

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

COMMITTEE: Policy

DATE: 23rd January 2009

SUBJECT: Development of the December 2009 Rail Timetable

REPORT OF: Interim Service Delivery Director, GMPTE and the Clerk to the Authority

PURPOSE OF REPORT

To agree a list of the Authority's priorities for consideration in the development of the December 2009 rail timetable.

RECOMMENDATIONS

Members are recommended to:

- i) Note the report;
- ii) Confirm with Northern Rail the priorities for immediate inclusion in their bid at the end of the month;
- iii) Carry out the work necessary to allow Members to be in a position to press Northern Rail for additional services and service changes in the second iteration of their timetable in April 2009;
- iv) Carry out an assessment of the impacts of the December 2008 timetable to identify where it delivers benefits and disbenefits to passengers, for possible refinement and rectification in December 2009;
- v) Agree officers continue discussions with Northern Rail, Network Rail and DfT on additional rolling stock and infrastructure improvements necessary to realise the Authority's outstanding aspirations; and
- vi) Bring a further report to this Committee in April 2009,

BACKGROUND DOCUMENTS

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

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Development of the December 2009 Rail Timetable

1. Introduction

- 1.1. The rail industry is currently in the process of reviewing its timetable for implementation in December 2009. The changes to this timetable will be much narrower in scope than in December 2008, which took into account the completion of the West Coast Mainline Modernisation Project, but it none the less affords the Authority the opportunity to lobby for, and where appropriate, directly sponsor, improvements of local and regional significance, as well as seeking to resolve any identified problems as a consequence of the December 2008 timetable changes.
- 1.2. As Members are aware, the entire timetable for all train operators in the North West was rewritten for December 2008. The opportunity was taken to create a “standard hour pattern timetable” (sometimes called a “clock face” timetable) on most corridors. Thus, trains operate at the same minutes past the hour on all routes throughout the day. Additional trains operate in the peaks where the paths exist to do so.
- 1.3. It is recognised that the Authority has many rail service aspirations. However, the December 2008 timetable revision has resulted in the regions rail network operating at very nearly maximum capacity and further major improvements will only be achievable through major infrastructure improvements, which will be delivered through the RUS process and results of the Manchester Hub study. Crowding problems will persist until additional rolling stock can be obtained, which is extremely unlikely before December 2009 unless the vehicles released from the Oldham Loop can be secured for deployment in the area. Officers are however in discussion with the Department for Transport (DfT) and Train Operators concerning the provision of additional carriages and a future report will be brought to the Authority. Finally, some enhancements will only be achievable with a financial contribution, either from the Authority or Department for Transport.
- 1.4. This report sets out what officers believe to be those Authority aspirations which can be successfully addressed in a realistic and prioritised way, and in particular highlights those that can be achieved by December 2009.
- 1.5. In addition, the impact of the December 2008 timetable needs to be assessed reviewed in order to fully understand how the changes introduced have brought benefits and disbenefits to passengers. For example, officers understand that changes on the Manchester - Bolton - Preston corridor, and in particular those services terminating at Manchester Victoria, and on the Calder Valley and Buxton corridors, are issues for investigation. Members are asked to identify if they are aware of other services which it would be appropriate to review.

2. Timescales

- 2.1. There is very limited time to influence the December 2009 rail timetable. The milestones for its development are as follows:
- 2.2. In late 2008 Northern Rail (NorR) gathered wider stakeholder aspirations and proposals, a process which GMPTE contributed to.
- 2.3. Train operators will submit their initial desired timetable to Network Rail (NetR) by 30th January. From then until April, there will be further discussions to refine the proposals. NetR will also assess the timetable aspirations of all operators, and identifying potential conflicts.
- 2.4. Train operators must submit a second iteration of their timetables by 17th April. From then there will be further discussions during which minor amendments to proposals can be made. NetR will advise train operators what it will be possible to operate by 10th July.
- 2.5. Officers will meet with train operators, and in particular, Northern Rail to ensure they are made fully aware of the contents of this report.
- 2.6. Officers intend to obtain a copy of the draft timetable in April in order to identify any issues which it may be necessary to further discuss. Members will be involved in this process.
- 2.7. The timetable will become operational on 13 December 2009.

3. Priority Issues for Development

The following section sets out those areas on which the Executive intend to press the operators for improvements and are offered here for comment.

3.1. Corridor: Manchester – Rochdale –Leeds (Calder Valley)

Issues: The impact of the December 2008 timetable changes, Sunday services

Current Situation:

Peak time load factors are some of the highest in Greater Manchester. The December 2008 timetable provides:

An increase to 3 trains an hour between Leeds and Manchester Victoria.

An hourly limited stop service between Leeds, Bradford Interchange and Manchester Victoria all day on Mondays to Saturdays, calling only at Halifax, Hebden Bridge, Todmorden and Rochdale.

The retention of the all stations hourly Manchester Victoria – Halifax – Bradford – Leeds service.

A new hourly most stations service between Leeds and Manchester Victoria via Dewsbury and Brighouse between 0600 and 1900 on Mondays to Saturdays

Four trains an hour between Rochdale and Manchester.

Aspiration:

The December 2008 timetable made several significant changes to services on this corridor including three trains per hour between Leeds and Victoria. Given the changes it is necessary to review these services to better understand the net impact they are having on passengers and in particular on weekday overcrowding.

The Authority also has an aspiration for the improvement of Sunday services on this line.

Barriers:

Availability of rolling stock to reduce overcrowding.

The introduction of a Sunday service would have a financial impact for the Authority.

Progress:

The Authority is concerned about levels of overcrowding on this route and is of the opinion that High Level Output Statement (HLOS) units should be deployed on this route to reduce load factors. Metrolink expansion phase 3a will see trams running from Rochdale Station into Manchester City Centre; officers will carry out work to better understand how this introduction will impact on rail passenger numbers.

Northern Rail is currently reviewing Sunday services and will report later in the year.

With the closure of the Oldham Loop for conversion to Metrolink from October 2009, five class 142 units will be released. The PTE/A has a desire to use these to address high load factors on the most overcrowded lines. It is likely that these lines would include the Calder Valley.

Next Steps:

Officers will assess the impact of the December 2008 timetable change in terms of both benefits and disbenefits and will report back to Authority in April.

Discussions will also continue with DfT civil servants to secure the retention of the Oldham Loop vehicles after October 2009.

Officers will also investigate the likely patronage of a Sunday service, and report back in April, for potential implementation in December 2010.

**3.2. Corridor: Manchester Piccadilly and Victoria to Huddersfield and Leeds
Issue: The impact of the December 2008 timetable changes.**

Current Situation:

An improvement of Sunday local service from two hourly to hourly from Dec 2008
Peak time load factors on some trains are very high.

Aspirations:

The Authority has an aspiration for 2 tph all day to Huddersfield and for trains to be lengthened to reduce overcrowding.

Barriers:

Lack of available rolling stock to reduce overcrowding and introduce additional services plus line speeds and track capacity between Manchester and Leeds (maximum line speed ranges between 40 and 85 mph and the passing loops at Diggle and Marsden have limitations). Limited signalling on parts of the route.

Progress:

This issue was addressed in the Authority's response to the Yorkshire and Humber RUS. A satisfactory outcome will be dependent on capital investment resulting for the RUS process but the officers have recently discussed the possibility of running additional services in the shoulder of the peaks. Increasing train frequency or lengths through use of Oldham Loop vehicles would reduce overcrowding on the line and it is likely that some of the vehicles would be used on this line. In addition the Authority and Executive are working with Northern Rail and FTPE to ensure an appropriate use of their HLOS allocation to reduce overcrowding.

The services on this route were changed as a result of the December 2008 timetable and need to be reviewed now in order to identify the net impact on passengers for possible refinement in December 2009. Members have recently raised the issue of AM peak time gaps in the service, which has led to additional overcrowding on the already busy 0803 service from Greenfield, and of the 1802 service from Huddersfield which omits Mossley and Greenfield stations.

Next Steps:

Officers will review the implications of the December 2008 timetable changes, and would welcome further input from Members on areas of concern. Officers will also explore with Northern Rail the possibility of introducing additional services to and from Huddersfield in the shoulder peaks, and ask them to review services in the peak at Mossley and Greenfield.

Discussions will also continue with DfT civil servants to secure the retention of the Oldham Loop vehicles after October 2009.

The Yorkshire and Humber RUS will also be published in February, at which point it will be necessary to carry out discussions with Network Rail over infrastructure

improvements.

3.3. Corridor: Manchester – Marple – New Mills (Goyt Valley)

Issue: Additional Services and improvements to Sunday services.

Current Situation:

December 2008 introduced changes in stopping pattern in peaks. In the off peak one of the Marple trains each hour is extended to New Mills increasing the service to two trains per hour. There is also an additional train to/from Rose Hill in each peak (achieved by diverting a less well used Marple service). Three trains per hour operate between New Mills and Piccadilly via Bredbury, and one train per hour operates between Rose Hill and Piccadilly via Guide Bridge.

A limited Sunday service of one train every two hours.

Aspiration:

Two trains per hour to operate between Rose Hill and Manchester Piccadilly. Four trains per hour to operate between New Mills and Manchester.

An hourly Sunday service.

Barriers:

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.

Northern Rail estimate that a hourly Sunday service could be introduced at a cost of £20,000 ±20% p.a, to be borne by the Authority. There would be a need for the Authority to seek a contribution from Derbyshire County Council (in addition to the figure quoted above), should Members there also decide to support the service.

Progress:

The introduction of an additional service between Rose Hill and Piccadilly, operating via Bredbury would meet both aspirations, but is not possible due to the current lack of capacity at Ashburys Junction. The infrastructure improvements necessary were partly identified in the North West RUS, partly in the Yorkshire and Humber RUS (and were recognised as a high priority in our response), and will also be addressed in the Manchester Hub study, and must be implemented before this aspiration becomes achievable.

None the less an improvement for passengers would be delivered by re-timing the services from Marple and Rose Hill. A more even timetable would improve the spread of services at Romiley and may well increase patronage.

An outline business case has already been produced by Northern Rail for an improved Sunday service. An estimate of the GMPTA annual contribution towards the additional cost would be approximately £20,000 and officers will investigate the likely

patronage level of this service in order that Members can make a decision on its desirability. In the case of Rose Hill, whilst it may not yet receive a Sunday service, a 'quick win' may be to extend the evening services beyond the present early finish of 2105 (at Rose Hill, 2036 from Manchester Piccadilly). Again officers will investigate the likely patronage level of this service in order that Members can make a decision on its desirability.

Next Steps

Officers will continue discussions with Northern Rail on the retiming of services at Rose Hill and New Mills to improve the spread of services at Romiley, with the aspiration of its implementation in December 2009.

Officers will request Northern Rail to include the provision of a Sunday service and extend weekday services is included in their draft proposal for December 2009 whilst work is carried out to identify likely demand for an enhanced service, and to understand the strength of the business case, and will come to Members in April for a decision.

3.4. Corridor: Buxton Line

Issue: The impact of the December 2008 timetable changes.

Current Situation:

To improve service reliability, apart from certain peak hour journeys, the former Blackpool North to Buxton service now runs to Manchester Victoria, whilst Buxton services run into Manchester Piccadilly. The diversion is of direct benefit to Salford Central and Manchester Victoria – and the regeneration of the areas around those stations. A new service between Preston and Hazel Grove has been introduced to maintain a cross Manchester service. This means that the Hazel Grove – Preston service is an additional one beyond Salford Crescent, further developing traffic.

There has been some peak hour retiming. One Buxton –Manchester service in the morning peak doesn't stop at Stockport (because of pathing issues beyond Stockport and into Piccadilly). Off-peak there is a core pattern of 1 tph between Buxton and Piccadilly, and 1 tph between Hazel Grove and Preston (and vice versa), forming part of the restoration of 4tph to Levenshulme and Heaton Chapel.

The bulk of services to/from Hazel Grove are now operated by diesel units, as the class 323 electric units have been re-deployed to provide a regular Airport Shuttle service, and to enhance services to Alderley Edge, Crewe and Stoke.

Aspirations:

2 tph to operate between Buxton and Manchester Piccadilly all day which it is believed would reduce pressure on the highly congested A6.

A review of the implications of the December 2008 timetable.

Barriers:

Availability of rolling stock to reduce overcrowding and enhance frequencies; inadequate track capacity north of Stockport; inadequate capacity to reverse and stable trains at Buxton; line speeds between Stockport and Buxton (at some sections

as low as 40 mph) and track capacity between Manchester and Stockport (or vice versa) combine to make provision of a half hourly service impractical at present.

Progress:

Northern Rail, Network Rail and Derbyshire County Council are currently carrying out a study of infrastructure needs on the route which it is expected to report early 2009. If funding for capital investment can be secured, and the Authority should lobby for this, 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.

Next Steps:

The net impact of the December 2008 timetable on passengers needs to be assessed. In particular the loss of stops at stations including Davenport and Woodsmoor need to be investigated, and where it can be demonstrated these are delivering disbenefits to passengers, officers will ask Northern Rail to consider reintroducing them in December 2009.

The infrastructure improvements necessary to improve capacity at Buxton are unlikely to be delivered until 2014.

3.5. Corridor: Arriva Cross Country to / from West Midlands

Issue: Stopping Pattern

Current Situation:

Since December 2008, two trains per hour have operated between Manchester Piccadilly and Birmingham. Of these, only one stops at Stockport.

Aspiration:

Two trains per hour calling at Stockport (as before December 2008).

Barriers:

Apparent conflict between DfT/TOC journey time aspirations, capacity and stopping patterns.

Progress:

Officers understand that Stockport PTA Members have recently met with Arriva Cross Country and have received assurances that the stops can be accommodated from December 2009.

Next Steps:

Operator to confirm the above.

3.6. Corridor: Macclesfield and Stoke on Trent

Issue: Sunday Services

Current Situation:

From December 2008, the previous Manchester – Macclesfield service has been extended to Stoke, Monday to Saturday.

Prior to December 2008 there was a very infrequent local train service with no trains to/from Manchester until late afternoon. There is now a two hourly local service (with the first booked arrival into Manchester at 1129 and the last train departing at 2141).

Aspirations:

There is an aspiration of an hourly Sunday service as this service benefits Cheadle Hulme and Bramhall.

<p>Barriers: Inadequate track capacity, given an increase in Virgin West Coast Sunday services.</p> <p>An increased frequency Sunday service would have a financial implication for the Authority, as yet to be calculated.</p>
<p>Progress: Northern Rail and GMPTE are investigating demands for an hourly Sunday service to develop a business case.</p>
<p>Next Steps: Continued discussions with Northern Rail regarding the potential refinement of services on weekdays and Sundays which it may be possible to include in the second iteration of the timetable in April, for implementation in December 2009.</p>

<p>3.7. Corridor: Mid Cheshire Line Issue: Improved services.</p>
<p>Current Situation: From December 2008, the two extra peak period trains on this line have terminated at Stockport (morning) and originated there in the evening. The reason for this is that train paths north of Stockport do not exist and as the least well used service the Mid-Cheshire was chosen as the one to terminate short of Manchester. The core hourly regular service continues to Manchester. There is now a more balanced hourly service as the previous 2-hour gap in services from Chester to Manchester between 0805 and 1005 has been filled.</p> <p>On Sundays the previous 5 trains per day return service at various times between Chester and Altrincham has been improved. The service now operates every 2 hours from 0923 to 2109 (from Manchester) and 0906 to 2106 (from Chester). Also, this service now operates through to Stockport and Southport.</p>
<p>Aspirations: 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.</p> <p>As the additional services no longer terminate or originate at Piccadilly, the Executive is concerned that patronage growth on the least used commuter route in South Manchester will be stifled. In the longer term the Authority would like to see running to Piccadilly reinstated.</p>
<p>Barriers: Availability of rolling stock to enable the class 142 units which operate most services to be replaced; inadequate track capacity north of Stockport; line speeds between Stockport and Chester range between 20 and 50 mph.</p>
<p>Progress: Officers are working with the Mid Cheshire Railway Users Group to devise a strategy</p>

for the development of improved services on this line. Members recognise that this corridor is of growing importance and that services stopping short of Stockport must not be allowed to become the norm. Infrastructure improvements around Stockport are necessary for a wide range of services and it is the aspiration of the Authority that through running to Manchester will be introduced in the future.

Next Steps:

There is a need to review and assess the net impact of the service changes introduced to ensure that the majority of market demands are still being met. Officers and Members will continue to work with the Rail Users Group to develop a strategy for this line.

3.8. Corridor: Manchester to Liverpool via Warrington (CLC)

Issue: Timings/Stopping Patterns

Current Situation:

December 2008 introduced changes in peak services. Whilst there are three fast trains between Manchester and Liverpool (two per hour via Warrington (CLC) and 1 per hour via Newton (Chat Moss)), the three operators between the two cities provide a wide variation in service quality and timings are unevenly spaced across the hour. Notably the service via Newton runs only a few minutes before one of the services via Warrington.

Aspiration:

The Authority has aspirations for:

Four fast trains per hour between Piccadilly and Liverpool (spread across the CLC and Chat Moss corridors). This was identified in the North West RUS and is shared by Merseytravel.

An additional stop for the local services at Flixton, to give two trains per hour.

Barriers:

There are capacity constraints at Ordsall Junction which make the introduction of a fourth fast train between Manchester and Liverpool difficult.

Progress:

Officers also believe that there is the potential to introduce an additional hourly service from Flixton to Oxford Road, to give two trains per hour. Flixton has an annual patronage of around 66,000. Although this may require Northern to focus all of their stopping patterns on Flixton and remove some calls at some of the less well used stations on this line, namely Humphrey Park and Trafford Park.

Next Steps:

Subject to PTA approval, continue discussions with Northern Rail regarding an extra Flixton service, to report back to Members in April. .

3.9 Corridor: Manchester to Liverpool via Newton (Chat Moss)

Issue: Additional Services

Current Situation:

One fast train per hour

Aspiration:

Along with services on the CLC (above), four fast trains per hour between Piccadilly and Liverpool, and the development of Eccles as an interchange to allow all fast trains to stop there

Barriers:

There are capacity constraints at Ordsall Junction which make the introduction of a fourth fast train between Manchester and Liverpool difficult. Separately, neither Northern Rail nor Arriva Trains Wales believe that there is a viable business case for their fast services to call at Eccles.

Progress:

Infrastructure improvements at Ordsall Junction will be covered in the Manchester Hub study, which would open up the possibility of a fourth fast train per hour between Manchester and Liverpool. In the mean time it may be possible to divert and extend the Liverpool – Warrington Bank Quay service to operate a stopping service Liverpool to Manchester Victoria, calling at Eccles. This service could also stop at Patricroft which would support Salford Council's regeneration initiatives in the area.

Next Steps:

Continued discussions with Northern regarding the Eccles service and the introduction of a second local service between Liverpool and Manchester Victoria for introduction in December 2009, and to report back in April 2009.

3.10. Corridor: Manchester – Wigan - Southport (via Atherton)

Issue: Additional Services, including a Sunday Service

Current Situation:

An additional 0722 service from Southport to Manchester Piccadilly and Manchester Airport at 0722 and evening peak return at 1703. The introduction of a peak service from Southport and Wigan through to Piccadilly was a long held aspiration of GMPTE which has been met with the December 2008 timetable. Northern Rail has also added a Walkden stop to this train.

Later last train from Manchester Victoria to Kirkby at 1745 instead of 1715. Evening departures from Kirkby at 1733, 1833 and 1902 instead of previous 1741 and 1843.

Off peak Southport – Manchester airport services call additionally at Hindley.

Calls at Kearsley, Farnworth and Moses Gate concentrated into one Wigan-Rochdale service instead of the previous 'skip-stopping pattern'.

The Wigan - Manchester off peak service does operate to a standard pattern, but is not clock face, because the service is comprised of a number of different trains which have different roles to fulfil.

Aspirations:

The Authority has an aspiration to see:

A viable through service from Wigan to Manchester Piccadilly via Atherton operational Monday to Saturday, and

The development of a Sunday service via Atherton.

Barriers:

Track capacity between Manchester and Wigan via Atherton (maximum line speed ranges between 30 and 50 mph). Northern Rail and Network Rail are of the view that 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.

The introduction of a Sunday service would have a financial implication for the Authority, which is currently estimated by Northern Rail as £180,000 ± 20% per annum. This is due to the need to staff a signal box and Atherton Station, as well as train operating costs.

Progress:

Both GMPTE and Northern Rail believe there may be a business case for a through service from Atherton to Piccadilly. A service could be achieved by diverting a Southport-Airport service via Atherton rather than Bolton (as at present). Bolton station would see an off-peak reduction from 7 trains per hour (tph) towards Manchester to 6 tph. This would return the frequency to the same as was the case before December 2008.

Operators have confirmed that a Sunday service could be implemented but would need to be funded by the Authority.

Next Steps:

The impact of the diversion of one Bolton train per hour via Atherton must be investigated further before officers are in a position to make a recommendation to Members; in particular the demand for the service at Atherton, and the consequences on passenger crowding on the Bolton line must be better understood (refer to 3.11). Officers will carry out work on these and associated issues now, with the intention of bringing a further report or Members in April and if directed, requesting Northern Rail to include it in the second iteration of their December 2009 timetable.

At £180,000, officers cannot recommend that the introduction of a Sunday service is supported. Officers will challenge Northern Rail to see if there are ways a service could be provided for a smaller sum. Further, officers will gather evidence of the likely patronage for a Sunday service so that the Authority is in a position to lobby DfT for its inclusion as a Service Level Commitment when the franchise is re-let in 2013.

3.11. Corridor: Manchester – Bolton – Wigan and Preston**Issue: The impact of the December 2008 timetable changes.****Current Situation:**

Peak time load factors are at times very high. This is particularly an issue on the Northern Rail services, but is also a problem on the FTPE services. There are 20 trains from Bolton to Manchester giving arrival times in Manchester between 0700 and 1000 (9 to Piccadilly and 11 to Victoria). Off-peak Bolton has a core service of 7 tph in each direction.

Aspiration: A review of impact of the December 2008 timetable with a view to informing a decision on the desirability of services continuing to split termination

between Piccadilly at Victoria; the introduction of a new (additional) Hazel Grove – Preston service; changes to the stopping pattern of inter-regional services and re-allocation of electric units.

Barriers:

Availability of rolling stock; line speeds and track capacity between Manchester and Wigan or Preston (line speeds vary between 50 and 75 mph). Notably capacity at Salford Crescent and Bolton stations are limitations to future service expansion, and there is a long held desire for Wigan line platforms at Lostock.

Progress:

Northern and FTPE between them now provide 4 tph between Manchester Piccadilly and Victoria and Preston.

Next Steps:

Assessment of the December 2008; as the full consequences of Bolton services terminating at both Victoria and Piccadilly is not yet clear, impacted as they were by recent driver shortages. Officers are not yet in a position to make a recommendations and will explore with the train operators what is realistically achievable in the December 2009 timetable. There are also issues with particular services, including gaps in services at Blackrod in the PM peak which need to be addressed. Members are invited to identify services which may be of concern.

4. Use of the Oldham Loop vehicles

4.1 Discussions are now underway with the DfT to ensure the retention of the five Oldham Loop vehicles within Manchester. Whilst a final decision on their use must be made in conjunction with Northern Rail, officers consider that the residual units should be used to alleviate overcrowding in both peaks on services to and from Todmorden, Wigan, Clitheroe and Huddersfield and should be prioritised to ensure the spend the maximum time delivering benefits within the Greater Manchester boundary.

5. Conclusions

5.1. The development of the December 2009 timetable gives the opportunity to address some outstanding issues left from the December 2008 timetable, and issues that have arisen as a result of its operation. Officers are already in negotiations with Network Rail, Northern Rail and other train operators on established aspirations but Member input is required to ensure that all those issues considered by the Authority as a priority are addressed.

6. Recommendations

6.1 A full set of recommendations appear at the front of the report.

Michael Renshaw
Interim Service Delivery Director

Sir Howard Bernstein
Clerk to the Authority