Manchester
- Adopt a collaborative approach with Virgin and Northern Rail to maintain frequencies on joint routes and maximise connections

7.9. Due to timetable constraints as part of the wider timetable recast from December, it will not be possible for TPE Manchester-Scotland services to call at Salford Crescent. The issue of Salford Crescent and the above are explained further detail in Appendix 1.

## **8. LONGER DISTANCE SERVICES – VIRGIN WEST COAST.**

8.1. As reported previously, there will be an increase to three (3), from two trains per hour Manchester Piccadilly – London Euston (one service via Crewe/Wilmslow and two services via Stoke/Macclesfield)

8.2. In the great majority of cases, passengers will enjoy an improved service in terms of increased frequencies and reduced journey times.

8.3. Virgin West Coast services, as they impact upon Greater Manchester are explored in more detail in Appendix 2.

## **9. ARRIVA TRAINS CROSS COUNTRY**

9.1. As reported previously, from December 2008, Arriva Cross Country will provide;

- New 1 tph service Piccadilly – Bournemouth via Stockport and Birmingham
- New 1 tph service Piccadilly – Bristol via Stockport and Birmingham

. At present it is proposed that the Bristol services will NOT call at Stockport.

9.2. Discussions with Arriva and the DfT to resolve the above matter have continued. Network Rail has confirmed that a call by Arriva Cross Country at Stockport can be timetabled. If that adds no more than 1.5 minutes to the overall journey time then it will probably be acceptable to Arriva. However, there is concern that timetabling path constraints could result in five (5) minutes being added to the Manchester to Birmingham journey time. If this was the case Arriva would find that unacceptable.

9.3. The Executive will continue to press for all Arriva Cross Country services to call at Stockport.

## **10. RECOMMENDATIONS.**

10.1. A full set of Recommendations is given at the start of this report.

**Michael Renshaw**  
**Interim Service Delivery Director**



**TRANSPENNINE EXPRESS DECEMBER 2008 RAIL TIMETABLE –  
AN OVERVIEW OF LONGER DISTANCE CHANGES CONFIRMED OR  
UNDER CONSIDERATION.**

**Salford Crescent & Anglo-Scottish Services**

The timetable planning process for the December 2008 TPE timetable tried to accommodate Salford Crescent as part of the base plan, but timetable constraints as part of the wider timetable recast will not allow the stop on the Scottish services.

However, from December 2008, the 1800 from Manchester Airport will comprise 6 vehicles (2 X class 185).

**December 2008 - Salford Crescent**

The following is a summary of the main factors preventing the call at Salford Crescent, which when combined mean TPE services cannot accommodate a call at Salford Crescent.

- The same northbound path in each hour must be used for all TPE services.
- All TPE services (to/from Windermere and Barrow and to/from Edinburgh and Glasgow) must allow arrival at Preston to connect with London services.
- TPE services must pass through the Manchester Hub, and depart Piccadilly at a time which is fixed by freight and other passenger service paths.
- Heading north TPE services follow local passenger services through Piccadilly yet must arrive at Preston to provide necessary connections.
- Departure from Preston and running north is tightly timed, as paths into Edinburgh are restricted.

**Market Research**

TPE has investigated patronage flow, and this has shown that;

- (i) In the last 12 months LENNON data shows that 93.9% of journeys to/from Salford Crescent do not start or go beyond Bolton.
- (ii) Of the 6.1% that do go beyond Bolton, 40% of these are to/from stations on the Preston – Blackpool line and are therefore not affected by the December 2008 change.

## **Additional Northern Services**

In December 2008 Northern Rail's Buxton – Blackpool will split to form a Buxton – Piccadilly and Victoria - Blackpool and Northern Rail's Hazel Grove – Piccadilly service will be extended to Bolton (and possibly to Preston).

This means that the number of services from Salford Crescent – Bolton in each direction does not change.

The number of services from Salford Crescent to Manchester does not change, although one will go to Victoria not Piccadilly.

### **VIRGIN WEST COAST DECEMBER 2008 RAIL TIMETABLE – AN OVERVIEW OF LONGER DISTANCE CHANGES CONFIRMED OR UNDER CONSIDERATION.**

#### **Introduction.**

The following summary gives an overview of the Virgin West Coast timetable plans for 2009 (from December 2008), as they impact on Greater Manchester.

The timetable follow the principles outlined in the Department for Transport's May 2006 Progress Report on the West Coast Main Line. The finer detail is being worked through, and Virgin will confirm this as soon as possible. It is also important that the finer detail is seen in the context of other operators' timetables.

There will be an increase to 3 (from 2) trains per hour Manchester Piccadilly – London Euston (1 service via Crewe/Wilmslow and 2 services via Stoke/Macclesfield)

The DfT has stated that there has been a significant increase in rail traffic on the West Coast Main Line (WCML) since 2004. The objective of maximising business remains, so that there is, for example, an adequate return on the significant investment made in the Project, for the benefit of both passengers and taxpayers.

Work progresses towards completion of the WCML upgrade by the end of 2008. Much of this relates to infrastructure work at Milton Keynes, Rugby and the Trent Valley. Work on delivering this is presently taking place.

In the great majority of cases, passengers will enjoy an improved service in terms of increased frequencies and reduced journey times.

The proposed service is as follows:

#### **Euston to Manchester**

- Services operate every 20 mins throughout the day.
- The xx00 ex London Euston services call at Stoke, Macclesfield and Stockport.
- The xx20 ex London Euston services call at Milton Keynes Central, Stoke and Stockport.
- The xx40 ex London Euston services call at Crewe, Wilmslow and Stockport.
- The xx15 ex Manchester Picc services call at Stockport, Stoke and Milton Keynes Central.
- The xx35 ex Manchester Picc services call at Stockport, Macclesfield and Stoke.

- The xx55 ex Manchester Picc services call at Stockport, Wilmslow and Crewe.
- Typical journey times are 2hrs 5 mins from London Euston to Manchester Piccadilly with the fastest train completing the journey in 1hr 58 mins.
- The fast “headline” train from Manchester will be the 0700 departure, which will call at Stockport only.

### **Euston – Preston / Carlisle / Glasgow / Edinburgh**

- 13 Glasgow to Euston services and 13 Euston to Glasgow services operate. No Euston to Edinburgh service operates in either direction.
- The typical end-to-end journey time will be 4hrs 26 mins.
- An hourly service will operate throughout the day between London Euston and Preston with some additional services in the peaks.
- Trains depart from London Euston at xx30 past each hour with additional Euston – Glasgow trains in the evening peak at 1657 and 1757.
- The majority of services run non stop between London Euston and Warrington Bank Quay, then call at *Wigan North Western*, Preston, Lancaster, Oxenholme or Penrith (generally alternate services call at one or the other but some trains serve both), Carlisle then Glasgow Central.
- A 0430 Glasgow – Euston service calling at Carlisle, Penrith, Oxenholme, Lancaster, Preston, *Wigan* and Warrington, then non stop to Euston.

### **Birmingham – Glasgow / Edinburgh**

- As part of the revised franchise mapping, Virgin West Coast will take over the operation of the hourly Birmingham – Scotland via Preston services as follows. All trains to be worked by Class 221 Super Voyagers.
- Trains will operate hourly from Birmingham to Carlisle (departing at xx20 past each hour), continuing forward to either Edinburgh or Glasgow. All services will call at Wolverhampton, Crewe, Warrington, *Wigan North Western*, Preston, Lancaster, (then either Oxenholme or Penrith) and Carlisle. One each way start/terminate Rugby via Coventry and Birmingham International
- Southbound services depart from Edinburgh at 2 hourly intervals departing xx52 and from Glasgow Central at 2 hourly intervals at xx00
- In addition a 0557 Crewe – Glasgow Central and a 2010 Glasgow Central – Crewe will operate, calling at *Wigan North Western* at 0624 and 2248.

## **An overview of Wigan North Western**

In summary Wigan North Western will benefit from:

- 20 northbound Glasgow Services, the first at 0625 (arriving Glasgow at 0909) and the last at 2126 (arriving Glasgow at 2359).
- 19 southbound services from Glasgow the first at 0430 (arriving Wigan at 0706), and the last at 2010 (arriving Wigan at 2249).
- 7 northbound Edinburgh services, the first at 0737 (arriving Edinburgh 1018) and the last at 1937 (arriving Edinburgh at 2218)
- 7 southbound services from Edinburgh the first at 0652 (arriving Wigan at 0929), and the last at 1852 (arriving Wigan at 2129).
- 16 northbound services from Birmingham, the first at 0620 (arriving Wigan at 0737) and the last at 2120 (arriving Wigan at 2245).
- 16 southbound services to Birmingham, the first at 0629 (arriving Birmingham at 0750) and the last at 2129 (arriving Birmingham at 2252).
- An hourly service to/from London Euston with some additional services in the peaks.

**THE SEVEN DAY RAILWAY**

Recognising the increased and growing importance of Sunday travel, Network Rail is preparing to move to the Seven Day Railway (7DR). This will start on the WCML from December 2008 and is progressively introduced elsewhere on the Network. Note that:

- (i) 7DR originated as a study into Efficient Engineering Access (how long should it take to set-up and hand-back a possession and how long should be needed for each task) and evolved into a study into the conflicts between reducing engineering costs and passenger requirements - what is the optimum length for a possession, how to ensure the railway is only closed when work is taking place and recognising that there is more leisure and retail travel at weekends now than there was a few years ago.
- (ii) Network Rail are making progress with modular maintenance and renewals - doing as much as possible off-site and delivering pre-fabricated units for installation, developing safe and efficient working environments / equipment.
- (iii) The Strategic Business Plan (SBP) estimates the potential revenue from reducing the extent of weekend working to be £300m over the duration of Control Period 4 (CP4), and the additional engineering costs as a result of introducing the 7DR to be £300m. Therefore 7DR achieves more passengers / passenger kilometres for the same net cost.
- (iv) Currently the number of trains operated at weekends is only 65% of the number of trains that operate on an average weekday, but only 10%-20% of the network is being worked on at any one time.
- (v) The objective is to achieve 90% of average weekday trains at weekends. This will be achieved on the West Coast Main Line from December 2008 and will be achieved progressively over the remainder of the network. Plans for this should be available by April 2008.
- (vi) To achieve this engineers require more overnight possessions. The engineers are planning work on the basis of 8 hours work each overnight possession. With existing arrangements for taking and giving-up possessions this would require the railway to be closed for 11 hours (2030-0730, for example). Network Rail is therefore looking to modify procedures to reduce the closure time to 10 hours (2100-0700, for example) or 9 hours (2130-0630, for example).

- (vii) There would still be some Sunday closures, but instead of 16 consecutive closures, there would be four spread through the year. Dates would be determined at least 12 months in advance.
- (viii) In the long-term Network Rail hope to revise the design of infrastructure so that there is more space between adjacent tracks. Linked with revised signalling (especially radio cab based signalling) this would enable bi-directional operation of trains on one track while maintenance is conducted on the other. This will also help reduce the impact of un-planned disruption.
- (ix) It is vital to ensure that local Greater Manchester circumstances are considered (e.g. the needs of commuters with early (0600/0700) starts, feeder services into early long distance trains, evening leisure trips at weekends, Manchester Airport (where staff arrive for 0400 and passengers for 0500 check-ins)).