

GREATER MANCHESTER TRANSPORT COMMITTEE METROLINK AND RAIL NETWORKS SUB-COMMITTEE

Date: 16 July 2021
Subject: Local Rail Service Performance
Report of: Caroline Whittam, Head of Rail Services, TfGM

PURPOSE OF REPORT:

This report provides an update on rail service operation and performance across Greater Manchester over rail Periods 12 and 13, 2020/21 and Periods 01 and 02, 2021/22 (07 February – 29 May 2021).

RECOMMENDATIONS:

Members are asked to note the contents of this report.

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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: 0

Comments/recommendations from Overview & Scrutiny Committee:
n/a.

BACKGROUND PAPERS:

MRN report of 19 March 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/BACKGROUND

- 1.1 This report provides an update on local rail service operations and performance covering rail periods 12/13, 2020/21 and 01/02, 2021/22
- 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 12 – 02 overview, including:
 - Network Rail performance and updates
 - Route crime
 - Train operator performance and updates
 - Details of May 2021 timetable and December 2021 offering
 - Patronage and footfall updates
 - Monitoring of face covering compliance.
- 1.3 A list of rail period dates for 2021/22 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.

2. OVERVIEW

- 2.1 Operational performance has remained consistently strong over the four periods covered by this report for all six train operating companies serving Greater Manchester. PPM for Northern and TPE has remained in the mid-90%*s*, with Right Time at Destination figures in the high 70%*s*. Cancellations have remained low, averaging below 2% and train plans have been successfully delivered, given exceptional circumstances and fluctuating levels of crew availability.
- 2.2 This report covers the periods following the announcement of the third national Covid lockdown from January 2021, with the implementation of an emergency timetable on 18 January. At this point, rail services were at 70% of pre-Covid levels and patronage at just 15%.
- 2.3 During the periods covered, Covid restrictions were relaxed on 29 March (outdoor meetings), 12 April (non-essential retail, beauty, indoor sports and outdoor hospitality) and 17 May (indoor hospitality).

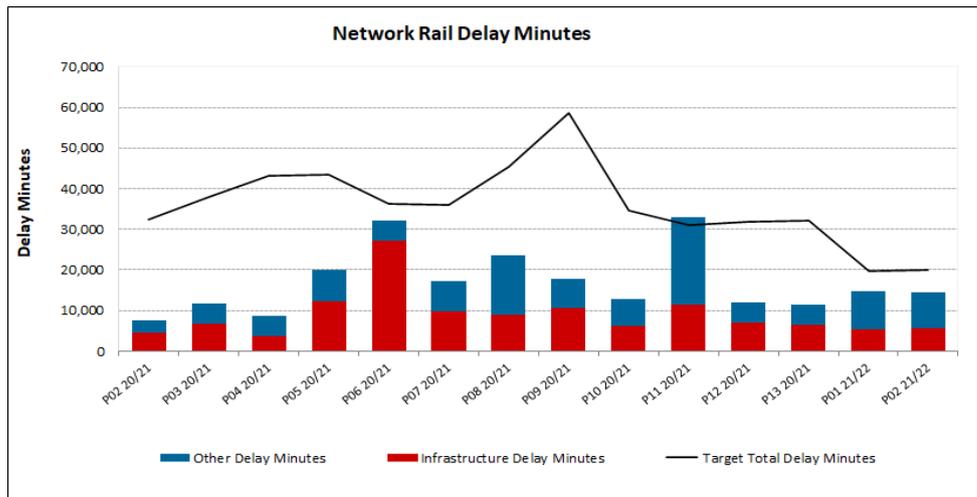
- 2.4 Service uplifts were undertaken by TPE and TfW on 29 March 2021, with some routes seeing earlier enhancements to cater for school flows. Nationally, train timetables changed on Sunday 16 May, which saw further additions to services across Greater Manchester to around 82% of pre-Covid levels.
- 2.5 Emergency Recovery Measures Agreements have been superseded by National Rail Contracts, which have effectively replaced the previous revenue risk-based franchising system.
- 2.6 Work has continued on the Manchester Recovery Task Force (MRTF), which aims to improve rail performance in the north-west by alleviating some of the congestion and issues along the Castlefield corridor. Various options have been presented but a practicable, workable solution that is acceptable to all parties has yet to be reached. These plans, originally intended for May 2022, will now not be implemented until December 2022.
- 2.7 The Williams-Shapps Review into Rail was eventually published in May 2021, delayed due to Covid. An analysis and overview is detailed in this report.

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 Total Network Rail delay minutes across Manchester more than halved in Period 12 to just over 12,000 from the previous period but have increased slightly in Periods 01 and 02. Minutes delay caused by infrastructure have remained consistent, averaging around 6,000 per period. Other delays, which were around 5,000 minutes in Periods 12 and 13 have increased in Periods 01 and 02 to around 9,000 minutes, largely due to trespass incidents across the network.
- 3.3 Significant incidents attributed to Network Rail over the periods have included OHLE issues at Stockport, an electrical power failure at Chester and a roof collapse at Northwich station (18 May) which impacted Mid-Cheshire line services. Various trespass and threatened suicides across the network were also recorded, as below, with big increases in Periods 01 and 02. Continued impositions of temporary speed restrictions, notably across Hope Valley and between Wigan – Burscough, have also contributed to delays.
- 3.4 On 18 May part of the station façade at Northwich collapsed through the canopy roof. Fortunately, no passengers were injured in the incident but debris on the track disrupted services. Network Rail has responded to a TfGM request to assure that they have an ongoing asset maintenance programme.
- 3.5 On 08 June, part of a false ceiling collapsed in the station ticket office at Altrincham. Network Rail is investigating the root cause and will share the findings and recommendations with TfGM.

NETWORK RAIL DELAY MINUTES (MANCHESTER DELIVERY UNIT)



ROUTE CRIME, MANCHESTER DELIVERY UNIT

- 3.6 Criminal activity, theft and trespass, cause significant delay and cancellations to passengers. Network Rail is responsible for this delay and works closely with train operators, British Transport Police and other agencies to mitigate and prevent such incidences.
- 3.7 Trespass and vandalism/theft have increased across the periods and have locally included cable theft between Winwick and Wigan on 13 April, trespass at Ardwick on 29 April and at Eccles in May; these incidents alone accounted for almost 3,000 minutes delay.
- 3.8 #BuildingSafetyTogether was the key theme for Rail Safety Week, which ran from 21 to 27 June, focusing on issues of safety on UK railways.
- 3.9 This year, TfGM officers helped to curate and produce a series of national online events in collaboration with industry partners on various themes including passenger safety, workforce safety, trespass, wellbeing, inclusion, work-life balance and mental health.
- 3.10 The GM Route Crime Working Group, co-chaired by TfGM and Network Rail, has brought a greater focus on issues of trespass, ASB and suicide prevention on the rail network in Greater Manchester. TfGM have attended and supported site visits to hot-spot locations, producing joint action plans for these sites, working with the TravelSafe Partnership, the BTP, Network Rail and train operators.

Category	Incidents/ Minutes P12	Incidents/ Minutes P13	Incidents/ Minutes P01	Incidents/ Minutes P02
Trespass	36 (1,045)	50 (1,254)	75 (2,240)	71 (2,350)
Vandalism	3 (76)	4 (27)	5 (70)	8 (410)
Fatality	1 (74)	-	3 (692)	1 (48)
Grand Total	40 (1,195)	54 (1,281)	83 (3,002)	80 (2,808)

FATALITY AND THREATENED SUICIDE

- 3.11 Fatalities have been recorded in various locations across the four periods, impacting Greater Manchester, including at Lostock on 20 April. Incidents involving threatened suicide have been reported at Eccles, Patricroft and Alderley Edge.
- 3.12 Nationally, Period 02 saw 16 suicides on the railway, compared to 15 in the corresponding period in 2020.
- 3.13 The rail industry continues to work to develop intelligent CCTV monitoring at known hot-spots, train staff to notice unusual behaviour and improve physical deterrents and mitigation. Work with mental health agencies and the Samaritans continues and TfGM is currently undertaking a schools/Samaritans project at Ince station.
- 3.14 Network Rail has further details on fatality and suicide prevention on the railway at: <http://www.networkrail.co.uk/communities/safety-in-the-community/suicide-prevention-on-the-railway>

TRAIN OPERATOR PERFORMANCE

- 3.15 Train performance has remained strong across the four periods covered by this report, with high PPM and Right Time at destination figures. These have been higher for Northern and TPE, with the longer distance operators not performing quite as well.
- 3.16 Period on period performance improved significantly in Period 12, following on from declines in P11. Additionally, revised timetables from 18 January saw a reduced number of services operating and declines in patronage from pre-Christmas levels.
- 3.17 P13 saw the average of the six TOCs PPM at 92.9%, with Right Time at 72.6%. These figures have declined over Periods 01 and 02 to 87.9% and 63.2% respectively, largely due to longer distance operators' performance. Northern ended P02 at 93.1% (company-wide), with a Central/West Right Time figure of 74.6%. For TPE, performance was even better, with a P02 PPM at 94.3% and Right Time figure of 76.7%.
- 3.18 Moving Annual Average (MAA) PPM figures remain strong across all six TOCs however, except for TPE, have slightly declined for the first time in 12 months at the end of Period 02.
- 3.19 Cancellation figures have averaged around 1.5% for Northern and 2.5% for TPE, with cancellations notably on its Scottish services. Some late notification cancellations were reported for Northern on Sunday 30 May due to driver availability, but this has not largely affected performance.
- 3.20 Unit availability, due to cracks found in a component part of Northern's new CAF-built Class 195 and 331 units resulted in 25 units being withdrawn from service in April. These trains are currently under repair and all but one has now been re-introduced into passenger service.
- 3.21 Following on from this, problems were discovered in new Hitachi Class 800 units operated by LNER and GWR in early May. On 08 May 2021 TPE withdrew its Class 802 units from service for checks and these have since been returned to service on its Liverpool – Newcastle route.

- 3.22 Other unit issues have impacted performance over the past four periods, with a broken-down train at Manchester Oxford Rd on 14 April, unit with pantograph issues at Patricroft on 15 May and a freight train with smoking brakes at Stockport on 24 April.
- 3.23 East Midlands Railway has seen sharp performance declines following on from its new timetable in May 2021, which saw additional services operating into London St. Pancras. Operational difficulties around Nottingham have been compounded by issues with cascaded Class 170 units and crew availability because of Covid. Furthermore, industrial action is being undertaken by senior conductors on Sundays affecting Liverpool – Manchester – Norwich services.

SIGNIFICANT INCIDENTS, LOCALLY, PERIODS 12 – 02

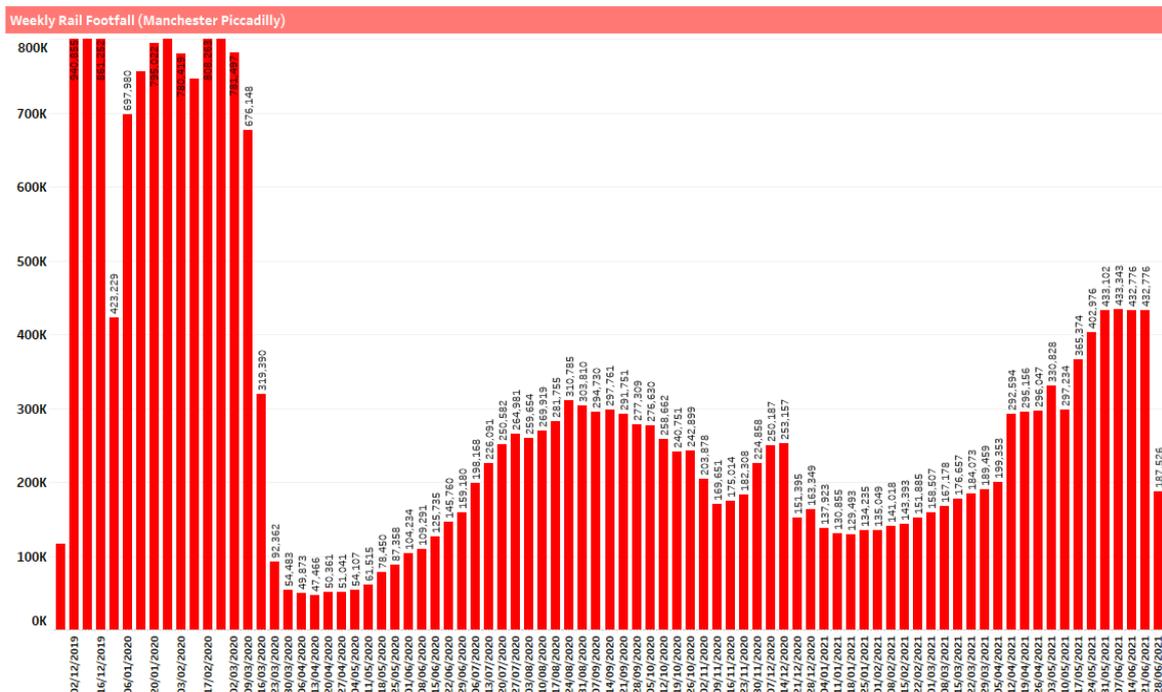
Date	Incident	Delay Minutes	Cancellations
11 February	Weather-related incidents, speed restrictions, including icicles in various tunnels.	3,000+	Multiple part and full cancellations
01 April	OHLE breaker, Burnage	1,126	2 full/10 part
13 April	Cable theft, Winwick	1,248	3 full/18 part
14 April	Brake defect, Manchester Oxford Rd	771	11 full/14 part
17 May	OHLE defect, Stockport	1,600	7 full/22 part

SIGNIFICANT INCIDENTS, NETWORK, PERIODS 12 – 02

Date	Incident	Delay Minutes	Cancellations
30 March	Trespass, Birmingham	2,895	15 full/34 part
04 May	Fatality, Rugeley	2,363	2 full/21 part
14 May	Possession over-run, Milton Keynes	2,322	None
18 May	Fatality, Watford	4,619	10 full/27 part
21 May+	Signalling Failure, Ledburn Junction	21,535	202 full/111 part

4. PATRONAGE

- 4.1 Rail patronage has largely been driven by the tightening and relaxation of Covid restrictions over the past 16 months. Patronage increased after the second lockdown in November 2020, reaching almost 30% of pre-Covid levels by December but then fell back to around 15% in the third national lockdown from January 2021.
- 4.2 Patronage has steadily increased since the spring and is currently at around 55-60% of pre-Covid levels for Northern, 45% for TPE and around 30% for the longer distance operators. The most significant increases in patronage have been recorded on local services, with longer distance services seeing reduced levels of demand. Leisure journeys continue to drive demand, with seaside and Hope Valley services being very popular. Northern reported over Spring Bank Holiday around 90 – 95% of pre-Covid patronage on some of its services.
- 4.3 Traditional peak-time demand continues to be suppressed, as those with the option to do so, continue to work from home. In terms of modes, demand for Rail remains slightly lower than that for Metrolink and Bus.
- 4.4 The industry is awaiting guidance from government on further Covid relaxations on 19 July, which may or not involve the removal of 1m social distancing and face covering rules. Long distance operators remain at reduced levels of service, with Cross Country currently not operating its Manchester – South-West services and Avanti at 2tph between Manchester – London Euston.
- 4.5 Social distancing breaches have been reported on various routes, notably on leisure services to the seaside and at weekends during good weather. Northern has recently strengthened its Hope Valley stopping services at weekends from 2 to 3 car Class 195 units and has had additional ‘sweeper’ trains ready for deployment on various days for Southport and Blackpool South routes.
- 4.6 The chart below shows footfall at Piccadilly station over the previous 16 months. The busiest periods for travel are now Friday afternoons and Saturdays. Sunday footfall has increased significantly and, in some weeks, has surpassed that of Monday and Tuesday.



5. FACE COVERING COMPLIANCE

- 5.1 Face covering compliance has remained consistent on-board trains and at stations. It is currently estimated to be at around 80 – 85%, although higher on longer distance trains and services using city centre stations.
- 5.2 British Transport Police continue to monitor and, where appropriate, enforce covering compliance and in the year to 31 March 2021 had intervened 93,011 times across Britain, with 7,116 directions to leave (7.7%) and 438 fixed penalty notices (0.5%).
- 5.3 Northern has recruited additional Travel Safe Officers across its Central and West regions, based at Manchester Victoria and Manchester Oxford Rd and has joined the TravelSafe Partnership.

6. TIMETABLE ITERATIONS

- 6.1 Following on from the third national lockdown in January 2021, emergency train plans were introduced once again, replacing the December 2020 timetable. These were based on protecting key routes for essential workers and ensuring resilience in the event of crew unavailability due to Covid.
- 6.2 Service uplifts were made to accommodate the re-opening of schools (Northern Mid-Cheshire line, 08 March), whilst TPE and TfW uplifted services further on 29 March, returning an hourly service on their routes (Greenfield and Mossley for TPE and North Wales/Chester - Manchester for TfW).

MAY 2021 TIMETABLE

- 6.3 Nationally, new timetables came into operation from Sunday 16 May; for Greater Manchester this heralded around 82% of pre-Covid services being re-introduced. These included the following routes (a full list of current Northern service provision can be found in Appendix E)
- Barrow/Windermere - Wigan NW – Manchester Airport to 15 tpd
 - Return of hourly Blackpool North – Manchester Airport
 - Hourly Chester – Altrincham – Piccadilly
 - Southport – Alderley Edge restored
 - Southport – Stalybridge restored
 - Removal of Kirkby – Manchester Victoria service and replacement with Kirkby – Blackburn
 - Hourly Chester – Leeds re-introduced
 - Liverpool – Manchester Airport – Crewe (restored through to Crewe)
 - Hourly daytime, semi-fast Liverpool – Manchester Airport via Warrington (re-introduced 07 June)
- 6.4 Whilst there has been a service uplift, increasing frequency and capacity across most of Greater Manchester, some Northern routes have not seen a return to pre-Covid levels of service. Furthermore, some have seen a reduction in service from May 2021 compared to the previous timetable. Northern has stated that due to ongoing crew availability, driver training and resource issues it has had to focus on the key routes listed above. Challenging conditions persist with rising numbers of Covid infections and track and trace alerts in the north-west. Stations and routes which will see a reduced service compared to pre-Covid include:

- Blackrod (off-peak reduction to one train every two hours)
- Ashton/Stalybridge (1tph)
- Some additional peak services previously operated will not operate on Atherton, New Mills Central and Hadfield routes
- Rochdale – Blackburn stopping service not yet re-introduced leaving Moston, Castleton 1 tph. Note that at TfGM request, Northern has switched calls from Smithy Bridge to Mills Hill to provide a fairer distribution of calls east and west of Rochdale. This results in Mills Hill having 2 tph but a reduction to 1 tph, off-peak at Smithy Bridge.
- No Wigan – Bolton – Stalybridge service on Sunday (also impacts Westhoughton and Ashton stations)
- Mid-Cheshire line Sundays every two hours
- Rose Hill/Hyde Loop (half-hourly service not re-instated)

- 6.5 TPE saw no service uplift from 16 May and remains at around 83% of its pre-Covid service levels.
- 6.6 Avanti West Coast remains at 2 trains per hour (tph) each between Manchester – London Euston and through Wigan North Western for London/Scotland.
- 6.7 Transport for Wales (TfW) is operating its usual 2 tph from Manchester (Chester/North Wales and Cardiff/South Wales).
- 6.8 Cross Country remains at 1 tph to Bournemouth from Manchester, with no date set for the return of direct south-west services.
- 6.9 East Midlands Railway had planned to operate its usual 1 tph between Norwich – Liverpool but has withdrawn four trains per day due to performance/operational issues.

DECEMBER 2021 TIMETABLE

- 6.10 Timetables for both Northern and TPE are not planned to feature any significant changes or uplifts in December 2021. Northern will extend operation of its Liverpool – Manchester Airport via Warrington services to hourly throughout the day.
- 6.11 TfGM has raised concerns with Northern and Rail North Partnership about delays to uplifting service provision on some of the routes listed above, notably for Blackrod, Wigan via Atherton line and Sunday services. We continue to work with Northern to seek the re-introduction of these services as soon as possible.

7. OPERATOR UPDATES

NETWORK RAIL

Manchester to Stalybridge/Rochdale Engineering Work (TRU) and Other News

- 7.1 From the 31 July until 15 August 2021, Network Rail will be working to renew key sections of track and upgrade railway bridges to improve reliability as part of the Trans-Pennine Route Upgrade. This is a multi-billion pound programme of upgrades that will improve connectivity in the north of England, providing faster, more reliable services between York, Leeds and Manchester. This work will take place east of Manchester Victoria station, impacting services to/from Stalybridge and Rochdale.

This will also impact on longer distance journeys along the Calder Valley line into/out of Manchester.

- 7.2 During this period, train services across the Calder Valley will start and terminate at Rochdale, with express road replacement transport provided direct to Manchester Victoria. TfGM has worked with industry colleagues to ensure that local stopping train services will continue to be provided from Rochdale to Castleton, Mills Hill and Moston, where bus replacement will operate to Manchester. Longer distance passengers for Manchester are encouraged to alight at Rochdale and use the bus from here for a better journey experience and shorter overall journey time.
- 7.3 Passengers looking to travel over this period are being urged to check [National Rail Enquiries](#) More information on the TRU project can be found at <https://www.networkrail.co.uk/running-the-railway/railway-upgrade-plan/key-projects/transpennine-route-upgrade/manchester-to-stalybridge/>
- 7.4 Two heritage railway stations on the Manchester, Atherton and Wigan line have been improved for Northern passengers. Victorian platform canopies at Walkden and Swinton stations have been repaired and restored by Network Rail as part of a £750,000 Great North Rail Project investment. The canopies were built 131 years ago in 1890.
- 7.5 The recent renovations involved structural repairs and repainting steelwork, including their original ornate columns. Netting was also installed to stop birds from roosting in the heritage structures which protect passengers from poor weather.
- 7.6 Passengers will also benefit from accessibility improvements at Walkden station as part of the government's Access for All scheme. Plans to install a new lift, which will provide step-free access to the platforms, are being developed and the upgrade is due to be completed by 2024.
- 7.7 Thousands of pounds have been spent clearing illegal fly tipping dumped metres away from live railway lines in Tameside. Several tonnes of rat-infested, stinking rubbish was left beside tracks in the village of Heyrod near Stalybridge.
- 7.8 Network Rail used specialist waste disposal contractors to remove the garbage which included old duvets, suitcases, plastic and camping equipment. Three lorry loads of rotting waste was removed from beside the major rail route between Manchester and Leeds using a special grabber.
- 7.9 So far in 2021 more than £100,000 has been spent removing illegally dumped waste in the Manchester area alone. Nationally, millions of pounds of tax-payers money is spent clearing up after criminal dumpers each year. This money would otherwise be used to improve stations and track, providing better journeys for passengers and freight in the north-west.



NORTHERN TRAINS LIMITED

- 7.10 May 2021 timetable saw the introduction of bi-mode Class 769 trains on Southport – Alderley Edge and Southport – Stalybridge routes. These services will operate under both diesel and electric power and provide enhanced capacity using four car units.



- 7.11 Throughout the pandemic, Northern has instigated a programme of station re-painting and repairs, including at Wigan, Bolton, Reddish North, Brinnington, Romiley and Hale. Station car park refurbishment has taken place at Newton for Hyde.
- 7.12 Northern has introduced flexi ticketing from 21 June, available for use from 28 June. These tickets provide eight return journeys over a period of twenty-eight days on a designated route and cost 10% less than the equivalent eight adult day return tickets. They are designed to offer flexibility and reduced costs for people travelling in to work on two or three days per week, as opposed to season tickets, whose savings are based on travelling five days per week or more.
- 7.13 Northern is introducing bodycams on its operational and front-line staff as a deterrent to abuse, assault and anti-social behaviour.

TRANSPENNINE EXPRESS

- 7.14 TPE is the first UK train company to introduce brand new help points and video calling at stations. The new help points allow customers to use their mobile phones to instantly connect with a member of staff even when at an unstaffed station.

8. WILLIAMS-SHAPPS REVIEW

- 8.1 The Williams-Shapps Review, led by Keith Williams, was commissioned by government in September 2018 in response to widespread timetable chaos and a failing commercial model for delivering passenger services. However, due to the coronavirus pandemic the outcome of the review – a rail reform white paper - was delayed so that its final report could take into account the impacts of the pandemic on the rail industry and the steps taken by Government to support rail during the pandemic.
- 8.2 With the plan now published as a White Paper on 20 May 2021: [Great British Railways: Williams-Shapps plan for rail - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/white-papers/great-british-railways-williams-shapps-plan-for-rail). TfGM look to build on their plans for further rail reform and welcome the announcement of the formation of the new rail body Great British Railways.

- 8.3 The Williams-Shapps plan has clearly articulated the issues that have beset the rail industry for a number of decades with the over-riding message of the need to simplify the structure, drive efficiency and deliver accountability. Although it lacks detail on the overall implementation of the commitments, it gives us the permission to start having conversations on accountability for passengers, for local leaders and for costs.
- 8.4 Although the paper falls short of some of the wider reform we would have expected to see, the proposals do present the largest change to the industry since privatisation in the 1990's.
- 8.5 The White Paper proposes and allows for a more detail discussion on four reform key pillars:

Structural Reform

- Fundamental restructuring of the railway industry with the creation of a new public sector arm's length body 'Great British Railways' (GBR). This will subsume the responsibilities of Network Rail, most rail functions of DfT, and many operator roles to ensure a more joined-up approach to running the railway. GBR will act as the 'guiding mind' and will have a devolved regional structure, initially based on the five Network Rail regions.
- GBR has been mandated to achieve better efficiency and co-operation; this may be an opportunity to the extent that GBR is obliged to cooperate with sub-regional bodies such as TfGM.
- The review sets out a clear appetite to involve city regions, in a similar way to the model used by TfL. The Levelling Up white paper, due this summer, is expected to provide more detail on the involvement of devolved city regions in rail and the levers available to them.
- It allows the door to be opened for discussion on the wider importance of rail in an integrated local system which drives economic recovery, growth and rebalancing.
- The review references that local teams will be well placed to improve co-operation with local communities and local leaders and that a pilot of integrated local teams will be undertaken as a priority.

People Reform

- People reform to attract a more diverse workforce and establish better career paths in the railway. The rail sector should work to reflect the people and communities it serves by drawing on the talents of those who are underrepresented in the sector and would be attracted to a rail career with the right information.

Commercial Reform

- The new Passenger Service Contracts will include strong incentives for operators to run high-quality services and increase passenger numbers. They will not be one-size-fits-all: as demand recovers, long-distance operators, will have more commercial freedom. A new 'rules-based' track access system will be introduced to manage the allocation of scarce track capacity may provide opportunities for more on-route competition, with potential benefits to the customer.

- With new Passenger Service Contracts to be reviewed within the next 2/3 years and a clear appetite to involve city regions in the development of the contracts, fares and infrastructure, there is an opportunity to link a future fare structure for rail with franchised bus and Metrolink as part of an integrated Bee Network.

Fares Reform

- There are proposals to simplify the current complex system. This is long overdue to make the railway more user friendly and affordable and is crucial to the recovery. This will start with national roll-out of flexible season tickets (8 in 28 days), and a promise to quickly roll out pay-as-you go ticketing in urban and commuter networks.

8.6 There is now an opportunity to make a pro-active move for TfGM to work with its partners and the wider industry to establish a deeper and more influential role with the railway to help shape and inform a partnership with Great British Railways and cement our vision for GM Rail.

9. MANCHESTER RECOVERY TASK FORCE CONSULTATION

9.1 A single-issue Northern Transport Acceleration Council meeting took place with Chris Heaton Harris on 18 May 2021. The subject of the meeting was infrastructure and northern leaders made clear to the Minister the need for the right infrastructure in Manchester as soon as possible to ensure passenger needs are met in the future.

9.2 The work to implement a temporary timetable in 2022 to improve train performance until the infrastructure is provided was also discussed. The Minister was open to the suggestion from Andy Burnham that the timetable change date be moved to December 2022 to allow for adequate planning. This is now the working assumption of the Manchester Taskforce, although it is still awaiting official ministerial confirmation.

9.3 A follow up meeting with the Minister is due in July, as well as a single issue meeting of Rail North Committee (still awaiting dates for both meetings at time of writing). The Rail North Committee meeting will discuss whether members wish to endorse the Taskforce's recommended timetable for 2022, which is an adaption of Option B, as per the Manchester Recovery Taskforce consultation earlier this year.

10. STATION PROJECT UPDATE

10.1 The Rail Station Alliance was successfully awarded £650,000 worth of funding from London Continental Railways (LCR) to develop four redundant station buildings in Greater Manchester into thriving community assets, the stations successful were:

- Altrincham;
- Broadbottom;
- Heaton Chapel; and
- Trafford Park.

10.2 TfGM is working alongside LCR, Network Rail, Northern and TPE to begin work that will progress the sites to development stage within the coming months.

11. COMMUNITY RAIL

- 11.1 Station Friends groups have been allowed back onto stations since 29 March and been hard at work catching up on clearing, weeding and restoring local stations and gardens to their former glory.
- 11.2 Cheshire's Best Kept Station Awards were finally presented in person to the following Greater Manchester Stations in May for projects that have recently been completed. Congratulations to the following stations: Hale, Altrincham, Heaton Chapel, Rose Hill, Romiley, Marple and Reddish South.



- 11.3 TfGM is currently funding or facilitating Community and schools' art projects at Hindley, Ince, Mills Hill (above), Romiley, Urmston, Mauldeth Rd, Woodsmoor, Hale, Marple, Bolton and Rochdale stations. Industry volunteer days will be taking place at Oxford Rd, Eccles, Rochdale, Moston and Belle Vue stations over the summer.
- 11.4 Community Rail funding from the rail industry is also enabling summer Sunday bus services from Bolton – Horwich to be extended to Rivington Barn (575). TfGM has also helped facilitate funding for a Sunday Haigh Explorer bus service which will shortly be operating to Haigh Hall Country Park from Wigan railway stations.

Caroline Whittam

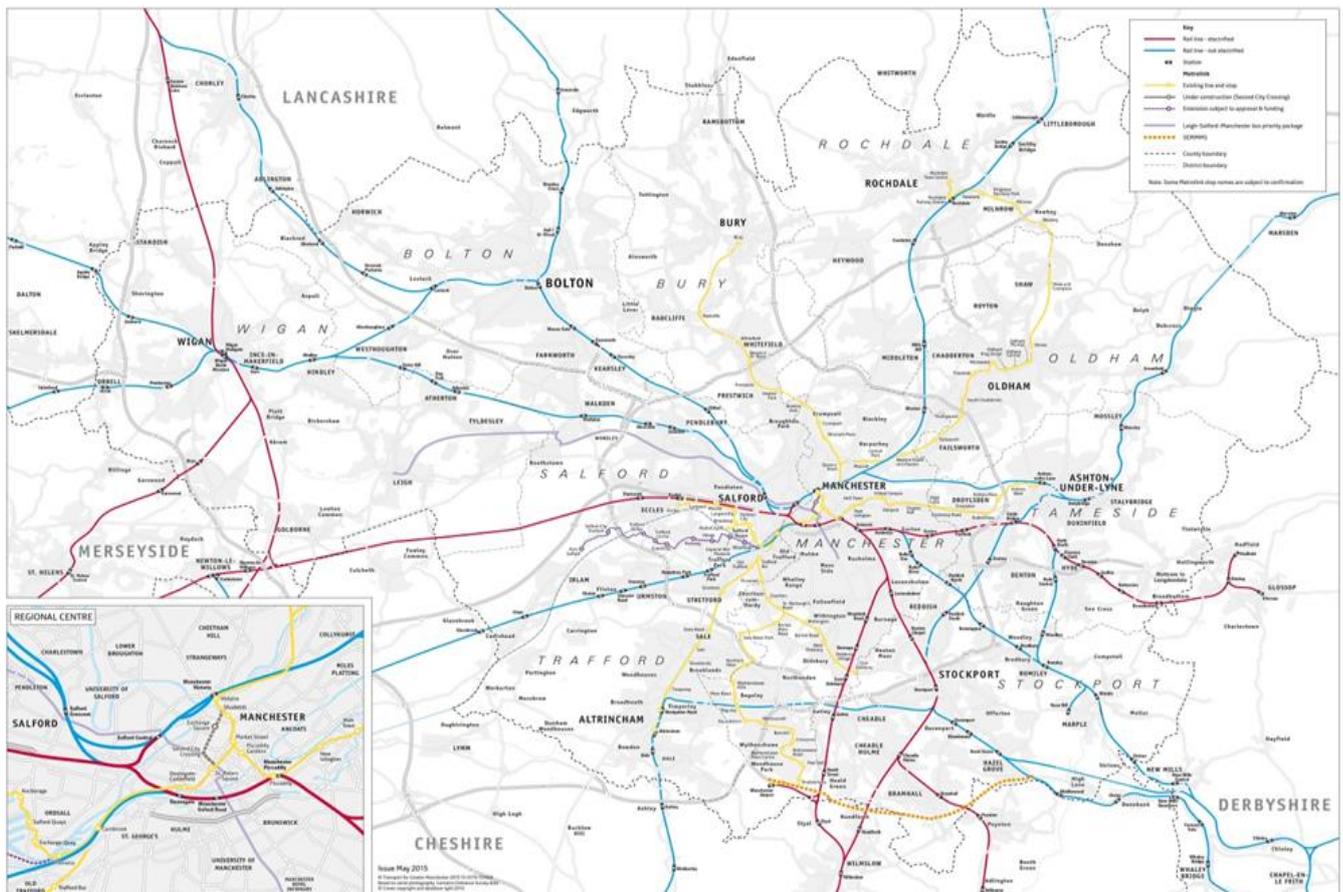
Head of Rail Services, TfGM

Appendix A – Rail Period Dates

P12 – 20/21	P13 – 2021	P01 – 2021/22
07 February – 06 March 2021	07 March – 31 March 2021	01 April – 02 May

P02 – 2021/22	P03 – 2021/22	P04 – 2021/22
03 May – 30 May	31 May – 27 June	28 June – 25 July

APPENDIX B: Greater Manchester Map



BOLTON
BURY

MANCHESTER
OLDHAM

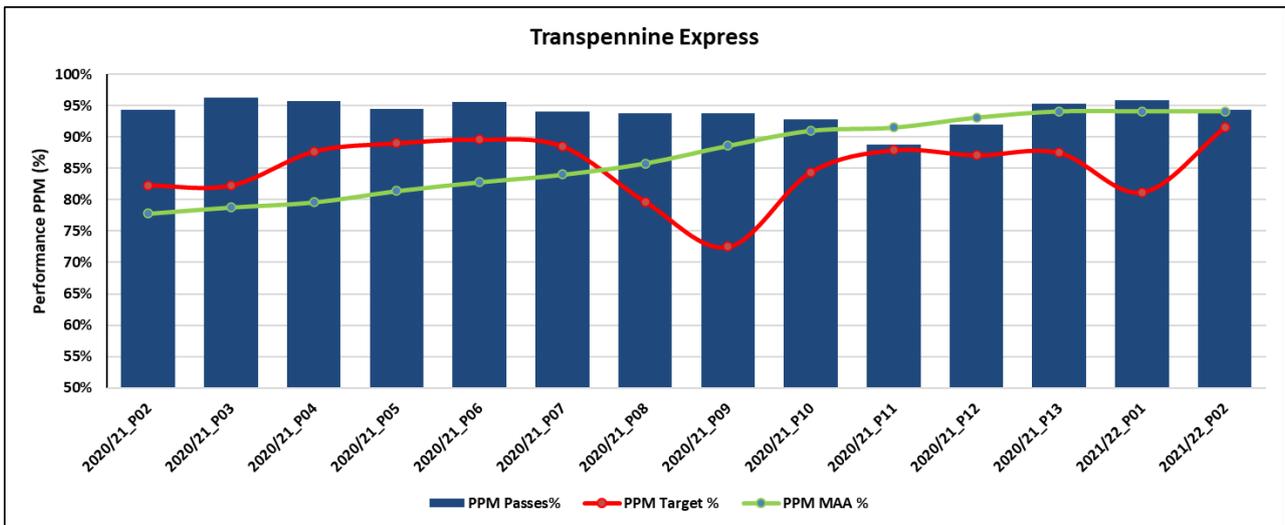
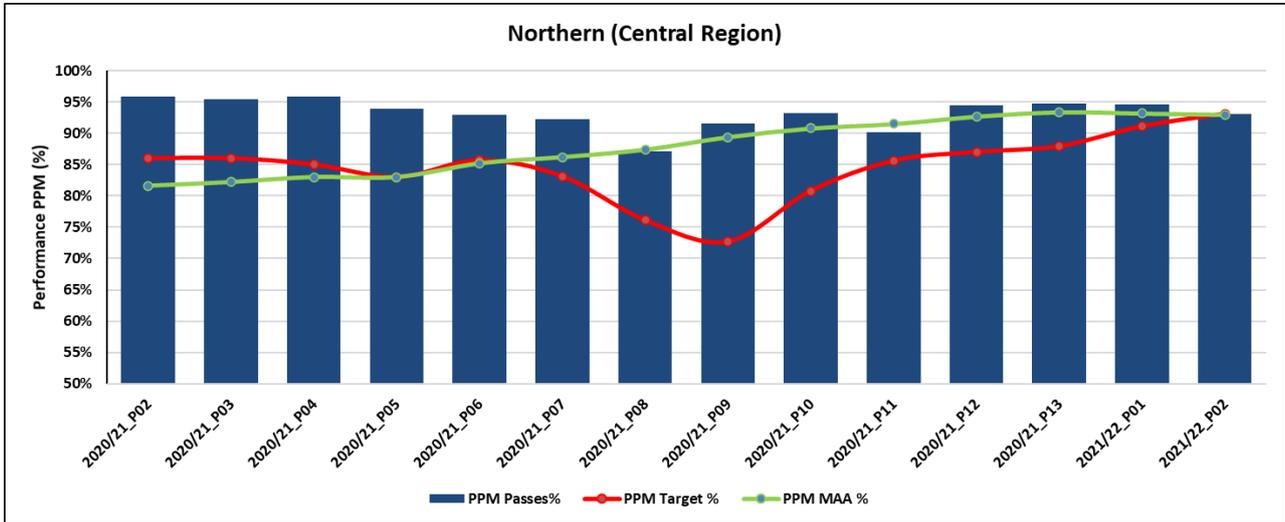
ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

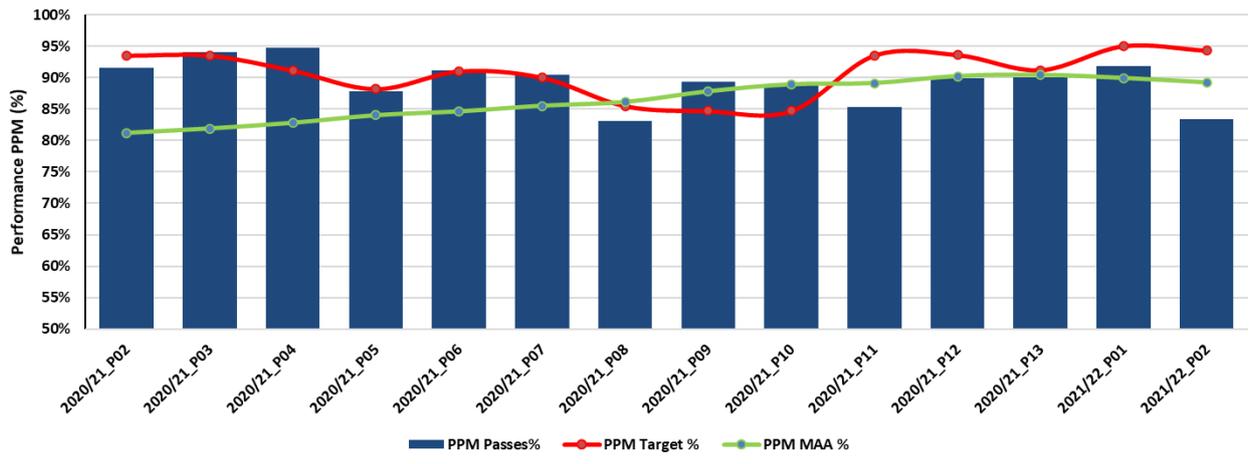
TRAFFORD
WIGAN

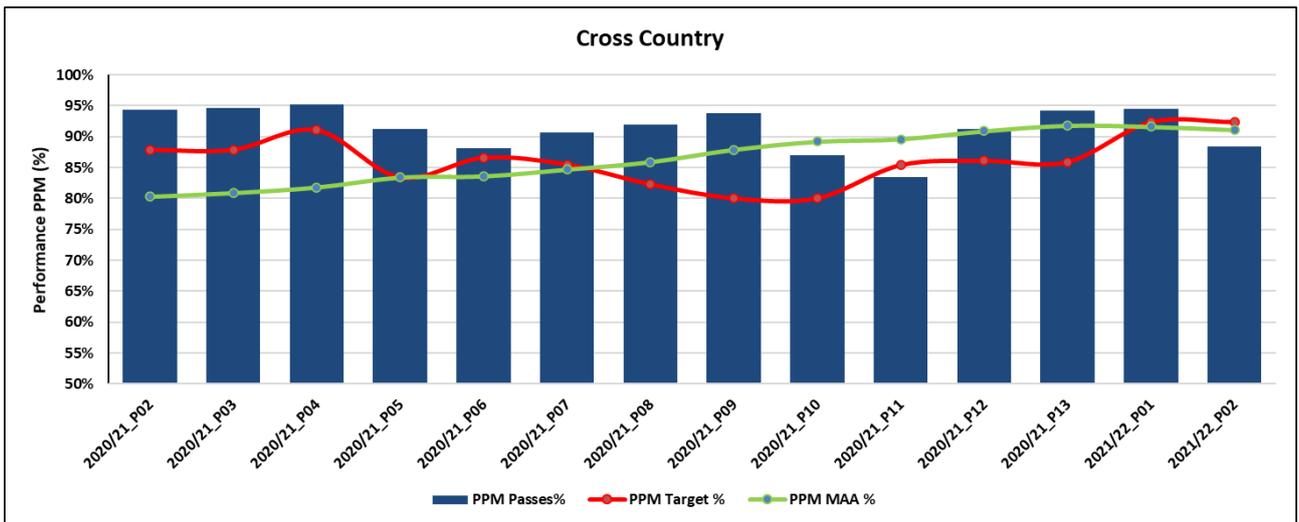
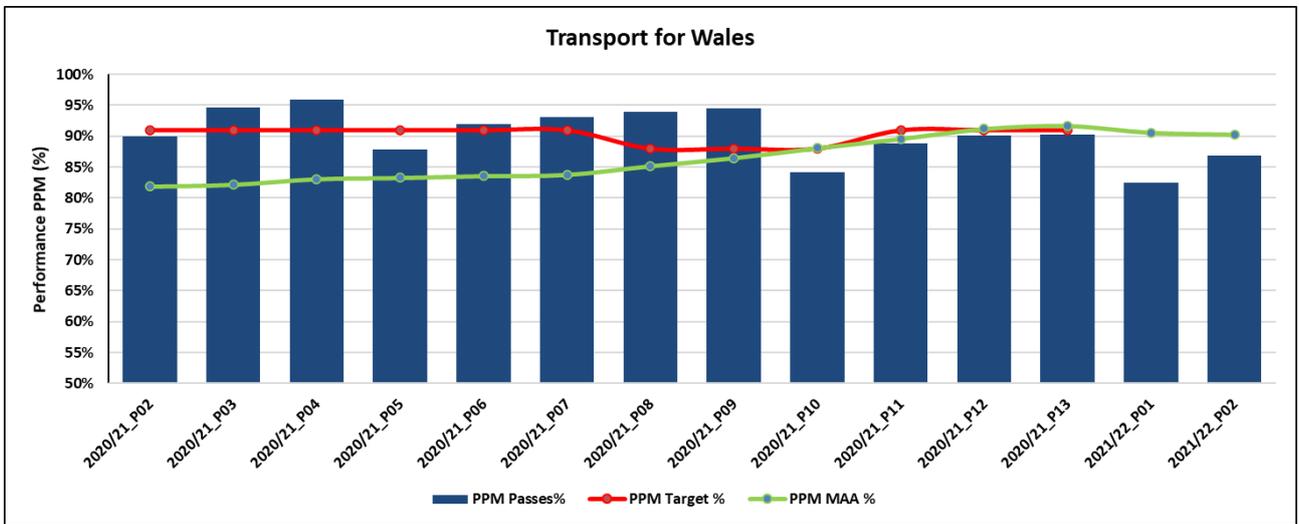
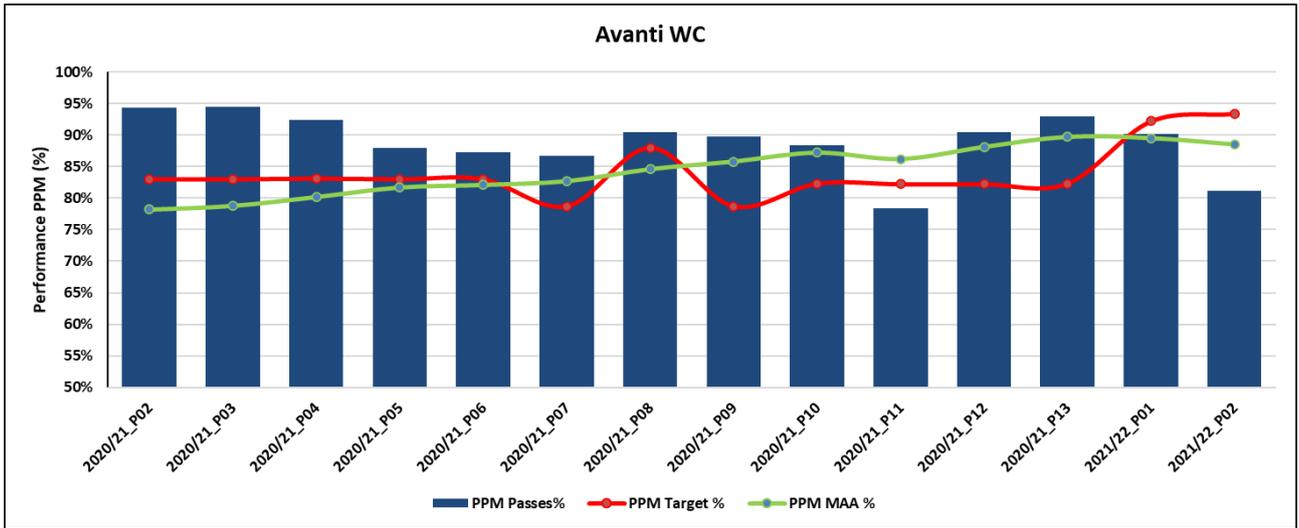
Appendix C – Individual TOC PPM vs Target and Moving Annual Average graphs

TOC PPM vs Target and Moving Annual Average graphs

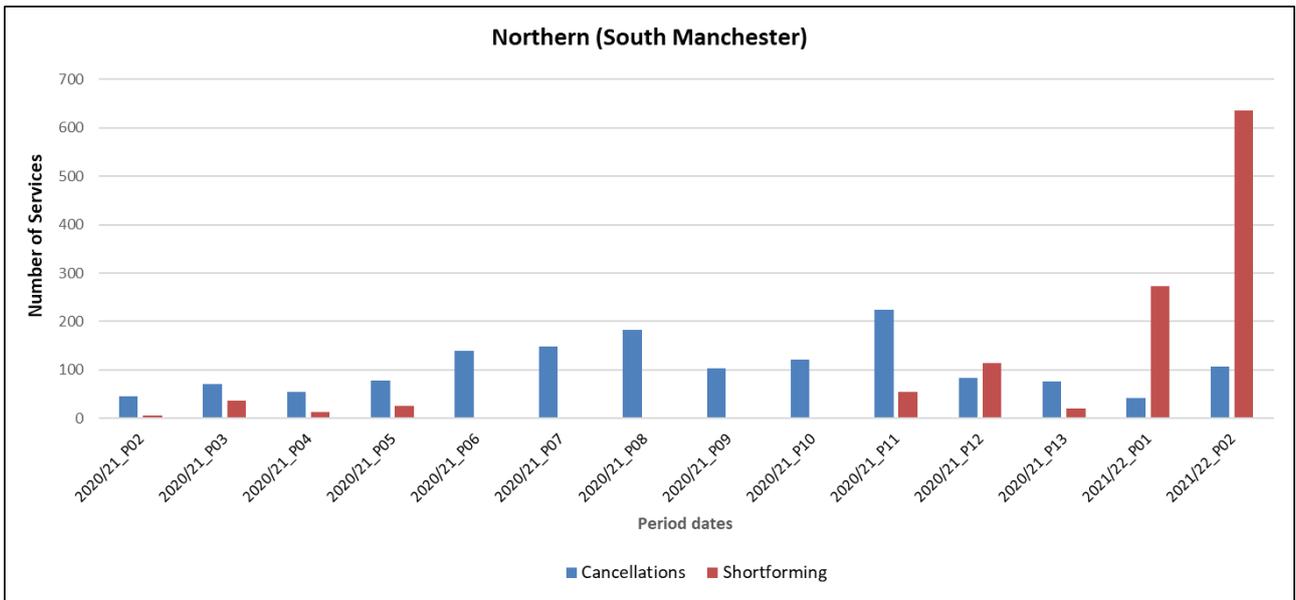
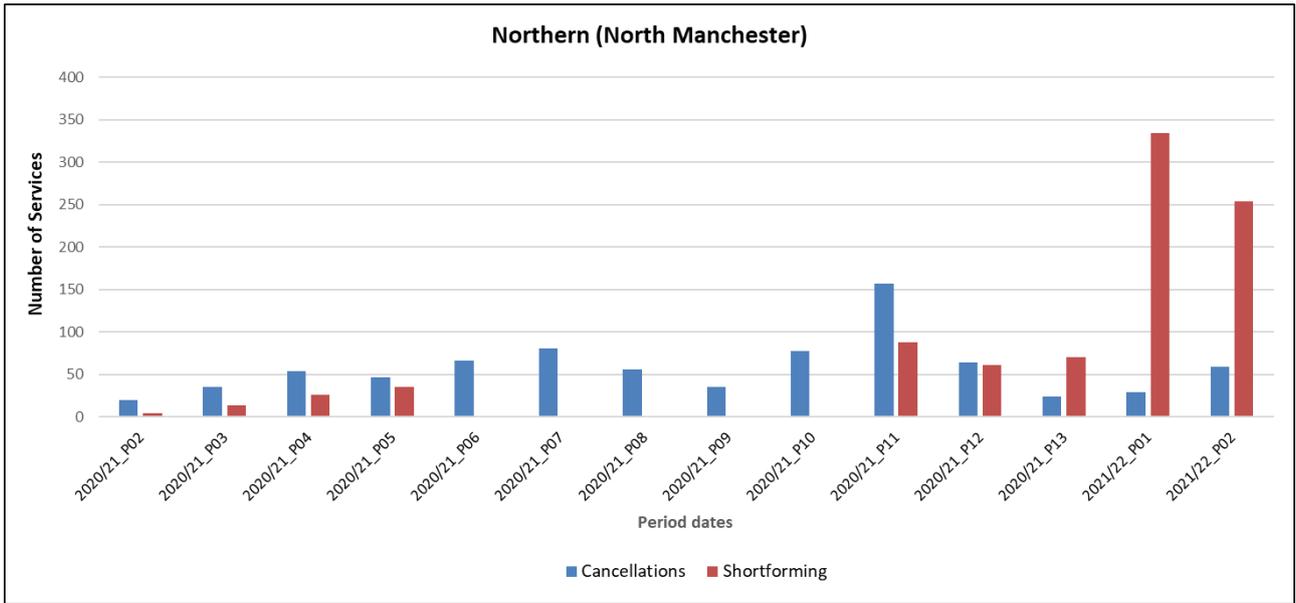


East Midlands

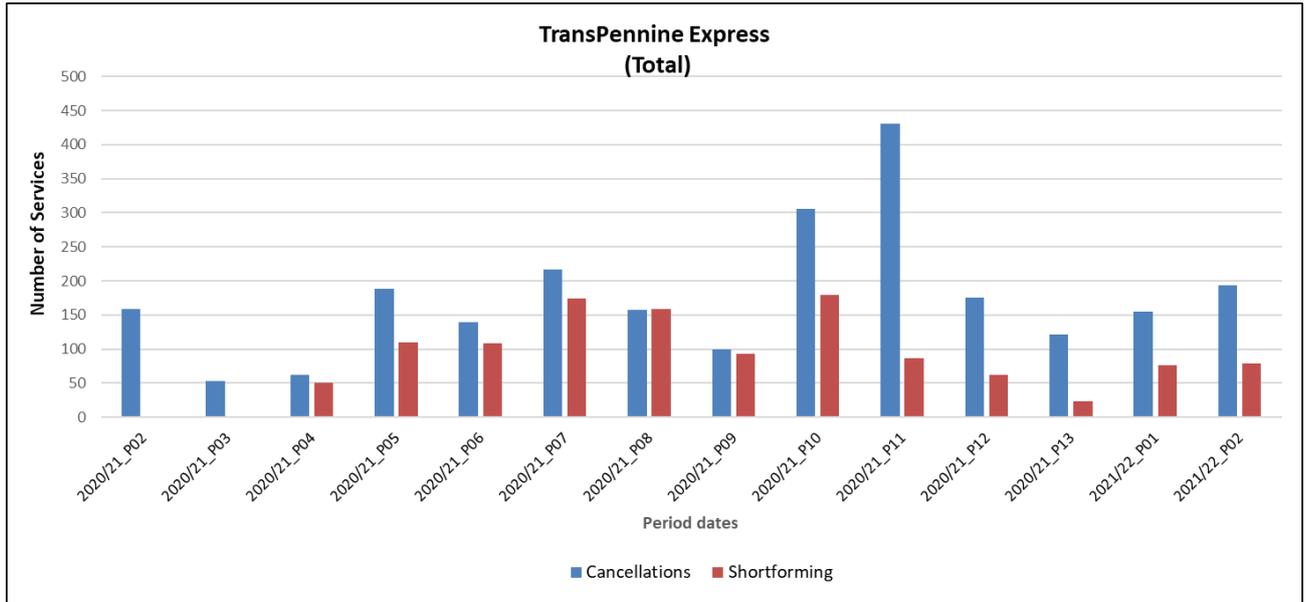




Cancellations and Short Forming – Northern



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	P12	P13	P01	P02	YTD
CLITHEROE - BOLTON - VICTORIA	89.6	88.2	74.7	88.2	81.5
PICCADILLY - STOCKPORT - CREWE	92.6	91.5	91.4	87.9	89.7
PICCADILLY - BUXTON	86.1	89.1	86	85.2	85.6
LEEDS - WIGAN	88.9	90.1	89.1	81.9	85.5
KIRKBY - VICTORIA	88.9	87.9	84.8	86.1	85.5
PICCADILLY - NEW MILLS CENTRAL	85.3	86.7	85.7	80.3	83
SOUTHPORT/VICTORIA - STALYBRIDGE	89.1	83.9	78	69.2	73.6
LIVERPOOL - MANCHESTER OXFORD RD	86.6	85.4	82.5	77.8	80.2
PICCADILLY - HADFIELD/GLOSSOP	86	84.9	86.2	79.1	82.7
BLACKPOOL - WIGAN - LIVERPOOL*	84.5	82.5	76.5	76.3	76.4
PICCADILLY - STOKE	80.6	81.5	80.8	79.2	80
BLACKPOOL Nth - BOLTON - AIRPORT	83.3	84.3	80.6	74.1	77.4
LIVERPOOL - CREWE via Airport	81	79.7	79.8	73.1	76.5
BLACKBURN - VICTORIA - ROCHDALE (stopper)	85.1	83	87.5	85.6	86.6
HAZEL GROVE - BLACKPOOL	78.9	80	74.7	74.8	74.8
PICCADILLY - CHESTER	72.7	75.8	79.6	71.5	75.6
MANCHESTER - PRESTON	79.1	79.8	77.6	78.7	78.2
CLITHEROE/BLACKBURN - TODMORDEN - VICTORIA	76	75.9	74.7	72.7	73.7
PICCADILLY - AIRPORT - CREWE	76.2	76.9	82.3	88.6	85.5
PICCADILLY - SHEFFIELD	74.7	74.8	71.1	69	70.1
PICCADILLY - ROSE HILL/MARPLE	70.8	74.5	75.6	75.1	75.4
SOUTHPORT - OXFORD RD/ALDERLY EDGE	76.2	74	68	67.9	68
LIVERPOOL - WARRINGTON - AIRPORT	73.7	60.8	69.6	77.8	73.7
AIRPORT - WIGAN NW - BARROW/WINDERMERE	69.9	61.5	65.1	62.9	64
MANCHESTER VICTORIA - LEEDS	62.4	62.3	55.6	54.4	55
LEEDS - CHESTER	63.6	61.6	60.1	56.4	58.3

TPE RT	P12	P13	P01	P02	YTD
North	79.1	85.2	84.7	79	81.9
South	73.5	77.6	76.3	75.4	75.9
Scottish	62.4	76.5	61.5	60.4	61

APPENDIX E – 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*