

**GREATER MANCHESTER TRANSPORT COMMITTEE
METROLINK AND RAIL NETWORKS SUB-COMMITTEE**

Date: 19 March 2021
Subject: Local Rail Service Performance
Report of: Caroline Whittam, Head of Rail Franchising, TfGM

PURPOSE OF REPORT

This report provides an update on rail service operation and performance across Greater Manchester over rail Periods 10 and 11, 2020/21 (13 December 2020 – 06 February 2021).

RECOMMENDATIONS:

Members are asked to note the contents of this report.

CONTACT OFFICERS:

Caroline Whittam	Head of Rail Franchising	caroline.whittam@tfgm.com
Mark Angelucci	Rail Performance Officer	mark.angelucci@tfgm.com

Equalities Implications: n/a

Climate Change Impact Assessment and Mitigation Measures: n/a

Risk Management: n/a

Legal Considerations: n/a

Financial Consequences – Revenue: n/a

Financial Consequences – Capital: n/a

Number of attachments to the report: Appendix A-G

BACKGROUND PAPERS:

MRN report of 22 January 2021

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		n/a
GM Transport Committee	Overview & Scrutiny Committee	
n/a	n/a	

1. INTRODUCTION

- 1.1 This report provides an update on local rail service operations and performance covering rail periods 10 and 11, 2020/21 (13 December 2020 – 06 February 2021).
- 1.2 The report is structured under subject headings aligned with the following key areas of focus for TfGM in relation to rail service delivery.
- Periods 10 and 11 overview, including:
 - Network Rail performance and updates
 - Route crime
 - Train operator performance and updates
 - Patronage and footfall updates
 - Monitoring of face covering compliance.
 - Details of May 2021 timetable
- 1.3 A list of rail period dates for 2020/21 can be found in Appendix A.
- 1.4 A geographic map showing all Greater Manchester rail lines and stations can be found in Appendix B.
- 1.5 Individual PPM vs Target and Moving Annual Average graphs can be found in Appendix C for all six GM TOCs. This also includes cancellation and short formation graphs for Northern and TPE.
- 1.6 Right Time Line of Route performance for Northern and Service Group performance for TPE can be found in Appendix D.
- 1.7 Appendix E provides an overview of Northern's current train plan, whilst May 2021 train plans are detailed in Appendix F.

2. OVERVIEW

- 2.1 Operational performance has remained consistent over the periods covered by this report, although some declines were recorded during Period 11, largely due to severe weather caused by Storm Christoph in the second week of the period.
- 2.2 The December 2020 timetable on 13 December saw a further uplift in train services across Greater Manchester, representing around 88% of pre-Covid trains.
- 2.3 Industry preparations for Christmas (Covid restriction) relaxations included easement of ticketing and peak restrictions, additional strengthening and standby buses, however, were not subsequently needed due to a change in government policy. Christmas services operated to a similar format of previous years and planned engineering works were successfully completed on schedule.

- 2.4 In response to a third national lockdown on 05 January and DfT instructions to focus on maintaining a reliable service for essential workers, whilst reducing operating costs, emergency train plans were once again introduced on 18 January for Northern, with other TOCs and TPE making changes on 25 January. These plans followed a similar pattern to operations between July – September 2020, with around 70% of pre-Covid services operating.
- 2.5 Patronage has declined from around 30% of pre-Covid levels in the lead up to Christmas to 15% for Northern and less for TPE and the longer distance operators. Footfall at Piccadilly station remains subdued, at around 15% of pre-Covid levels.
- 2.6 Face covering compliance has increased on rail to around 90%, slightly higher on longer distance and morning peak services. British Transport Police have recently moved from engagement to greater enforcement of rules.
- 2.7 Emergency Recovery Measures Agreements (ERMAs) remain in place for TOCs which were brought in on 20 September 2020, continuing the arrangement in which the government assumes liability for the costs of operating railways until March 2021. These agreements feature additional payments to operators for good performance.

3. OPERATIONAL PERFORMANCE

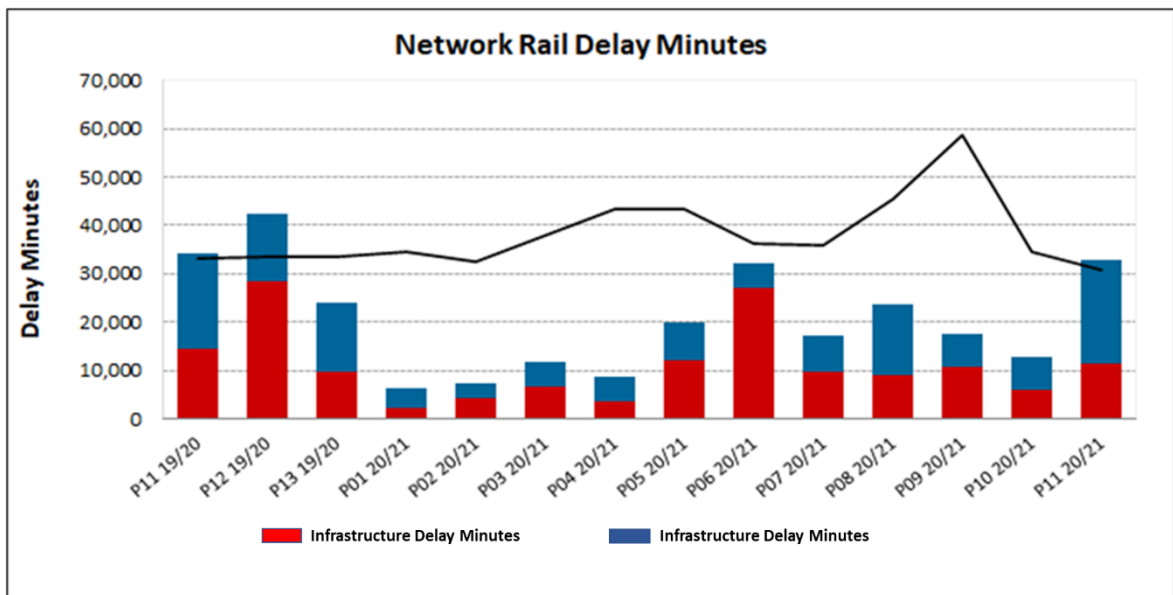
Network Rail

- 3.1 Network Rail performance is measured against overall delay minutes across its network. These include track and non-track infrastructure failures and external (or 'Other') delays, which are attributed to it, such as trespass and weather-related events.
- 3.2 Network Rail overall delay performed well in Period 10 and recorded the lowest delay minutes since Period 4 of this year, at just below 13,000 minutes; almost evenly split between Infrastructure and Other delay.
- 3.3 In Period 11, both types of delay increased significantly, with Other almost trebling due to Storm Christoph on 19/20 January and flooding earlier in the period. For its Manchester Delivery Unit (DU), a total of 32,942 minutes delay were attributed to Network Rail; 21,537 of these as a result of Other delay.
- 3.4 Flooding across the region earlier in January (including Chinley, Stoke and Astley) was compounded by the effects of Storm Christoph, with the imposition for the first time of a nationwide 40mph emergency speed limit across the entire network. This was due to strong winds, saturated ground and the risk of potential landslips. Seven of the top ten most significant disruption events over the periods were weather-related.
- 3.5 The most significant infrastructure delays to services were caused by failures beyond Greater Manchester's boundary, with a points failure at Carlisle on 07 January causing over 1,400 minutes delay and 10 cancellations to Anglo-Scot services. Axle counter failures at Allerton on 29 December were responsible for 1,374 minutes delay and 16 cancellations.

Avanti services were impacted by a signalling systems fault at Euston on 13 January, causing almost 3,000 minutes delay and 144 cancellations in total.

- 3.6 Delays to services continue as a result of line speed limitations, notably temporary speed restrictions affecting Northern, TPE and EMR services across the Hope Valley.
- 3.7 There were two recorded fatalities in the periods within Greater Manchester, these occurred at Belle Vue and Levenshulme in Period 11. Additionally, a fatality at Hebden Bridge caused disruption to Leeds and local Calder Valley services.

Network Rail Delay Minutes (Manchester DU)



Route Crime, Manchester DU

- 3.8 Criminal activity on the railway causes significant delay and cancellations for passengers. Network Rail is attributable for this delay and it can be broken down into trespass, which includes threatened suicide, vandalism and cable theft. Intentional fatality is also included in these figures.
- 3.9 Cable theft incidents have reduced due to a combination of falling commodity prices, increased BTP surveillance and response and strengthened laws affecting scrap dealers. In Periods 10 and 11, there were no reported instances within Greater Manchester.
- 3.10 The table below illustrates the total number of incidents and delay minutes per category over Periods 10 and 11 this year compared to the corresponding periods last year. Whilst the overall number of incidents has slightly risen, delay minutes have fallen considerably due to the timing/location of incidents and a reduced number of trains running.

Category	Incidents P10/11 2019/20	Delay Minutes P10/11 2019/20	Incidents P10/11 2020/21	Delay Minutes P10/11 2020/21
Trespass	52	5,629	55	2,268
Vandalism	4	170	4	221
Fatality	2	1593	2	419
Grand Total	58	7,392	61	2,908

Fatality and Suicide on the Railway

- 3.11 The period saw fatalities within Greater Manchester at Belle Vue and Levenshulme, affecting South Manchester services. An additional fatality at Hebden Bridge, whilst outside GM, impacted local Calder Valley services.
- 3.12 Suicide on Britain's railways increased from 271 instances in 2018/19 to 283 in 2019/20. For suicide in the UK overall, almost three-quarters of cases involved males, with the highest number in the 45 – 49 years age group. Whilst numbers for under 25's remain some of the lowest, they are, however, increasing significantly. Nationally, there were 26 suicides in Period 11, two more than in the same period last year. Overall figures stand at 210 this year, 15 fewer than at the same point in 2019/20.
- 3.13 Network Rail continues to work with British Transport Police and local mental health agencies, along with groups such as the Samaritans, in a bid to identify and deter potential suicidal behaviour. Physical mitigation at stations includes enhanced platform-end fencing and platform surface deterrents, spiking on bridges, signage and CCTV.
- 3.14 Network Rail has further details on fatality and suicide prevention on the railway at: <https://www.networkrail.co.uk/communities/safety-in-the-community/suicide-prevention-on-the-railway/>

4. PERFORMANCE - OPERATORS

- 4.1 Operator performance across the six TOCs who operate in Greater Manchester has remained consistent throughout the two periods covered by this report, with Northern achieving over 90% PPM in both periods (company whole) and TPE attaining this in Period 10.
- 4.2 The average of the six TOC PPMs was just below 90% in Period 10 but slipped to 85.8% in Period 11, largely as a result of the forementioned severe weather and flooding in early and mid-January. Right Time average of the six TOCs was 67.7% in Period 10, falling to 65.2% in Period 11. For Northern's Central and West regions, Right Time at destination improved over both periods to 74.7% in Period 10 and an impressive 76.6% in Period 11.

- 4.3 Moving Annual Average (MAA) PPM figures improved for five of the six operators at the end of Period 11, as poorer performing periods from last year were excluded from the rolling 13 periods. Northern and TPE both ended the period at 91.5%.
- 4.4 Timetables, both those intended for December 2020 and the emergency plans subsequently introduced in January, have been designed to be resilient and deliverable, accounting for varying levels of crew availability due to Covid and self-isolation. As such, crew availability has not impacted performance over the periods.
- 4.5 As previously detailed, the most serious incident affecting performance over the periods was Storm Christoph between 19 – 21 January. This added to already water-saturated ground and embankments from bad weather in the week commencing 11 January. Flooding and damage to track circuits and other equipment was so widespread and severe that Northern temporarily suspended services on the evening of Wednesday 20 January and a ‘do not travel’ message was put out to the public for the morning of Thursday 21 January.
- 4.6 Due to a landslip near Rugby as a result of the storms, Avanti services were diverted via Trent Valley and issued with Special Stop Orders (SSOs) to help local operators without an amended timetable. These services were subsequently registered as PPM failures over several days.
- 4.7 Fleet have performed well, although Northern has experienced some issues with ageing Class 150 units, including door, engine and braking faults, whilst TPE continues to experience difficulties with its Class 397 electric units. Two failed units, at Hope Valley on 15 December (freight locomotive) and Garstang on 27 January (Avanti Pendolino) accounted for almost 6,000 minutes delay and 78 cancellations.
- 4.8 Station and operational delay caused by extended platform dwell times continues to be significantly reduced as a result of the fall in rail demand.

Most Significant Incidents, Periods 10 and 11

Date and Period	Location	Incident	Delay minutes and cancellations
20 January	Crewe	Flooding	6,455 mins; 27 full/34 part cancelled
19 January	Garstang	Flooding	4,968 mins; 14 full/50 part cancelled
27 January	Garstang	Unit Failure	4,016 mins; 13 full/40 part cancelled
19 January	Totley	Emergency Speed Restriction	3,769 mins; 11 full/10 part cancelled
27 January	Rugby	Embankment Movement	3,691 mins; 3 full cancelled

13 January	London Euston	Signalling Failure	2,803 mins; 74 full/70 part cancelled
19 January	Astley	Flooding	2,346 mins; 39 full/115 part cancelled
20 January	Stoke on Trent	Flooding	2,306 mins; 1 full/11 part cancelled
14 January	Astley	Flooding	2,144 mins; 0 full/8 part cancelled
15 December	Hope Valley	Loco Fault	1,845 mins; 7 full/18 part cancelled

4.9 The table below illustrates the six individual Greater Manchester TOCs PPM and Right Time at Destination performance over the previous two periods.

TOC		P10	P11
Northern*	- Right Time%	74.7	76.6
	- PPM%	93.2	90.2
TPE	- Right Time%	77.2	72.7
	- PPM%	92.8	88.8
Avanti	- Right Time%	53.9	42.1
	- PPM%	88.3	78.4
TfW	- Right Time%	68.8	70.0
	- PPM%	84.2	88.8
Cross Country	- Right Time%	61.2	62.3
	- PPM%	87.0	83.5
EMR	- Right Time%	70.2	67.7
	- PPM%	88.9	85.3

**Right Time for Central/West regions; PPM company-wide*

4.10 Graphs detailing the six GM TOC PPM set against target and including a rolling Moving Annual Average (MAA) figure can be found in Appendix C.

4.11 Graphs detailing Northern and TPE cancellations and short forming can also be found in Appendix C. For both of these metrics, the revised train plans have seen good performance since the start of Period 01, 2020/21. Train services have operated reliably, with very few cancellations and full strengthening. The measures used to monitor Northern's short forming were suspended but have resumed from Period 11.

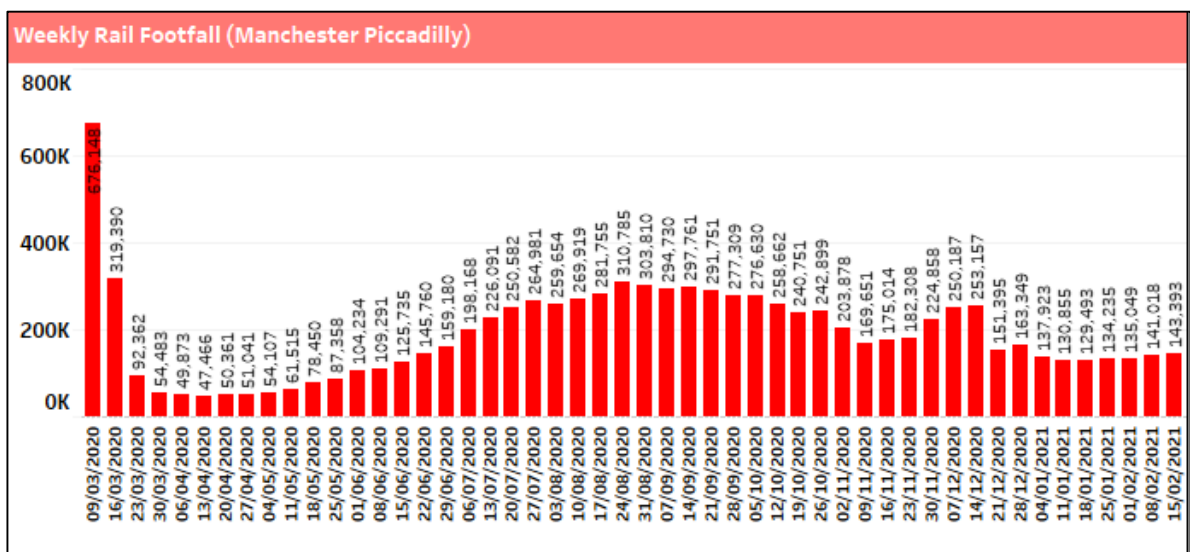
5. PATRONAGE

5.1 Passenger demand had already declined when Greater Manchester entered Tier 4 Covid restrictions on 30 December 2020; it fell further when England entered its third lockdown

on 05 January 2021. Government messaging reverted to 'stay at home' and journeys were to be made for essential purposes only.

- 5.2 Northern's patronage fell to 14% of pre-Covid levels, with TPE at around 10%. For longer distance operators, this was slightly less. Overall, however, patronage remained slightly higher than during the initial lockdown phase in spring 2020.
- 5.3 Northern is currently reporting an average of just 15 people on its central Manchester trains off-peak, with around 32 on its busiest peak services.
- 5.4 Footfall at Manchester Piccadilly registered a reduction of more than a third, declining from highs of 35,000 in the lead-up to Christmas to around 20,000 per day throughout January and February. This figure includes significant station and retail staff movements.

Manchester Piccadilly Footfall



Face Covering Compliance

- 5.5 TfGM continues to work with TOCs, British Transport Police (BTP) and Travel Safe Officers (TSOs) to raise awareness of the mandatory requirement to wear face coverings whilst at stations and on-board public transport. The policy has recently moved away from engagement and education, with a greater focus on enforcement. For rail, face covering compliance has increased to around 90%, with slightly higher compliance on longer distance operators, morning peak and city centre journeys
- 5.6 Since the requirement to wear face coverings began in July 2020, BTP has made a total of 85,118 interventions, resulting in 6,177 directions to leave (7.3%) and 336 fixed penalty notices (0.4%). Figures for the most recent week indicate directions to leave at 13.2% and penalty notices at just below 1.0% of interventions.

Timetable Iterations

- 5.7 Enhanced train services began operating on 13 December, as part of the December 2020 timetable change. This delivered additional services on a number of GM routes, as part of

the long-term plan. Extra Northern train services operated on, amongst other, Liverpool – Manchester Airport, Barrow/Windermere - Airport and Wigan – Blackburn routes, with TPE re-instating its Cleethorpes trains to hourly.

- 5.8 These services operated until 17 January, as revised, emergency timetables were then introduced on 18 January (Northern) and 25 January (TPE). This introduction followed the imposition of a third national lockdown on 05 January, leading to further falls in both passenger demand and crew availability, as a result of a third wave of Covid and increased testing. It should be noted that the Rail industry has proven itself adept and reacted well to changes in demand/resource and DfT instructions over the past year. The year has seen an unprecedented six timetable changes, all involving extensive crew and unit planning.
- 5.9 In brief, the current train plan mirrors that of the plan in place between July – September 2020, with 70% of pre-Covid services operating. Most stations in GM have at least an hourly service, with the exception, off-peak, of Mid-Cheshire line stations, Blackrod, Greenfield and Mossley. The TPE changes brought in on 25 January effectively have seen most of its stations move to a two-hourly service off-peak. TfGM has worked with TPE and RNP to ensure additional calls at Greenfield and Mossley in the peaks.
- 5.10 The present train plan will remain in place until further notice, pending confirmation from government on the relaxation of Covid restrictions and any full return to education/work. Operators have the ability to step-up services at two weeks' notice, potentially on the 08 March, should schools return then. TPE has confirmed that it is looking at an additional morning service between Manchester Piccadilly – Huddersfield from this date to accommodate school flows.

6. MAY 2021 TIMETABLE

- 6.1 May 2021 timetables will return to service plans largely based on the ones in place briefly from December 2020. Operator focus will be on maintaining a reliable and punctual network, with particular emphasis on accommodating increases in demand for seasonal and leisure markets, which are expected to be the first to recover.
- 6.2 A full list of Northern routes and frequencies from May 2021 can be found in Appendix F. Most routes will see service uplifts, including some additional peak trains. Planned extra peak services scheduled in December for Hadfield and New Mills will not be included in the May uplift and Blackrod will stay at one train every two hours, off-peak. Ashton and Westhoughton remain without a train service on Sundays and this is something that TfGM would like to see restored as soon as is possible.
- 6.3 TfGM has worked in consultation with Northern and RNP to prioritise the return of an hourly Liverpool – Manchester Airport service via Warrington Central from May 2021. This will result in the temporary suspension of Northern's Liverpool – Warrington Bank Quay services. Some of the enhanced routes from May include the following:
- Barrow/Windermere - Manchester Airport, 15 trains per day

- Liverpool – Warrington Central – Manchester Airport, hourly daytime
- Wigan – Blackburn re-introduced and extended to Kirkby (Kirkby – Victoria withdrawn)
- Hourly service resumption on Mid-Cheshire, Leeds – Chester, Southport – Stalybridge and Blackpool Nth – Manchester Airport service
- Additional peak services between Stoke – Manchester.

7. NETWORK RAIL AND TOC UPDATES

Network Rail

- 7.1 Improvements have been announced for Greater Manchester as part of the Transpennine Route Upgrade (TRU). The improvements require a 16-day closure of the line in August between Manchester Victoria and Rochdale/Stalybridge stations. Passengers will be kept moving between Leeds and Manchester by train, although replacements buses will be in operation on the Calder Valley line for intermediate stations to Manchester Victoria.

Passenger journeys are being made more reliable with railway drainage upgrade work underway in Greater Manchester. A £1.3m investment will see a new pumping station installed in Timperley and 300 metres of new track drainage installed to help alleviate flooding on the line between Stockport and Altrincham. A further £3m Project investment will see Shakerley Lane railway bridge in Atherton rebuilt and more than a mile of track drainage replaced. This will better protect the track between Manchester and Hindley from flooding caused by heavy rainfall.

- 7.2 Improvements to the information screens in the satellite waiting lounge at Piccadilly will be taking place, with the screens able to be controlled locally and provide additional passenger information during times of disruption
- 7.3 Following damage to the lifts at Wigan North Western caused during Storm Christoph last month, work to repair these will begin on Monday 01 March. The work will be completed during Saturday night shifts beginning on 06 March. It is expected that both lifts will be back in operation before the end of April 2021. While the lifts remain closed, passengers who need step-free access should speak to station staff or contact their train operator's Assistance teams:
- Avanti West Coast's Passenger Assist team - 08000 158 123.
 - Northern's Passenger Assist team - 0800 138 5560.

Northern Railway

- 7.4 A £250,000 fund to improve accessibility has been launched. The fund will improve access to stations and services across Northern's network, enabling users to bid for up to £50,000 in funding. Northern is calling on community groups to share their ideas for making its

trains and stations even more accessible for disabled and older people. The fund was opened on 01 February 2021.

- 7.5 Northern's train refurbishment nears completion as its final train has entered depot for improvements. More than 260 trains have been refurbished, with all trains now having improved seating, lighting, interior and exterior painting and toilets with baby changing facilities. The £100 million pound train transformation programme includes more than 260 electric and diesel units and has been carried out at eight depots across the country.

TransPennine Express

- 7.6 TPE shall be installing defibrillators at its stations at Manchester Airport and Stalybridge in the next few weeks and has also announced the appointment of a new Diversity and Inclusion Manager, who will be joining the business shortly.

Horwich Parkway

- 7.7 TFGM has successfully applied to become the station licence holder for Horwich Parkway Rail Station. The TfGM-owned station was previously operated by Northern Trains Limited but has come under local control from 01 February 2021
- 7.8 Horwich Parkway will act as a blueprint for Greater Manchester's future approach to station management, which includes working with local partners and the rail industry to ensure stations are accessible, integrated and reflect the needs of their communities.
- 7.9 TfGM will be responsible for everything at the station apart from the running of the trains and the tracks they operate on. This includes selling tickets, customer service, passenger assistance, cleaning and day-to-day maintenance and long-term renewals and enhancements.

8. CONSULTATION ON TIMETABLE OPTIONS TO IMPROVE RAIL PERFORMANCE IN THE NORTH OF ENGLAND

- 8.1 On 14 January 2021 the Department for Transport, in conjunction with Transport for the North and Network Rail, launched a public consultation: Timetable Options to Improve Rail Performance in the North of England.
- 8.2 The consultation sets out three options which feature increasing levels of change from the pre-Covid service patterns, planned to be implemented from the May 2022 timetable. The three options affect different routes, and which routes have direct services to Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport stations
- 8.3 On 12th February GMCA approved delegation of authority to the Chief Executive Officer, in consultation with the Mayor of Greater Manchester, to approve and submit a response to this consultation on behalf of GMCA. This response was submitted on 10th March and is attached as an appendix to this report (Appendix G: GMCA Response to the North of England Consultation).

8.4 The GMCA response identifies a revised option which has better outcomes for GM. GMCA has instructed TfGM to continue to progress the Revised Option B/C solution and to work with DfT and Network Rail counterparts to explore it further with a view to an appropriate timetable solution being taken forward which can command the support of Greater Manchester.

9. COMMUNITY RAIL

9.1 Due to the imposition of higher tier restrictions and the third national lockdown, station Friends groups and volunteers have been instructed not to work on stations until further notice. It is hoped that once restrictions begin to be eased, possibly from 08 March 2021, volunteers will be allowed back.

9.2 TfGM continues to work closely with Northern, Network Rail, the Community Rail Network and various groups and still has funding in its Small Grants Fund for station projects across Greater Manchester. Art projects involving local schools are currently planned for Mills Hill, Ince and Horwich Parkway stations once schools return in the spring. TfGM is happy to facilitate and provide staff for any volunteer days for station clean-ups/projects, along with our industry colleagues, via: community.rail@tfgm.com

Caroline Whittam

Head of Rail Franchising, TfGM

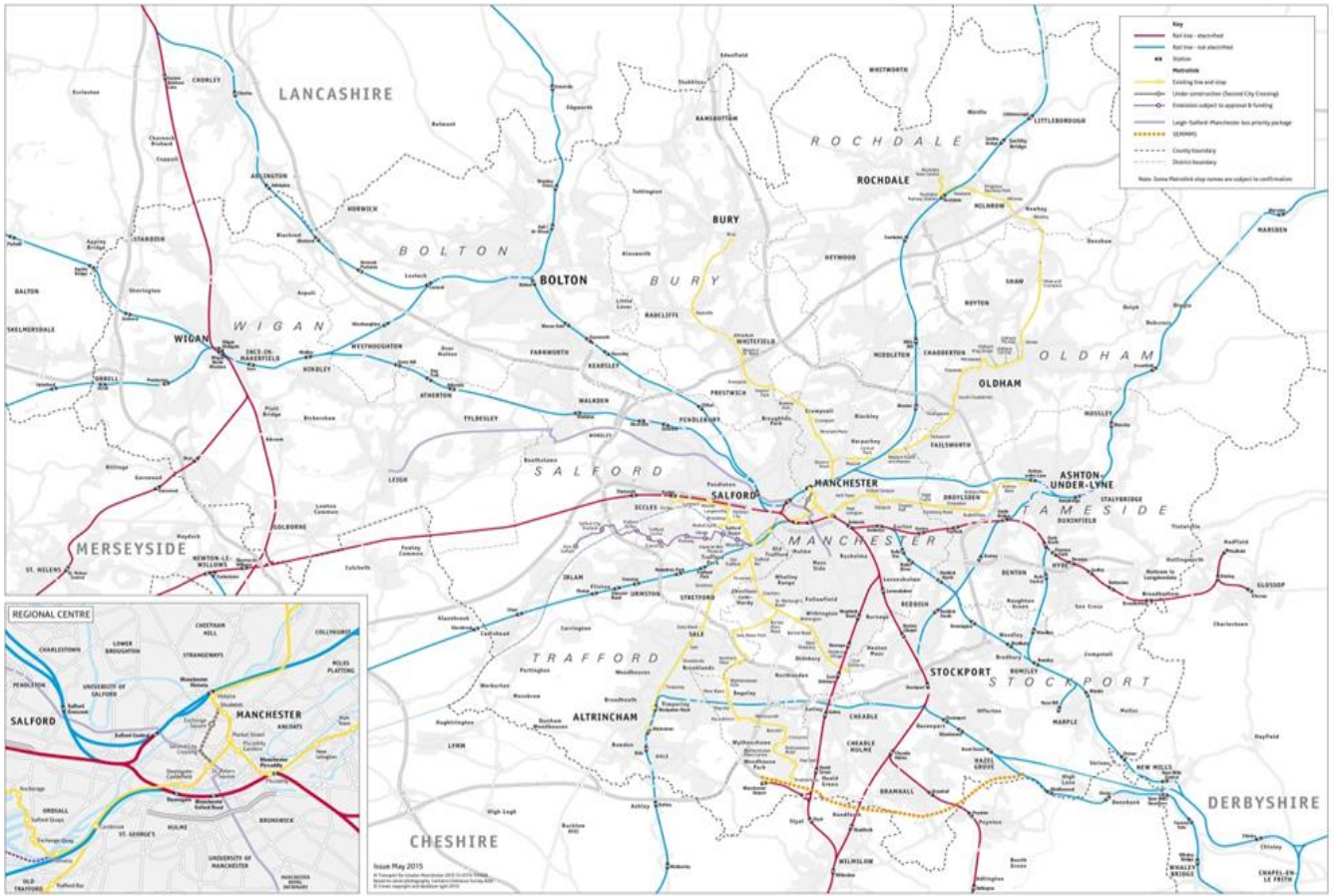
APPENDIX A – PERIOD DATES

P01 – 20/21	P02 – 20/21	P03 – 20/21	P04 – 20/21	P05 – 20/21
01 April – 02 May 2020	03 May – 30 May 2020	31 May – 27 June 2020	28 June – 25 July 2020	26 July – 22 August 2020

P06 – 20/21	P07 – 20/21	P08 – 20/21	P09 – 20/21	P10 – 20/21
23 August – 19 September 2020	20 September – 17 October 2020	18 October – 14 November 2020	15 November – 12 December 2020	13 December 2020 – 09 January 2021

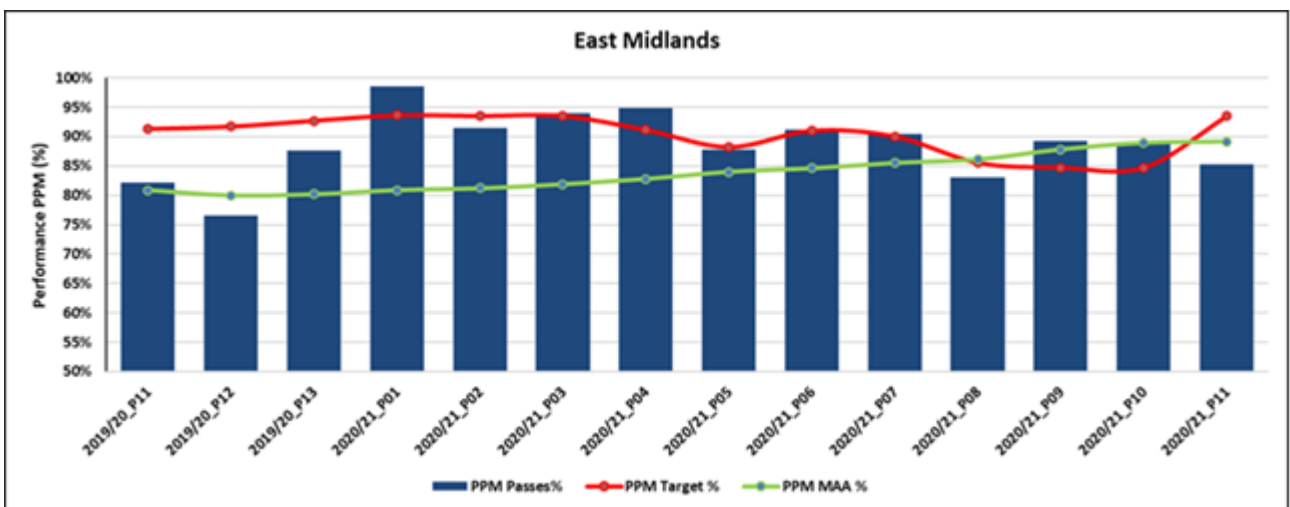
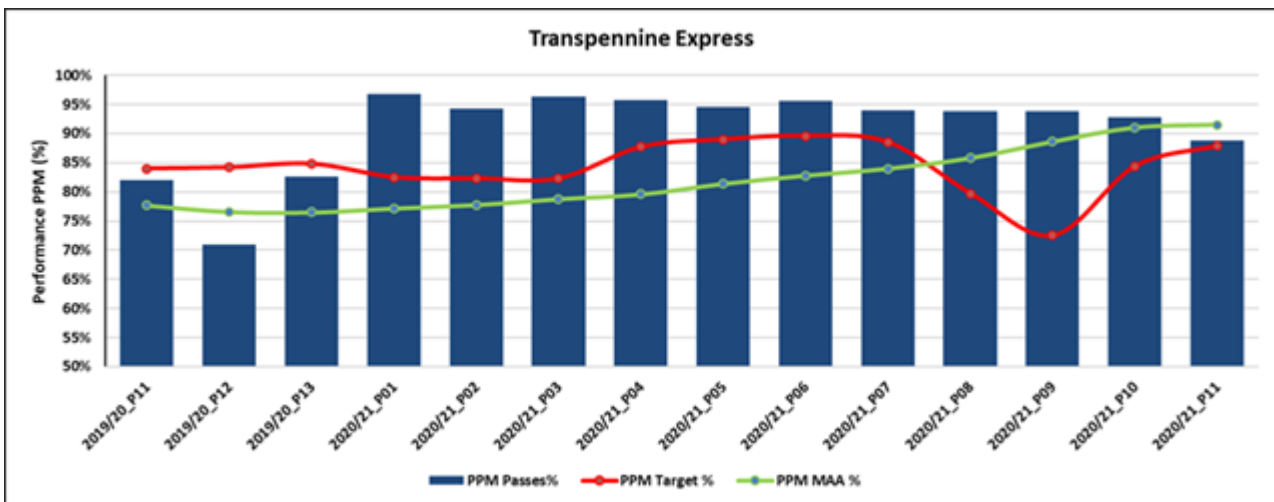
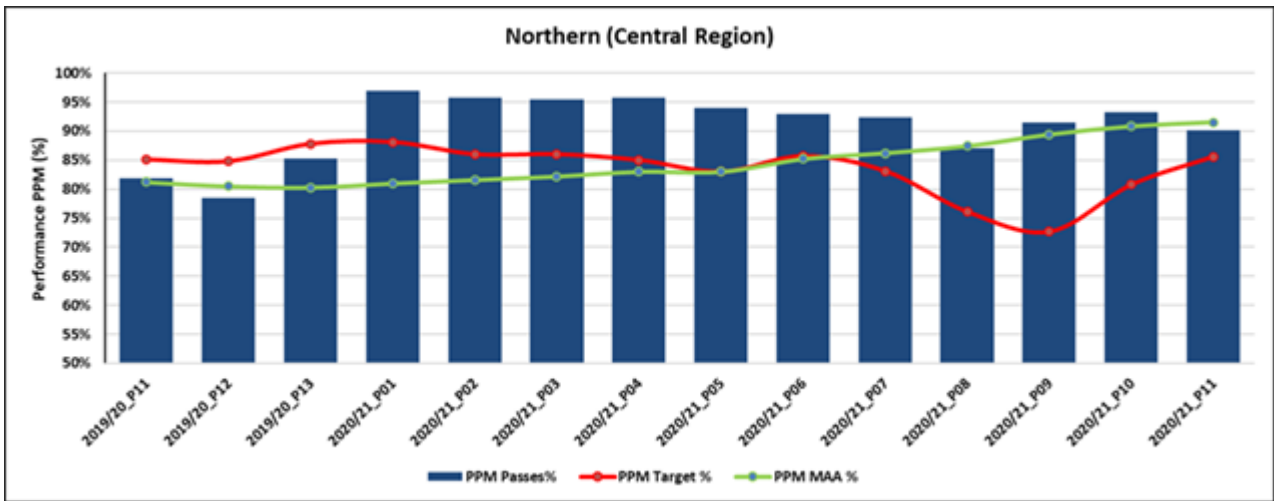
P11 – 20/21	P12 – 20/21	P13 – 20/21
10 January – 06 February 2021	07 February – 06 March 2021	07 March – 31 March 2021

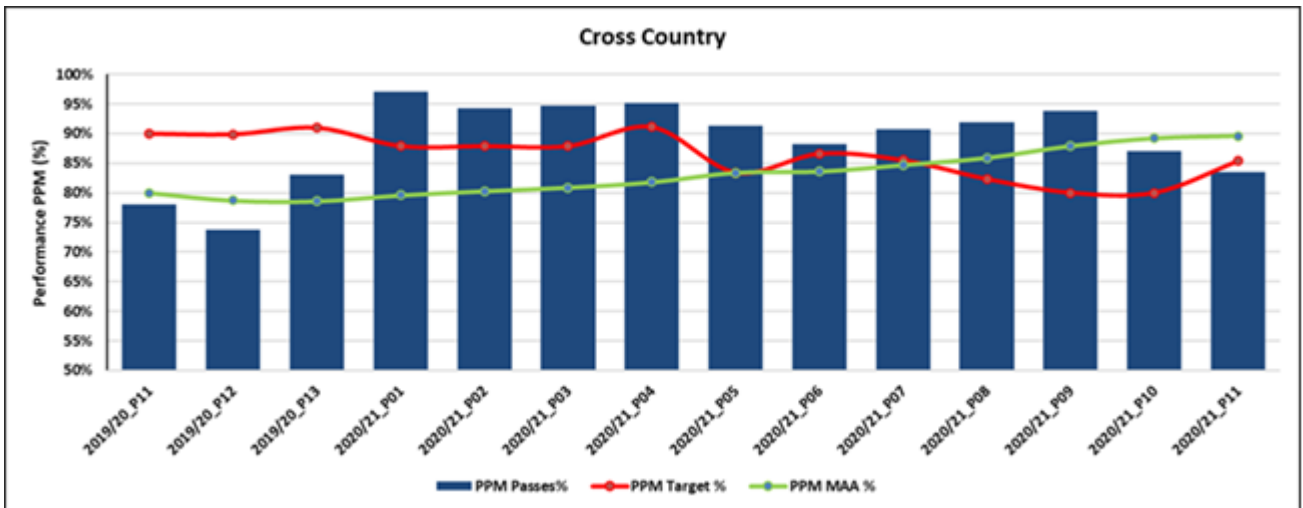
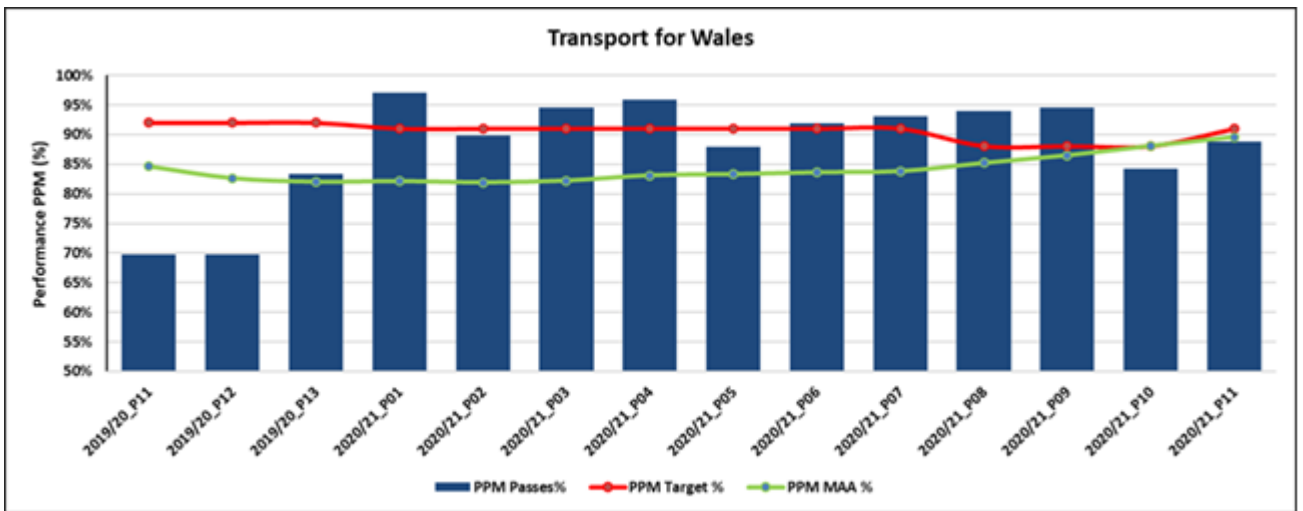
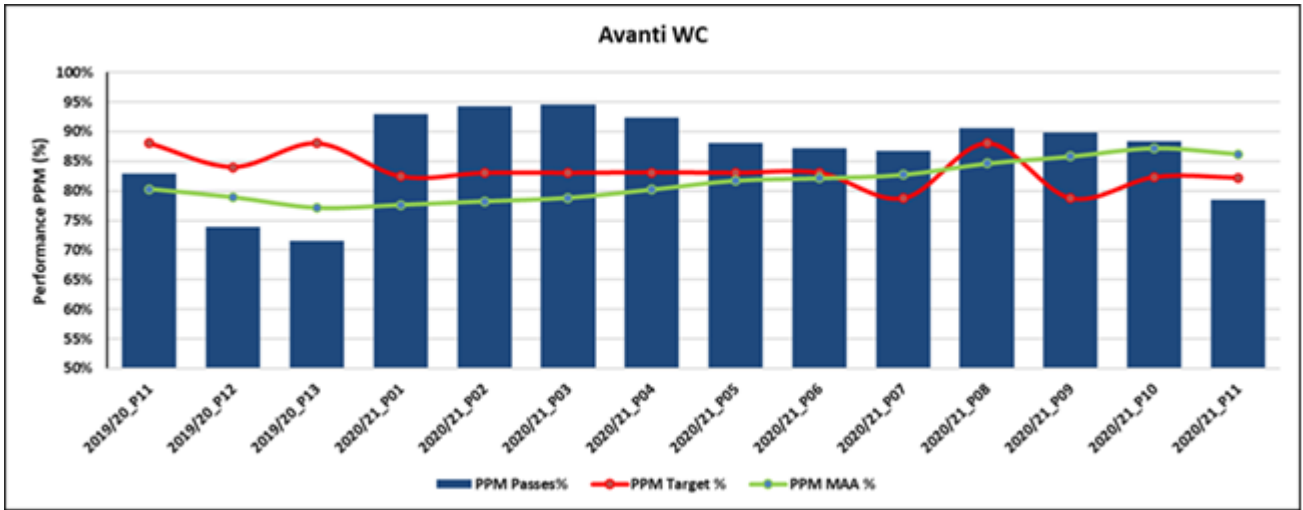
APPENDIX B: GREATER MANCHESTER MAP



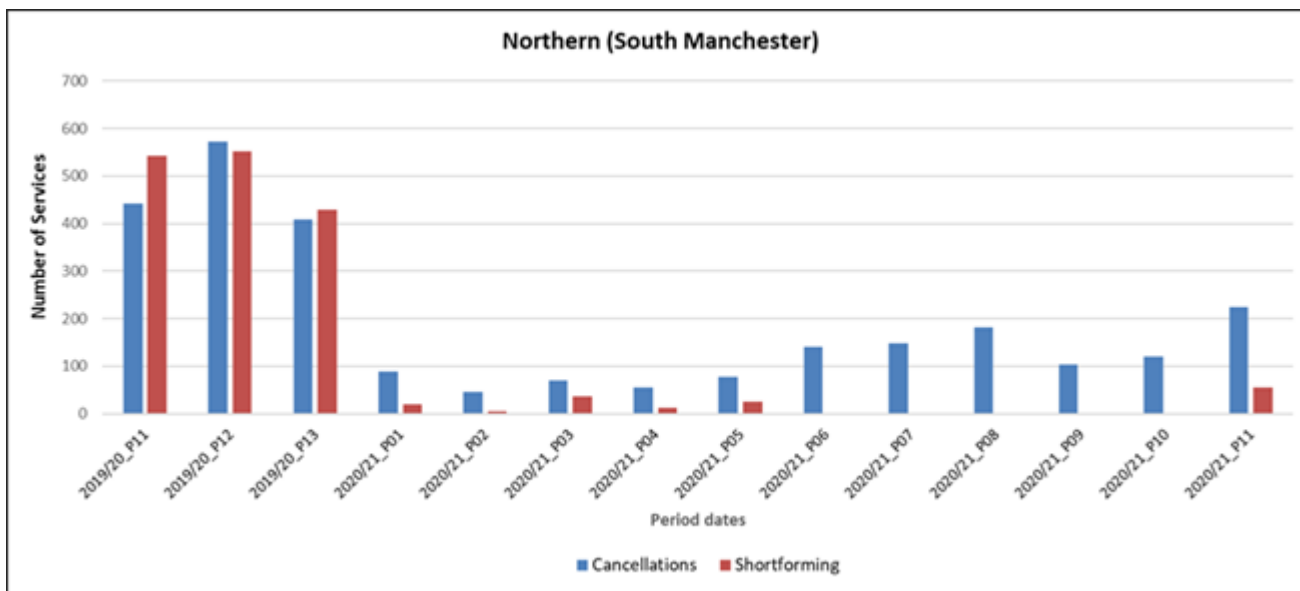
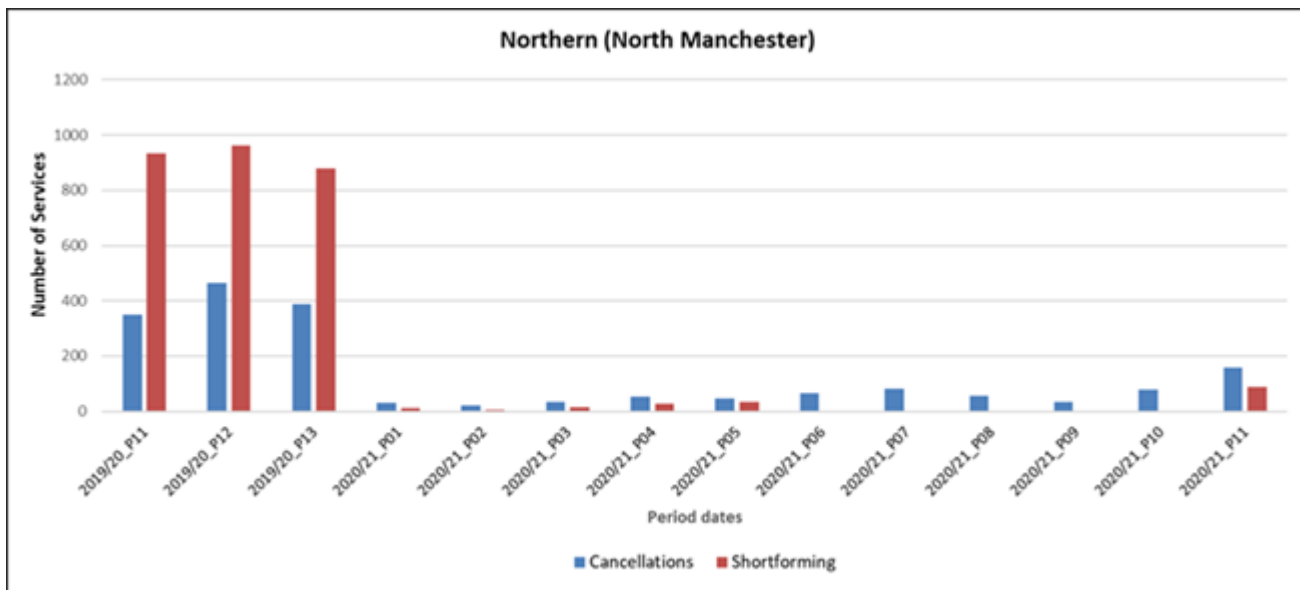
APPENDIX C – INDIVIDUAL TOC PPM VS TARGET AND MOVING ANNUAL AVERAGE GRAPHS

TOC PPM vs Target and Moving Annual Average graphs

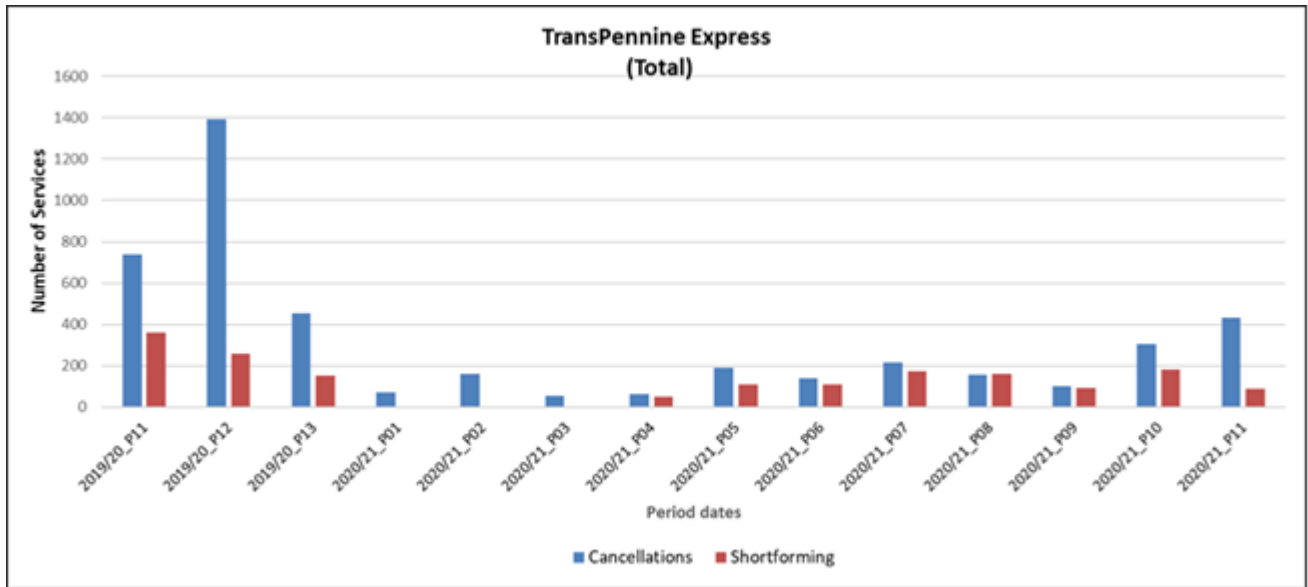




Cancellations and Short Forming – Northern



Cancellations and Short Forming – TPE



APPENDIX D – NORTHERN LINE OF ROUTE RIGHT TIME/TPE SERVICE GROUP RIGHT TIME

Northern Line of Route 2020/21 Right Time	P10	P11	YTD
CLITHEROE - BOLTON - VICTORIA	85.5	86.7	87.6
PICCADILLY - STOCKPORT - CREWE	83	84.4	86.2
PICCADILLY - BUXTON	83.6	80.9	85.4
LEEDS - WIGAN	81.7	84	83.9
KIRKBY - VICTORIA	80.9	83.8	81.4
PICCADILLY - NEW MILLS CENTRAL	82.1	83.6	81.1
SOUTHPORT/VIC - STALYBRIDGE	75	81.6	80.6
LIVERPOOL - MANCHESTER OXFORD RD	80.1	81.6	80.3
PICCADILLY - HADFIELD/GLOSSOP	81	82.9	78.8
PICCADILLY - STOKE	76.3	72.7	78.2
BLACKPOOL - WIGAN - LIVERPOOL*	74.5	83.2	78
PICCADILLY - CHESTER	78.9	74.3	77.9
LIVERPOOL - CREWE via Airport	72.8	76	77.3
HAZEL GROVE - BLACKPOOL	77.4	76.6	77.1
BLACKPOOL Nth - BOLTON - AIRPORT	75.5	80.7	77
MANCHESTER - PRESTON	74.1	75	76.6
BLACKBURN - VICTORIA - ROCHDALE (stopper)	80.6	84.9	76.6
CLITHEROE/BLACKBURN - TODMORDEN - VICTORIA	74.1	75.1	76.4
PICCADILLY - SHEFFIELD	75.6	69.6	74.4
PICCADILLY - AIRPORT - CREWE	76	74.7	74.4
PICCADILLY - ROSE HILL/MARPLE	72.7	70.7	74
SOUTHPORT - OXFORD RD/ALDERLY EDGE	66.6	68	72.8
LIVERPOOL - WARRINGTON - AIRPORT	72.7	75.6	72.5
AIRPORT - WIGAN NW - BARROW/WINDERMERE	67.5	67.9	67
MANCHESTER VICTORIA - LEEDS	60.4	60.9	62.5
LEEDS - CHESTER	63.4	60	59.8

TPE RT	P10	P11	YTD
North	81.4	75.8	79.2
South	72.7	61.7	73.5
Scottish	50.1	64.5	69.5

APPENDIX E – REVISED: GM NORTHERN TRAIN PLAN FROM 18/01 UNTIL FURTHER NOTICE

West and Central Region Service Group	From 18 January 2021
Barrow - Manchester Airport	Two Hourly
Windermere - Manchester Airport	Two Hourly
Blackpool North - Hazel Grove	Hourly
Blackpool North - Manchester Airport	Removed, except for AM and PM peak
Preston - Manchester Victoria	Hourly
Liverpool - Manchester Oxford Road	Half hourly
Liverpool - Manchester Airport via Newton-le-Willows	Hourly (no longer operates through to Crewe)
Southport - Manchester Oxford Rd	Replaces SOP – SYB. Hourly to/from Oxford Road. SOP - ALD withdrawn
Liverpool – Warrington Central - Airport	Service withdrawn
Stoke - Manchester Piccadilly	Hourly
Clitheroe - Rochdale	Hourly
Blackburn - Manchester Victoria	Hourly during AM and PM high peak only
Wigan - Leeds via Dewsbury	Hourly
Manchester Victoria - Leeds via Bradford	Hourly, with a two-hourly extension to Chester
Manchester Piccadilly - Chester via Altrincham	Two Hourly (from hourly)
Manchester Piccadilly - Buxton	Hourly, with some peak additional
Manchester Piccadilly - Sheffield via New Mills Central	Hourly to Sheffield
Manchester Piccadilly - New Mills Central	Two Hourly with additional morning and evening services
Manchester Piccadilly - Hadfield	Half hourly
Manchester Piccadilly - Rose Hill	Hourly
Manchester Piccadilly - Crewe via Stockport	Hourly
Liverpool - Wigan	Hourly
Victoria - Blackburn via Todmorden	Three Hourly (Hourly Wigan – Blackburn withdrawn)
Manchester Victoria - Kirkby	Hourly
Manchester Victoria - Rochdale	Hourly during AM and PM peak
Manchester Victoria - Stalybridge	Hourly
Liverpool - Blackpool North	Mix of Hourly/Two Hourly

APPENDIX F – NORTHERN TRAIN SERVICES, FROM MAY 2021

Liverpool - Manchester Airport - Crewe via Newton-le-Willows	Hourly
Southport - Alderley Edge	Hourly
Southport - Stalybridge	Hourly
Stoke - Manchester Piccadilly	Hourly with AM peak Macclesfield-Manchester and PM peak Piccadilly-Stoke
Clitheroe - Rochdale via Bolton and Blackburn	Hourly
Blackburn - Manchester Victoria	Hourly during AM and PM high peak only
Wigan - Leeds via Dewsbury	Hourly
Chester - Manchester Victoria - Leeds via Bradford	Hourly
Manchester Victoria - Leeds via Bradford	Hourly
Manchester Piccadilly - Chester via Altrincham	Hourly
Manchester Piccadilly - Buxton	Hourly with limited peak additional
Manchester Piccadilly - Sheffield via New Mills Central	Hourly
Manchester Piccadilly - New Mills Central	Hourly
Manchester Piccadilly - Hadfield	Half hourly
Manchester Piccadilly - Rose Hill	Mix of hourly and half hourly
Manchester Piccadilly - Crewe via Stockport	Hourly
Liverpool - Wigan	Hourly
Wigan - Victoria - Blackburn via Todmorden	Hourly with extension to/from Kirkby
Manchester Victoria - Kirkby via Atherton	Service Withdrawn with Wigan - Kirkby added to Blackburn - Victoria - Wigan service
Liverpool - Blackpool	Hourly
Manchester Victoria - Liverpool	AM and PM Peak services

**Highlighted rows indicate different plan to December 2020*

APPENDIX G – GMCA Response to the North of England Consultation

Greater Manchester Combined Authority Response to the North of England Timetable Consultation

This response is from Eamonn Boylan in his role as Chief Executive of Greater Manchester Combined Authority. This response represents the 10 Greater Manchester Local Councils and Manchester Airport, notwithstanding the right of any of those bodies to also represent themselves in local responses to the questions posed by the consultation.

Objective for the options

1. Do you support the aim of standardising and simplifying service patterns if this will significantly improve overall train performance?

Performance in Greater Manchester has been poor since 2017 and was at its worst in 2018 when PPM (the Public Performance Measure against which performance for train operators is measured) fell to 67.9% for Northern's Central Region and 64.1% for TPE. This abysmal performance was due to chronic underinvestment in infrastructure over decades and was both compounded by and encapsulated in May '18 when new services were introduced, despite the inability of the infrastructure to accommodate them. This led to Castlefield Corridor being declared 'congested infrastructure' by Network Rail in 2019¹. It is imperative we learn the lessons from the disastrous May '18 timetable change and rebuild trust in our railway.

Resolving the issue of poor performance and the high passenger dissatisfaction this caused is clearly dependent on Greater Manchester (GM) getting the investment in infrastructure it needs to meet the demand and connectivity required post-Covid-19 to meet our targets for carbon neutrality by 2038 and for 50% of all trips to be on public transport, on foot or by bicycle by 2040. It is also necessary if GM is able to play its full part in national 'levelling up' priorities. Fixing the railway in central Manchester and along the Stockport corridor, is also crucial to making sure Greater Manchester, and in turn the wider North of England, are in a position to fully utilise and benefit from the additional inter-city services which will be brought by HS2 and Northern Powerhouse Rail (NPR). The North should have never been put in the position of deciding which services to axe in order to reach a minimal acceptable level of performance.

This consultation should have come alongside a clear, funded and committed remit of infrastructure delivery with clear timelines. This would have enabled stakeholders to be confident that any compromise timetable option implemented in May 2022 would be short-term with a clear end date. Whilst GM is aware that this infrastructure development work is ongoing, it is incredibly disappointing that we are being asked to compromise before we understand the detail of the timetable's likely duration and exactly what substantive infrastructure improvements will be delivered at the end of this painful period. If the Government is

¹ Network's Rail's Castlefield Corridor Congested Infrastructure Report, published in September 2019, states 'This report has highlighted throughout the limitations imposed by the infrastructure, particularly with regards to the number of flat junctions in the Central Manchester area and the number of conflicting moves this introduces. Within the Corridor itself it has been identified that there is no scope for running additional trains without the provision of extra infrastructure.'

committed to 'levelling up', then, as a matter of priority, it needs to set out how and by when the long-standing and well-understood challenges of local rail network capacity are going to be resolved.

We support the aim of improving train performance and rebuilding passenger trust by 'making best use of what is available now' - providing longer, higher capacity vehicles with simpler service patterns to improve reliability and punctuality - on the basis that it supports GM's position as set out in the GM Prospectus for Rail². GM recognises the aim of this consultation is to start building that trust, but in order to do so it is imperative that it is clear how the consultees are being listened to. The consultation options as they stand would all place an unjustified burden of reduced service frequency and connectivity to particular parts of GM. No option can therefore be supported by GMCA, which represents all 10 local authorities in the city-region. However, on the basis that this is a consultation which genuinely seeks the considered position of consultees, GMCA proposes an adapted option which, as set out in this response and in particular in the response to Question 3, would largely mitigate the greatest negative impacts of the consultation options.

The original objectives of the Task Force were in line with the principles set out in the GM Prospectus for Rail, namely:

- to improve train performance for everybody;
- to maintain service levels and capacity for as many passengers as possible; and
- to create a timetable that is based on sound principles from which it will be possible to build improvements, as infrastructure investment becomes available.

As such, standardisation of service patterns should only be relevant where it serves to meet these objectives and not as a stand-alone aim.

We note that the work on infrastructure has been split into tranches to be delivered at different time horizons and also other infrastructure development is taking place in Manchester post-2022 such as work at Salford Central, a new station at Golborne and platform lengthening works. Rolling stock options are also being considered and provision of longer, good quality rolling stock will prove vital in the task of adapting and pre-empting passenger demand going forward. The 2022 timetable needs to recognise and seek to actively enhance and support GM's local strategic transport, connectivity and place-making priorities. It is important that once a timetable is implemented, it is continuously analysed, reviewed and improved to take advantage of opportunities and infrastructure improvements incrementally. In a similar vein, if the newly implemented timetable does not give the performance benefits expected, this needs to be tested, understood and addressed. We cannot be left in a situation where we compromise heavily on connectivity if the performance benefits we were expecting in compensation are not realised. In summary, any timetable delivered in 2022 to enhance performance will be very much a compromise timetable; it is vital it is recognised as such, and that it is as short-lived as possible, incrementally improved when possible and has a defined end date.

Clearly the remit of the Task Force was set before the full impact of the Covid-19 pandemic was known. It is important that prioritisation and delivery is cognisant of this context and that any changes to the timetable must be part of a wider Covid-19 recovery plan for the railway which helps encourage people back to rail post-pandemic to support the North's economic and environmental objectives.

² <https://www.greatermanchester-ca.gov.uk/what-we-do/transport/rail-prospectus/>

Assessment method

2. Do you support the approach of measuring the service level and performance impacts across all passengers to allow fair trade-offs between options?

The railway is there for passengers and freight customers and needs to attract new ones if we want to meet our local and national objectives. Trade-offs will have to be made because the capacity is not there to support a high performing timetable with the connectivity sought through the original Northern and TPE franchises, as demonstrated by the performance figures following May '18. However, trade-offs must be fair and led by passenger impact/needs.

GMCA is concerned that, in considering these trade-offs in the consultation options, data was used in a very aggregated way which has missed some local nuances which will prove especially detrimental to passenger needs on particular corridors and also may in themselves cause performance issues due to overcrowding. Clearly some passengers are dependent on rail to carry out their daily lives and for these passengers easy and seamless journeys are a fundamental component to improving their everyday lives. This timetable, and indeed any timetable, should not be led by potential financial contribution to the industry, but by what customers (and future customers) need and their contribution to the wider economy.

Initial assessment results

3. On the basis of these results, which is your preferred option?

None of the options give a service pattern which adequately meets the needs of GM. This ties in with our response to question 2 above, i.e. that we understand to improve performance trade-offs will be needed but that these need to be led by passenger needs and be understood at a local level as well as an aggregated level.

To demonstrate the effect the three consultation options have on different routes in GM, we have scored them in the figure overleaf (Figure 1). This demonstrates that there is no good option for the whole of GM. The option which would benefit most routes in and out of Manchester is Option C and, we propose, this could be adapted and merged with the Liverpool to Manchester Airport connectivity in Option B to accommodate the areas of greatest concern, namely the Wigan fast, Atherton line and Hazel Grove provision.

Figure 1 Timetable option scores weighted by rail demand to GM

Route	Choice	Comments	Weighted by demand GM		
			Option A	Option B	Option C
Rochdale	A or C	Littleborough to 3tph	6.9	0.0	6.9
Ashton	C		0.0	0.0	7.7
Diggle	B or C		0.0	2.2	2.2
Glossop	any				
Hyde loop	any				
Bredbury/Marple	any				
Stockport & inner	B or C		0.0	3.8	3.8
Hazel Grove	A	If B or C with extra all day 1tph Wigan	7.7	0.0	0.0
Stoke	any				
Crewe	C	Possibility of switching destinations Alderley/Crewe			
Mid Cheshire	C		0.0	0.0	1.5
Airport	A	B if Wigan link provided	13.5	0.0	0.0
Styal line excluding Airport	B	If C chosen seek for 3tph at Heald Green and Gatley	0.0	9.4	0.0
CLC	B or C	Extra semi-fast calls at Flixton	0.0	2.7	2.7
Chat Moss	A		1.1	0.0	0.0
Atherton	C	Southport-Oxford Rd all day, Swinton call, to Airport	0.0	0.0	5.3
Wigan	B or C	With all day to south Mcr/Hazel Grove	0.0	1.5	1.5
Bolton inner	C		0.0	0.0	11.9
Westhoughton	C		0.0	0.0	0.5
Chorley	C	Target 3tph at Horwich Parkway	0.0	0.0	5.5
Blackburn	C		0.0	0.0	1.9
		Total points	29.2	19.6	51.3

Note: rail demand weighting based on 2018/19 ORR footfall allocated to GM based on Network Rail 2013 Regional Urban Market Study. This weighting methodology is further explained in Appendix 1.

Source: TfGM analysis

Therefore, looking at the impact on the whole of GM, we have assessed that the least worst option would be a merge of elements of option B and C. For ease of reference we have referred to this adapted option as a comparison to Option C.

Elements of Option C support the needs of GM and must be retained:

- Improved links from Calder Valley across Manchester Victoria to Warrington and Chester, running at 2tph;
- 2tph all day at Greenfield and Mossley stations;
- 2tph links for Stalybridge and Ashton beyond Manchester Victoria to Bolton and Wigan;
- New semi-fast linkage from Stockport to Knutsford, Northwich, Chester and beyond to North Wales coast (this was a feature of the original Northern Hub plan);
- 2tph southwards from the airport to Wilmslow and Crewe;
- New semi-fast calls at the larger stations on the Warrington central line (Irlam and Urmston);
- New fast linkage Wigan North Western to Hazel Grove across Manchester maintaining a link from Wigan to the Castlefield corridor stations;
- New semi-fast service from Southport via the Atherton line to the Castlefield corridor;
- A regular interval clockface service offer from Manchester Victoria to Wigan via both routes;
- A much more regularised service from Bolton to both Victoria and the Castlefield corridor, including full service calls at Bolton on the TP Scotland-Airport service and a new Bolton-Cumbria link; and
- New 2tph all day calls at intermediate stations between Bolton and Salford Crescent.

However elements of Option C need adapting to take account of key passenger flows or it would cause performance problems when implemented in reality.

- Option C Wigan North Western to Hazel Grove service provided all day, to stop at Golborne station once open;
- Option C peak extra Southport-Atherton line-Manchester Oxford Road provided all day, and if possible extended to Manchester Airport, retaining the stopping patterns on this service as presented in the Option C peak service with the addition of a stop at Swinton;³
- Replacing the Southport-Stalybridge service via the Westhoughton line by a Wigan Wallgate to Stalybridge service;
- Option C Liverpool-Chat Moss-Manchester Oxford Road service extended onto Manchester Airport as per Option B;
- Crewe line possibility of switching the Option C Piccadilly-Airport-Crewe 2tph and Piccadilly-Stockport-Alderley Edge 2tph to having 1tph covering each of Piccadilly-Airport-Crewe, Piccadilly-Airport-Alderley Edge, Piccadilly-Stockport-Crewe and Piccadilly Stockport-Alderley Edge;
- Styal line extra 1tph calls at each of Heald Green and Gatley;
- Extra calls placed on semi-fast services on CLC line at Flixton;
- Option C semi-fast train calls at Buckshaw Parkway and Chorley extended to include Horwich Parkway all day; and
- Littleborough increased service level to 3tph all day.

³ The peak Southport to Manchester Oxford Road service proposed in consultation Option C has the following stopping pattern: Southport, Meols Cop, Burscough Bridge, Parbold, Appley Bridge, Wigan Wallgate, Hindley, Atherton, Walkden, Manchester Oxford Road

It must be noted that our adapted option does not reintroduce the Sheffield to Airport service as we do not think this can be done without significantly undermining performance benefits. However, this service is of high value to us and we would look to see this reinstated with due urgency, as soon as is practicable.

TfGM have carried out analysis for GMCA and collated evidence in order to make the changes to Option C recommended in this section. This evidence is summarised in the table below:

Adaptation	Evidence
<p>Option C Wigan North Western to Hazel Grove service provided all day, to stop at Golborne station once open.</p>	<p>Wigan demand to the south side of Manchester city centre is shown from TfGM March 2017 surveys to be close to 50%:50% in the peak and biased towards the south in the off-peak. Without this service running all day there would not be a direct link to the south side of the city centre, seriously affecting the egress times of rail passengers. The service would also provide a service to call at a new Golborne station, once opened, currently provided by the Cumbria to Airport service in the December 19 timetable.</p>
<p>Option C peak extra Southport-Atherton line-Manchester Oxford Road provided all day, and if possible extended to Manchester Airport, retaining the stopping patterns on this service as presented in the Option C peak service with the addition of a stop at Swinton.</p>	<p>The Option C reduction from 4tph peak/3tph off-peak in Dec 2019 to only 3tph peak/2tph off-peak does not meet both the levels of demand along the Atherton line, nor the planned future developments along the corridor under Greater Manchester spatial plans.</p> <p>In addition, Option C severs the linkage from beyond Wigan to Southport to the south of the city, despite survey analysis showing a strong desire line to the south in the off-peak period. Therefore, provision of this peak extra service all day would meet this clear desire line for travel.</p> <p>Finally, an additional call should be provided at Swinton given the strength of demand from this station to Manchester, as well as the connectivity required from this administrative centre for Salford.</p>
<p>Replacing the Southport-Stalybridge service via the Westhoughton line by a Wigan Wallgate to Stalybridge service.</p>	<p>Given the proposal above for an all-day provision of the Southport semi-fast service via Atherton to Manchester Oxford Road, it would be hard to then justify the continuation (under Option C) for 2tph Southport-Stalybridge via Wigan and Bolton. The level of demand on the section of route between Southport and Wigan is very unlikely to support 3tph all day, so instead our proposal is for one of the option C services to start from Wigan Wallgate to Stalybridge. This would then</p>

	provide 1tph Southport to Stalybridge via Bolton and 1tph Southport to Oxford Road running via Atherton, supporting stakeholder requests for both routes to be able to access Southport.
Option C Liverpool-Chat Moss-Manchester Oxford Road service extended onto Manchester Airport as per Option B.	Outside of Greater Manchester, the City of Liverpool is in the top 5 surface access markets for Manchester Airport, and rail has a good share of this market (approx. 20% based on 2018 CAA data). Option C cuts off all direct links from Liverpool to the airport, so reinstatement of this service meets this market. This has also been a long standing linkage dating back to the early 2000s at least.
Crewe line possibility of switching the Option C Piccadilly-Airport-Crewe 2tph and Piccadilly-Stockport-Alderley Edge 2tph to having 1tph covering each of Piccadilly-Airport-Crewe, Piccadilly-Airport-Alderley Edge, Piccadilly-Stockport-Crewe and Piccadilly Stockport-Alderley Edge.	There is existing demand from the larger stations south of Alderley Edge to Stockport (e.g. Holmes Chapel and Sandbach) which would be severed by Option C (or indeed B). Reinstatement of this link could be achieved by this switching of destinations.
Styal line extra 1tph calls at each of Heald Green and Gatley.	Footfall and catchment population at these two stations are substantially greater than other stations on the line. This is recognised in the Dec 2019 timetable, and should be provided in the May 2022 solution.
Extra calls placed on semi-fast services on CLC line at Flixton.	Flixton is the next business station on the CLC line after Irlam and Urmston. Flixton also is located close to planned developments in the Carrington area. Given that in Option C semi-fast calls are provided at Irlam and Urmston, a similar solution should be adopted for Flixton.
Option C semi-fast train calls at Buckshaw Parkway and Chorley extended to include Horwich Parkway all day.	Option C features calls on the semi-fast Cumbria-Airport service to reflect the greater demand and catchment of these stations. Horwich Parkway has even stronger demand as well as a strong existing and planned future population catchment. As such the same solution of additional semi-fast calls should be applied to Horwich Parkway.
Littleborough increased service level to 3tph all day.	Demand to Manchester from Littleborough (2tph) is greater than that from Todmorden (4tph). Also station catchment population is greater at Littleborough, therefore raising the basic service level from 2tph to 3tph is required.

Revised Option

Therefore our proposed 'Revised Option' would look like Option C with the following amendments:

Dec-19					Option C (C9 v2)			Option B/C+ (TfGM)		
Route	TOC	Corridor1	Corridor2	Service	Frequency	Service	Frequency	Service	Frequency	
CLC	EM	CLC	Hazel Grove	NOR-LIV	1tph	NOR-LIV	1tph	NOR-LIV (extra call at Flixton)	1tph	
CLC	NT	CLC	Airport	LIV-WAC-MIA	1tph	CLE-LIV	1tph	CLE-LIV	1tph	
CLC	NT	CLC		LIV-MCO	1tph	WAC-MCO	1tph	WAC-MCO	1tph	
CLC	NT	CLC		LIV-MCO	1tph	WAC-MCO	1tph pk	WAC-MCO	1tph pk	
Bolton	TP	Chofey	Airport	GLC/EDB-MIA	1tph	GLC/EDB-MIA	1tph	GLC/EDB-MIA	1tph	
Bolton	NT	Chofey	Hazel Grove	BPN-HAZ	1tph					
Bolton	NT	Chofey	Hazel Grove							
Bolton	NT	Chofey	Airport	BPN-MIA	1tph	BPN-MIA	1tph	BPN-MIA (extra calls at Heald Green or Gateley)	1tph	
Bolton	NT	Chofey	Airport			BPN-MIA	1tph	BPN-MIA (extra calls at Heald Green or Gateley)	1tph	
Bolton	NT	Chofey	Airport			BIFWDM-MIA	1tph	BIFWDM-MIA (extra call at Horwich)	1tph	
Bolton	NT	Chofey	Crewe							
Bolton	NT	Chofey	Crewe							
Bolton	NT	Chofey		PRE-MCV	1tph	PRE-MCV	1tph pk	PRE-MCV	1tph pk	
Bolton	NT	Chofey	Airport			Bolton-Mileslow	1tph pk	Bolton-Mileslow	1tph pk	
Bolton	NT	Westhoughton	Crewe	SOP-ALD	1tph					
Bolton	NT	Westhoughton	Ashton-u-L	SOP-SYB	1tph	SOP-SYB	1tph	1 SOP-SYB	1tph	
Bolton	NT	Westhoughton	Ashton-u-L			SOP-SYB	1tph	1 Wigan Wallgate-SYB	1tph	
Bolton	NT	Westhoughton								
Bolton	NT	Westhoughton	Airport							
Chat Moss	TP	Chat Moss	Ashton-u-L	LIV-SCA	1tph	LIV-SCA	1tph	1 LIV-SCA	1tph	
Chat Moss	TP	Chat Moss	Ashton-u-L	LIV-NCL/EDB	1tph	LIV-NCL/EDB	1tph	1 LIV-NCL/EDB	1tph	
Chat Moss	NT	Chat Moss	Airport	BIFWDM-MIA	1tph					
Chat Moss	TP	Chat Moss	Airport							
Chat Moss	NT	Chat Moss	Airport	LIV-MIA-CRE	1tph			Liverpool - Airport	1tph	
Chat Moss	NT	Chat Moss				Liverpool - Oxbrd Rd	1tph			
Chat Moss	NT	Chat Moss		LIV-MCV	1tph pk	LIV-MCV	1tph pk	LIV-MCV	1tph pk	
Chat Moss	NT	Chat Moss	Calder Valley	CTR-LDS	1tph	CTR-LDS	1tph	1 CTR-LDS (extra call at Littleborough)	1tph	
Chat Moss	NT	Chat Moss	Calder Valley			CTR-LDS	1tph	1 CTR-LDS (extra call at Littleborough)	1tph	
Chat Moss	NT	Chat Moss	Hazel Grove			Wigan NW - Hazel Grove	1tph pk	Wigan NW - Hazel Grove (all day)	1tph	
Chat Moss	NT	Chat Moss	Ashton-u-L							
Chat Moss	AW	Chat Moss	Airport	Nwales-MIA	1tph					
Chat Moss	AW	Chat Moss		CTR-MAN	1tph pk					
TPE North	TP	Airport	Ashton-u-L	MIA-RCC	1tph	MIA-RCC	1tph	1 MIA-RCC	1tph	
TPE North	TP	Airport	Ashton-u-L	MIA-NCL	1tph	MIA-NCL	1tph op	1 MIA-NCL	1tph op	
TPE North	TP	Ashton-u-L				MCV-NCL	1tph pk	MCV-NCL	1tph	
Victoria North	NT	Ashton-u-L		MCV-SYB	1tph					
Victoria North	NT	Calder Valley		MCV-LDS	1tph					
Victoria North	NT	Calder Valley								
Victoria North	NT	Atherton	Calder Valley							
Victoria North	NT	Atherton	Calder Valley	Wigan-BBN via TOD	1tph	Kirkby-BBN via Tod	1tph	1 Kirkby-BBN via Tod	1tph	
Victoria North	NT	Atherton	Calder Valley	Wigan-LDS	1tph	Wigan-LDS	1tph	1 Wigan-LDS	1tph	
Southport	NT	Atherton				SOP-MIA	1tph pk	SOP-MIA via Atherton (all day) call at Swinton	1tph	
Victoria North	NT	Blackburn	Calder Valley	CLR-RCD	1tph	CLR-RCD	1tph	1 CLR-RCD	1tph	
Victoria North	NT	Blackburn	Calder Valley	BBN-RCD	1tph	BBN-RCD	1tph	1 BBN-RCD	1tph	
Victoria North	NT	Atherton		Kirkby-MCV	1tph					
Victoria North	NT	Atherton		Wigan-MCV	1tph pk					
Piccadilly South	NT	Bredbury		MAN-CHN/SHF	1tph	MAN-CHN/SHF	1tph	MAN-CHN/SHF	1tph	
Piccadilly South	NT	Bredbury		MAN-NMC	1tph	MAN-NMC	1tph	MAN-NMC	1tph	
Piccadilly South	NT	Bredbury		MAN-MIC	1tph pk	MAN-MIC	1tph pk	MAN-MIC	1tph pk	
Piccadilly South	NT	Crewe		MAN-SPT-WML-CRE	1tph	MAN-SPT-ALD	1tph	MAN-SPT-ALD	1tph	
Piccadilly South	NT	Crewe				MAN-SPT-ALD	1tph	MAN-SPT-ALD (possibly terminate CRE)	1tph	
Piccadilly South	NT	Airport				MAN-MIA-CRE	1tph	MAN-MIA-CRE	1tph	
Piccadilly South	NT	Airport				MAN-MIA-CRE	1tph	MAN-MIA-CRE (possibly terminate ALD)	1tph	
Piccadilly South	AW	Crewe		MAN-Swales	1tph	MAN-Swales	1tph	MAN-Swales	1tph	
Piccadilly South	VT	Crewe		MAN-CRE-EUS	1tph	MAN-CRE-EUS	1tph	MAN-CRE-EUS	1tph	
Piccadilly South	XC	Crewe		MAN-CRE-Seast	1tph pk	MAN-CRE-Seast	1tph pk	MAN-CRE-Seast	1tph pk	
Piccadilly South	NT	Guide Bridge		MAN-GLO	1tph	MAN-GLO	1tph	MAN-GLO	1tph	
Piccadilly South	NT	Guide Bridge		MAN-GLO	1tph	MAN-GLO	1tph	MAN-GLO	1tph	
Piccadilly South	NT	Guide Bridge		MAN-RSH	1tph	MAN-RSH	1tph	MAN-RSH	1tph	
Piccadilly South	NT	Guide Bridge		MAN-RSH	1tph	MAN-RSH	1tph	MAN-RSH	1tph	
Piccadilly South	NT	Guide Bridge		MAN-RSH	1tph	MAN-RSH	1tph	MAN-RSH	1tph	
Piccadilly South	TP	Guide Bridge		MAN-HUL	1tph	MAN-HUL	1tph	MAN-HUL	1tph	
Piccadilly South	TP	Guide Bridge		MAN-HUD	1tph	MAN-HUD	1tph	MAN-HUD	1tph	
Piccadilly South	NT	Altrincham		MAN-CTR	1tph	MAN-CTR	1tph	MAN-CTR	1tph	
Piccadilly South	NT	Altrincham		SPT-CTR	1tph pk	MAN-North Wales	1tph	MAN-North Wales	1tph	
Piccadilly South	NT	Hazel Grove		MAN-BUX	1tph	MAN-BUX	1tph	MAN-BUX	1tph	
Piccadilly South	NT	Hazel Grove		MAN-BUX	1tph	MAN-BUX	1tph	MAN-BUX	1tph	
Piccadilly South	NT	Hazel Grove				Wigan NW - Hazel Grove	1tph pk	Wigan NW - Hazel Grove (all day)	1tph	
Piccadilly South	TP	Hazel Grove	Airport	OLE-MIA	1tph					
Piccadilly South	NT	Macclesfield		MAN-SOT	1tph	MAN-SOT	1tph	MAN-SOT	1tph	
Piccadilly South	NT	Macclesfield		MAN-MC/SOT	1tph pk	MAN-MC/SOT	1tph pk	MAN-MC/SOT	1tph pk	
Piccadilly South	VT	Macclesfield		MAN-SOT-EUS	1tph	MAN-SOT-EUS	1tph	MAN-SOT-EUS	1tph	
Piccadilly South	VT	Macclesfield		MAN-SOT-EUS	1tph	MAN-SOT-EUS	1tph	MAN-SOT-EUS	1tph	
Piccadilly South	XC	Macclesfield		MAN-BHM-Sooast	1tph	MAN-BHM-Sooast	1tph	MAN-BHM-Sooast	1tph	
Piccadilly South	XC	Macclesfield		MAN-BHM-Swest	1tph	MAN-BHM-Swest	1tph	MAN-BHM-Swest	1tph	

We realise in order to accommodate these changes and maintain high performance it is likely that a service would have to be removed from Castlefield Corridor. In line with the proposal in peak for Option C and all day in Option B, therefore following the logic of the Task Force's service choices, the most logical service to remove from the corridor would be the Newcastle to Manchester Airport service. Evidence shows that the performance of the long distance TransPennine services around the chord has been traditionally poor and running two separate TransPennine services via this route before any further infrastructure enhancement has taken place to accommodate it does not seem in line with the Task Force's original objectives. Whilst

the Newcastle to Airport service represents an important flow to the Airport, and one we would like to see return as soon as physically possible, most passengers use this service to make intermediate movements rather than from end to end. In terms of servicing the Airport market, a direct train from York, Leeds and Huddersfield will still be maintained through the Redcar service. The termination of the Newcastle to Manchester Airport service at Victoria is justified on the basis that doing so would accommodate new services in the Revised Option which would provide greater passenger benefit than the original, un-altered, Newcastle-Airport service would. As stated in response to Question 2 above, this timetable, and indeed any timetable, should not be led by potential financial contribution to the industry but by what customers (and future customers) need.

Next steps

4. Please provide your views on the details of the proposed changes which are detailed by route in the Appendix.

It is imperative that the Government understands that implementing any of the three options as they stand will have local impacts which are far reaching and highly detrimental, especially to the goal of rebuilding confidence and patronage on rail and trust within the industry itself. Whilst our Revised Option, an adaption of Option C, still contains significant elements of compromise, it does represent a fairer and most likely better performing option in reality, given overcrowding concerns presented by the original options.

Even with the proposed alterations to Option C, there will still be some gaps in linkages which are valuable. The most important of these are the loss of the Sheffield to Airport link and the loss of a direct service linking Stockport, Heaton Chapel and Levenshulme to Salford Crescent and towards Bolton. Salford Crescent is adjacent to Salford University which has major plans for development in the near future, so will act as a major attractor for employment, education and leisure, which the altered Option C timetable will not meet.

The issue of interchange is not adequately addressed by the consultation. All the consultation options, including our proposed adaption of Option C, break connectivity which passengers have grown used to and will require smooth, good quality interchanges to make them work in reality. This means that the infrastructure works identified for short-term station improvements at Manchester Piccadilly, Oxford Road and Victoria as part of the Manchester and North West Transformation Programme Tranche 1 need to be implemented prior to this timetable change to help passengers make their journeys.

As well as manifesting itself in more interchanges being made for those who want to reach the airport and particular Manchester central destinations (particularly Manchester Piccadilly), if any of the options are implemented as described we are concerned that this will also manifest in more passengers choosing to change trains, in particular for trains from the Atherton, Westhoughton and Blackburn lines, where there are strong desire lines to the south of the city centre. Of particular concern would be the impact of further interchange at Salford Crescent station, which is already operating as a key interchange location (which was never intended when the station first opened in 1987). A reduced level of service on the Atherton line as proposed in the three options would lead to more concentrated boarding and alighting at this station as passengers sought to get from Southport, Kirkby, Wigan and Atherton to the Castlefield Corridor. GMCA's Revised Option mitigates against this with the extended Southport service stopping all day at key stations on this line.

Consideration also needs to be made to how to help customers adapt to the service changes when the timetable comes on board, such as ambassadors, clear communications and printed information as per when the timetable change took place in 2018 (much of which was built into Northern and TPE's franchises).

Deliverability is not adequately addressed by the consultation. If any of these options cannot be delivered robustly in May 2022 they should not be considered. It is important to implement a robust option and one which will perform well in practice. Any changes to the timetable must be part of a wider Covid-19 recovery plan for the railway which helps encourage people back to the railway post-pandemic to support the north's economic and environmental objectives. Operational viability of the option implemented is vital if we are to learn the lessons of May '18 and use this timetable change to demonstrate that the railway has learnt its lessons and put robust processes in place to understand the workability of timetables before they are implemented. As there would also be a timetable change taking place on the East Coast Main Line at the same time, it is imperative that this is understood holistically by those leading the change(s). Another disaster may prove impossible to recover from.

Making the solution COVID proof

All the evidence to date reported by the cross industry "Rail COVID Forecasting Group" is pointing to a future where the traditional commuting peak will be much flatter, with approx. 25% loss in commuting demand due to home based working, a small loss in business trips but with a net gain to rail in leisure trips. There is also emerging evidence that journey to the office trips (commuting) will become fewer per week but over a longer distance. These changes when translated into the plans for the May 2022 timetable suggests that rail based airport demand will recover, as will longer distance trips to seaside resorts and attractions, but that the need for peak extras may change to a need for a more equal all day service. Such a scenario would support the proposals outlined above to change the Option C peak extra trains such as Wigan-Hazel Grove and Southport-Manchester Oxford Road to all day services.

In conclusion, GMCA has instructed TfGM to continue to progress the Revised Option C solution and to work with DfT and Network Rail counterparts to explore it further with a view to an appropriate timetable solution being taken forward which can command the support of Greater Manchester.