

GREATER MANCHESTER TRANSPORT COMMITTEE METROLINK AND RAIL NETWORKS SUB-COMMITTEE

Date: Friday 13 January 2023
Subject: Local Rail Services Performance Report
Report of: Simon Elliott, Head of Rail Programme, TfGM

PURPOSE OF REPORT:

To update Members on local rail service performance and operations between rail periods 07 and 08, 2022/23 (18 September 2022 – 12 November 2022).

RECOMMENDATIONS:

Members are asked to note the contents of this report.

CONTACT OFFICERS:

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Equalities Implications

Not applicable

Climate Change Impact Assessment and Mitigation Measures

Not applicable

Risk Management

Not applicable

Legal Considerations

Not applicable

Financial Consequences – Revenue

Not applicable

Financial Consequences – Capital

Not applicable

Number of attachments to the report:

Nil

Comments/recommendations from Overview & Scrutiny Committee

Not applicable

Background Papers

GMTC MRN 20221111 Local Rail Services Performance Report

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?

No

GM Transport Committee

Not applicable

Overview and Scrutiny Committee

Not applicable

1. INTRODUCTION/BACKGROUND

- 1.1. To update Members on local rail service performance and operations in rail periods 07 and 08, 2022/23 (18 September 2022 – 12 November 2022)
- 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 07 and 08 overview
 - Network Rail performance and updates
 - Route crime
 - Train operator performance and updates
 - Details of current train plans and December 2022 timetable
 - Patronage and footfall figures
 - Industrial Relations update
 - Operations and Engineering updates
 - Community Rail
- 1.3. A list of rail period dates for 2022/23 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 at Destination by Line of Route performance for Northern and Service Group performance for TPE can be found in Appendix D.
- 1.7. Diagrams detailing Manchester rail routes from December 2022 can be found in Appendix E.

2. OVERVIEW

- 2.1. This report covers rail periods 07 and 08, 2022/23 (18 September – 12 November 2022)
- 2.2. Operational performance for GM train operators continued to decline over the two periods, with the average of the six TOCs Right Time at Destination falling from 51.6% in Period 06 to just 37.4% in Period 08.
- 2.3. In addition to crew resource availability as a result of COVID and other sickness, industrial action and the cessation of rest day working at various TOCs, autumnal railhead conditions have added to overall delays and cancellations across the network.
- 2.4. Whilst the periods traditionally see declines in operational performance due to autumn, this year Period 08 has seen Northern record a PPM of 7.3% less than in 2021, TPE 9.7% lower and Avanti 11.6% worse. For Northern and TPE, PPM remains slightly higher than in Period 08, 2019, although for Avanti it remains the same.
- 2.5. Service cancellations increased over the periods overall, as a result of the above plus train crew declining to work rest days and overtime at various train companies. Official cancellations varied between TOCs ranging from around 5 –8% of all services.
- 2.6. Pre-planned service cancellations (or P-coded trains) have continued to be applied, notably for TPE, due to lack of crew availability. Whilst giving some advance notice of cancellation (removed from systems by 2200hrs on the night before), they continue to cause inconvenience for passengers, do not count in official performance figures and do not automatically entitle passengers to delay repay. These short notice cancellations also cause additional capacity constraints on other operators' services, where overcrowding has been reported, notably on Anglo-Scot and Hope Valley services.
- 2.7. TPE has, over the past two periods been pre-cancelling between 250 – 450 trains per week. When added to on the day cancellations, this has resulted in between a fifth and a quarter of all TPE contracted trains being regularly cancelled.
- 2.8. The periods saw further declines in moving annual average (MAA) PPM, with only TfW and EMR remaining consistent.

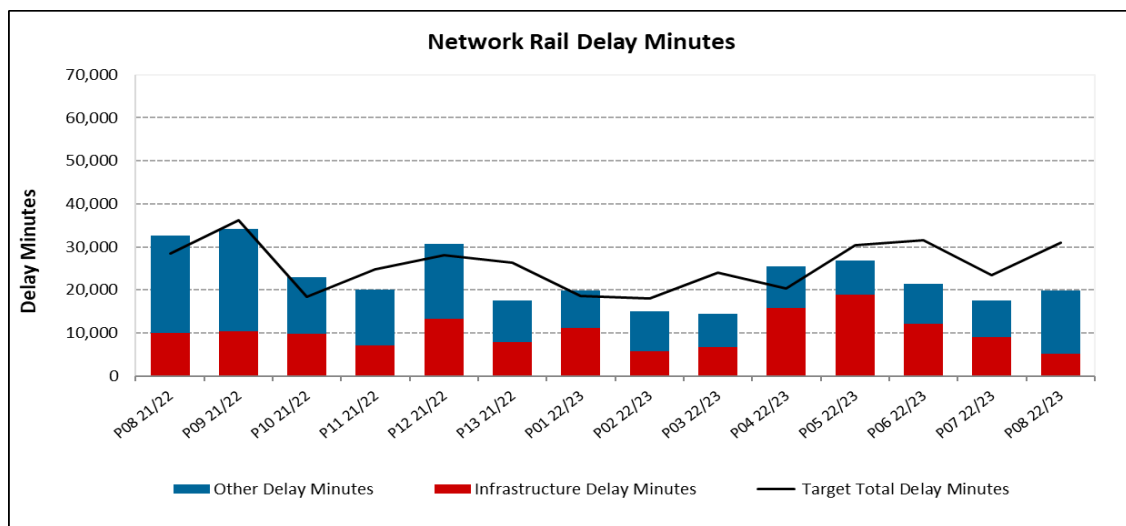
- 2.9. Northern continues to experience late notice cancellations on Sundays due to the lack of a rest day working agreement. The resolution of a disagreement on new rosters has seen some reduction in late-notification cancellations.
- 2.10. Amended train plans remained in place for Avanti West Coast and TransPennine Express. For Avanti, total London Euston departures remain at 4 tph, instead of 8, with Manchester – London services the worst affected, having been cut from 3 tph to just a single hourly train. Some additional services were added to this incrementally over the autumn. For TPE, 40 Anglo – Scottish services remain withdrawn, including a reduction of 5 trains per day between Glasgow – Manchester Airport
- 2.11. Periods 07 saw improvements in Network Rail delay minutes in Manchester DU, falling from around 21,000 to 17,000. Increases in Period 08 were largely driven by External delay, including flooding and trespass incidents, however, totals remained favourable to target.
- 2.12. Patronage and demand levels over the periods has been affected by industrial action, engineering and the unreliability of services. Demand for Northern is around 85% of pre-COVID levels and remains largely driven by leisure travel, although commuter travel has increased from October. For TPE, demand remains at around 70 – 75% of pre-COVID.
- 2.13. Industrial action over pay, conditions and job security continued across 14 TOCs and Network Rail over the autumn and is on-going, although there has been some movement, with TfW and Network Rail staff affiliated to TSSA union accepting pay deals recently.
- 2.14. Strike days took place across the rail network on 05, 08 and 22 October. Strike action planned on 05, 07 and 09 November was called off at short notice, however this left most affected operators unable to restore services on 05 and 07 November. Further strike action over 48-hour periods took place on 13/14 and 16/17 December, with more planned for 03/04, 06/07 January.

3. OPERATIONAL PERFORMANCE

NETWORK RAIL

- 3.1. Network Rail (NR) 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 NR delay minutes in Manchester DU decreased in Period 07 to 17,479, with infrastructure delay at just over half of all delay. In Period 08, total delay increased to 19,848 minutes. A significant reduction in the number and severity of infrastructure delays (to 5,165 minutes) was offset by increases in external delays (14,683). Total delay in the period remained 40% lower than in the corresponding period in 2021.
- 3.3. Infrastructure incidents attributed to NR over the periods included signalling failures at Slade Lane on 19 September, Huddersfield on 24 September and Gorton on 03 October. The largest single NR incident affecting GM services was a damaged rail at Huyton on 18 October affecting services to Liverpool and Wigan. Longer distance services were impacted by a power failure at Euston on 22 October (over 7,000 mins delay and 151 cancellations).
- 3.4. Other Network Rail incidents have included signal box closures due to staff availability at Stockport, Hope Valley and Burscough Bridge.
- 3.5. External delay increases in P08 were largely driven by autumn weather-related issues and trespass/fatality.

NETWORK RAIL DELAY MINUTES (MANCHESTER DU)



ROUTE CRIME, MANCHESTER DELIVERY UNIT

- 3.6. Criminal activity, theft and trespass cause significant delay and cancellations to passengers. Network Rail is responsible for these delays and works closely with train operators, British Transport Police and other agencies to mitigate and prevent such incidences occurring.
- 3.7. Trespass, vandalism and theft on the railway continue to impact service delivery across the rail network. Period 08 saw increases in period-on-period trespass incidents, rising from 28 to 39, with corresponding increases in total minutes delay to 2,871 (Period 08 coincided with schools' half-term at the end of October). Vandalism and fatality incidents, however, decreased in Period 08.
- 3.8. Anti-social behaviour continues to be reported across all public transport modes. For rail, this includes both on-train and station activity, for which British Transport Police is responsible. Train operators and Network Rail take this issue seriously and have expanded the use of covert and open CCTV, body-worn cameras and increased officer patrols.

FATALITY

- 3.9. There were two reported fatalities in Manchester DU in Period 07, including an incident at Kearsley on 23 September. Incidents outside GM continue to adversely affect services and the periods have seen incidents significantly affecting performance in the Oxenholme, Carnforth, Leeds and Stafford areas.
- 3.10. There were no reported incidents of fatality within Manchester DU in Period 08, although a fatality occurred on 04 November at Wigan North-Western (not included in NR Manchester DU). A further fatality on the same day at Marsden impacted TPE cross-Pennine services.
- 3.11. Work continues enhancing physical deterrents at key locations on the network, including additional platform-end fencing, surface matting and signage, with smart CCTV being installed at various locations to detect unusual behaviour and alert control centres.

Category	Incidents/ Minutes P07	Incidents/ Minutes P08
Trespass	28/832	39/2,871
Vandalism	6/630	3/25
Cable Theft	-	-
Fatality	2/1,513	-
Total	36/2,975	42/896

TRAIN OPERATOR PERFORMANCE

- 3.12. Overall operational performance declined over the periods for the six train operating companies within Greater Manchester. Right Time at Destination and PPM figures ended Period 08 significantly lower than in Period 06.
- 3.13. For Northern, Right Time at Destination for its Central/West services declined from 62.2% in P06 to 58.1% in P07 and 43.5% at the end of P08. Similarly, TPE figures slipped from 56.5% to 49.3% and ended P08 at 41.1%. Longer distance operators fared worse, with Avanti only managing a right time arrival on a quarter of its already reduced timetable, down from a third in Period 06.
- 3.14. Cancellations continued to increase for operators over the periods, largely due to crew availability and the loss of rest day working (RDW) agreements. Even for companies with RDW agreements in place, train crew continue to decline to work rest days and additional overtime as part of on-going industrial relations disputes, notably at TPE and Avanti West Coast.
- 3.15. Operators are also continuing to catch up on the backlog of driver training, caused by COVID and trying to balance essential training with daily operations.
- 3.16. Averages of around 5% cancelled services are masked by TPE's use of p-codes. These trains, as detailed previously in this report, are pre-cancelled on a daily basis and removed from industry (and passenger-facing) systems by 2200hrs on the day before service. TfGM has raised what we consider to be the unacceptable long-term use of what was designed to be an emergency industry measure with the operator and Rail North Partnership. TfGM continues to brief Manchester's Mayor and calls have been made to cease this practise and for improvements in performance for both TPE and Avanti West Coast. If these improvements are not forthcoming, the Mayor has demanded the termination of both of these operator contracts.

- 3.17. Delays caused by other TOCs and freight companies also impact service performance and failed units have caused disruption to both local and longer distance services over the periods. Multiple unit failures over the periods included both freight and passenger trains, including significant incidents at New Mills, Chinley and Mossley (freight locomotives) and passenger services at Rochdale, Kirkham and Appley Bridge. Operational delays and blocked platforms continue with crew either being unavailable or late taking over their train. Cross-city crew movements remain impacted by taxi availability and city centre congestion.

NORTHERN TRAINS LIMITED

- 3.18. Northern's punctuality and reliability declined over Periods 07 and 08, with falls in right time and PPM scores. Moving annual average PPM slipped to 83.2% at the end of Period 08.
- 3.19. Cancellations in Northern's North and South Manchester service groups fell from 647 in Period 06 to 309 in Period 07 but increased again in P08 to 495.
- 3.20. Crew availability at Northern's Central and West depots on Sundays continues to be challenging, where Sunday working remains largely voluntary for drivers.
- 3.21. Short-forming of services more than doubled in Period 07 in North/South Manchester, with a total of 1,246 trains operating with fewer/different carriages to planned, this improved in P08 to 1,009. Pre- and post-strike day trains have been impacted by industrial action, with unit displacement and early morning depot movements affected by this.
- 3.22. Crew availability as a result of COVID infections and non-COVID sickness remain an issue, with sickness levels reportedly double the seasonal norm at various north-west depots and spikes at Barrow and Liverpool.

TRANSPENNINE EXPRESS

- 3.23. TPE official performance data records TPE as finishing Period 08 with a PPM of 80.1% across its network and Right Time at Destination figure of 41.1%. A total of 584 services were full or part cancelled on the day over this period.

- 3.24. These figures, however, exclude pre-cancelled (or p-coded) trains detailed above. TPE has been pre-cancelling anything between 250 – 450 trains per week since summer across its network due to crew unavailability. When taken with on-the-day cancellations, this has seen total weekly cancellations averaging between 20 – 25% of its entire contracted services. During the half-term week beginning 23 October 2022, TPE fully or part cancelled over 30% of its entire services.
- 3.25. TPE continues to operate a reduced train plan on its Anglo-Scottish services, with 40 withdrawn services per week. Manchester – Glasgow services are operating three times per day, instead of the usual eight, with Edinburgh services reduced by one train per day. Some of these services are expected to return in December 2022 timetable.
- 3.26. Whilst cancellations and delay have largely been impacted by crew availability and TOC-on-self (around 45% of all cancellations), performance has also been impacted by trespass, fatality and weather-related events. Fatalities across the TPE network increased over the periods, with two incidents in the Leeds area, one in Carnforth and a further one at Oxenholme. Flooding in Cumbria and a broken rail at Huyton over the periods also impacted service delivery.

AVANTI WEST COAST

- 3.27. Avanti West Coast reduced its Manchester – London services from 3tph to just 1 tph on 14 August. Some additional trains were incrementally added to the timetable during the autumn. The removal of these services continues to cause overcrowding on remaining services and there have been widespread reports of passengers unable to find seats, use toilets and purchase refreshments. Ticket sales remain restricted, with minimal advance tickets being made available for sale.
- 3.28. As with TPE, these service reductions were planned to stabilise service provision and ensure better reliability. Avanti has, largely, not pre-cancelled additional services but performance remains poor, with PPM on this reduced timetable only 66.8% in Period 08 and a Right Time figure of 26.3%
- 3.29. Wigan North-Western continues to be served by Avanti's Anglo-Scot services between London Euston and Glasgow/Edinburgh.
- 3.30. Services on the Manchester - London route will be restored to 3tph from December's timetable change. TfGM continues to monitor service provision on this key route and is reporting performance directly to the Mayor.

OTHER OPERATORS

- 3.31. Transport for Wales Rail (TfW) service performance finished the period at 72.9% PPM and 51.7% Right Time.
- 3.32. Transport for Wales services to Manchester continue to operate, with 1 tph to Chester/North Wales and 1 tph to Cardiff/South Wales. New rolling stock should start to be deployed from December's timetable change, providing enhanced capacity and comfort.
- 3.33. Due to train lengths on some of its new rolling stock, TfW is not calling key peak services at Earlestown or Newton-le-Willows stations. Displaced passengers for Manchester (Oxford Rd and Piccadilly) are now using Northern's stopping service. This is leading to over-crowding and problems boarding further down the line at Patricroft and Eccles stations. TfGM is meeting with TfW to discuss options around TfW re-instating these calls.
- 3.34. Cross Country performance remains poor and crew availability has become more of an issue over the autumn. Significant incidents at key locations have added to a disappointing PPM of just 66.3% in P08 and Right Time of 25.2%
- 3.35. Cross Country is currently operating 1tph to Reading/Bournemouth, with 3/4 additional morning and evening services to Bristol. There will be no full re-introduction of south-west services from December's timetable change. TfGM would like to see these services re-introduced from May 2023.
- 3.36. Hourly EMR services between Norwich – Liverpool have experienced some short-forming over the periods and associated crowding. Performance remains poor, with a PPM of 71.9% in P08 and Right Time of 36.3%

SIGNIFICANT INCIDENTS, LOCAL NETWORK, PERIODS 07 AND 08

Date	Incident	Delay Minutes	Cancellations
26 September	Failed loco, Mossley	2,083	17 full/32 part
20 October	Failed unit, Rochdale	1,661	1 full/50 part
18 October	Rail defect, Huyton	1,268	34 full/8 part
04 November	Failed unit, Appley Bridge	1,071	19 total

23 September	Fatality, Kearsley	1,053	5 full/15 part
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SIGNIFICANT INCIDENTS, LNW NETWORK, PERIODS 07 AND 08

Date	Incident	Delay Minutes	Cancellations
24 October	Failed unit, Birmingham	7,343	16 full/39 part
22 October	Power failure, Euston	7,325	89 full/62 part
19 October	Freight wagon issue, Chinley	4,545	7 full/24 part
10 November	Fatality, Stafford	4,423	6 full/13 part
23 September	Fatality, Oxenholme	4,088	10 full/24 part

4. PATRONAGE

- 4.1. Rail patronage fluctuates amongst operators and continues to be impacted by service unreliability, industrial action and weekend engineering works.
- 4.2. Rail in the north continues to recover faster than the national average, with Northern reporting around 83% of pre-COVID demand – greater on some leisure routes. TPE demand remains subdued at around 65% of pre-COVID levels.
- 4.3. Weekly footfall totals at Piccadilly station since the start of the pandemic are shown in Appendix F. The busiest days of the week continue to be Friday/Saturday, with Sundays now often third busiest (event-dependant). Mondays and Tuesdays continue to be the quietest days. Recent Friday/Saturday footfall has reached 140,000 for the first time since the pandemic began, largely driven by Manchester's Christmas Markets and arena events.

5. INDUSTRIAL ACTION

- 5.1. Members of the RMT and ASLEF rail unions are yet to agree on pay awards and, for RMT, safeguarding of roles with their employers at a large number of train operators and Network Rail. Transport for Wales, Scotrail and Merseyrail have agreed deals and members of TSSA working for Network Rail have also agreed to an offer.
- 5.2. Strikes by RMT members (guards), ASLEF (drivers) and TSSA (salaried staff) have impacted rail delivery throughout the summer, with strikes having taken place on, 05, 08, 22 October and action planned for 05, 07 and 09 November. The November dates were cancelled at late notice as a result of talks but left operators unable to operate normal timetables on 05 and 07 November (plus 09 November for TPE).
- 5.3. Further 48-hour strikes have been planned for 13/14 and 16/17 December, plus 03/04 and 06/07 January. Additionally, a ban on NR staff overtime will be in place and this will impact engineering works from 24 – 27 December.
- 5.4. Additionally, train crew continue to decline to work rest days and overtime. This has mainly impacted Avanti West Coast and TPE services, as detailed elsewhere in this report. Affected members will also be withdrawing all overtime during the current planned strike days, up until 07 January.

- 5.5. For customers and TfGM, the dispute has impacted Metrolink operations to Altrincham, with contingency cover for shared signalling sections between Timperley – Altrincham only being provided between 0700 – 1900hrs on certain strike days and replacement bus operation beyond these hours.

6. DECEMBER 2022 TIMETABLE (MTF)

- 6.1. As previously detailed, but re-iterated here, major changes to train timetables and switching of services came into place from 11 December 2022.
- 6.2. The changes have been made to regularise services and improve overall performance but with the loss of some connectivity. Stockport, Sheffield and Wigan lose their airport connections, Wigan and Southport lose their Manchester Piccadilly services and there is a loss of connectivity between North and South Manchester as the Hazel Grove – Blackpool North and Southport – Alderley Edge services are removed.
- 6.3. Northern's new timetable features an uplift of around 700 additional weekly trains across Greater Manchester, or around 14%. Earlier Sunday services will operate from New Mills Central, and Macclesfield and Farnworth will have a new Sunday service.
- 6.4. Northern peak time services have been restored on Buxton, New Mills Central and Mid-Cheshire lines. Hadfield/Glossop services revert to half-hourly all day. Rochdale – Blackburn services return hourly all day, providing second train per hour calls at Moston, Castleton and Mills Hill. Smithy Bridge sees its second train per hour restored and Blackrod's hourly off-peak service resumes. The second tph at Irlam and Urmston stations will now be provided off-peak by the new TPE Cleethorpes – Liverpool service. Calls at Deansgate by Liverpool/Warrington stopping services will also be removed off-peak.
- 6.5. Northern has advised TfGM and other stakeholders that it is implementing its new train plan in one phase, with all trains being uploaded into systems. Some issues due to crew availability, industrial action, Christmas and engineering may necessitate advance pre-cancelling of some of these services until 08 January and Northern will endeavour to give passengers 48-hour advance notice of these, where possible.
- 6.6. Platform works at Irlam have been prioritised and this will see the operation of 2 tph in both directions at the station from 27 December.

- 6.7. TPE will uplift its Anglo – Scottish services incrementally, with the re-introduction of 31 and then 35 services from December. The full 40 withdrawn services will not be re-introduced until May 2023.
- 6.8. TPE will pause some of its driver training over the period of the new timetable introduction to allow only essential training or completion by drivers who are nearly qualified. This should enable better delivery of the new plan but will require around a dozen services being temporarily removed until February 2023. These services are lightly loaded and mostly do not impact Greater Manchester in peak time, with alternative services or a change of train available. The plan did include the temporary withdrawal of the 1730 Piccadilly – Scarborough service but, after representation from TfGM, this busy train has been reprieved.
- 6.9. Avanti West Coast will restore its 3tph between Manchester Piccadilly – London Euston from 12 December.

7. OPERATIONS & STATIONS

- 7.1. Salford Central station will be closed between 02/01/23 until 21/05/23. Trains will run through the station not stopping, maintaining service links to and through to Manchester Victoria. There will be some weekend blockades of the line to enable works to be completed, with services diverted to Oxford or bus replacement from Salford Crescent.
- 7.2. North West Electrification works will see bridge works and the installation of OHLE between Lostock Junction and Wigan North Western. This will entail station and local road closures along the line. Works at Hindley will take place between 13 March and 23 July 2023, with works following on at Ince from 24 July until December 2023. TfGM, Network Rail and Northern have met with residents and stakeholders to discuss plans and local road closures.
- 7.3. Work will be underway from January to extend platforms at Mauldeth Road, East Didsbury and Gatley to accommodate longer trains as part of the MTF. Additionally, the line to Manchester Airport will be closed on six consecutive Sundays between January – February, with bus replacement.

8. COMMUNITY RAIL

- 8.1. TfGM continues to work with industry partners to fund and facilitate community projects at our stations. Whilst this time of year is traditionally quiet for groups, TfGM has helped projects at Woodsmoor, Ince and Marple and is working with schools and colleges for new artwork at Reddish North, Bramhall and Gathurst stations.
- 8.2. Local groups have re-instated popular Santa trains this year, following on from an absence due to the pandemic and these have proven very popular at Rose Hill.
- 8.3. TfGM continues to support the Cheshire Best Station awards for our stations which were located in the county pre-boundary changes. These will be held in early March, with TfGM sponsoring a prize category.



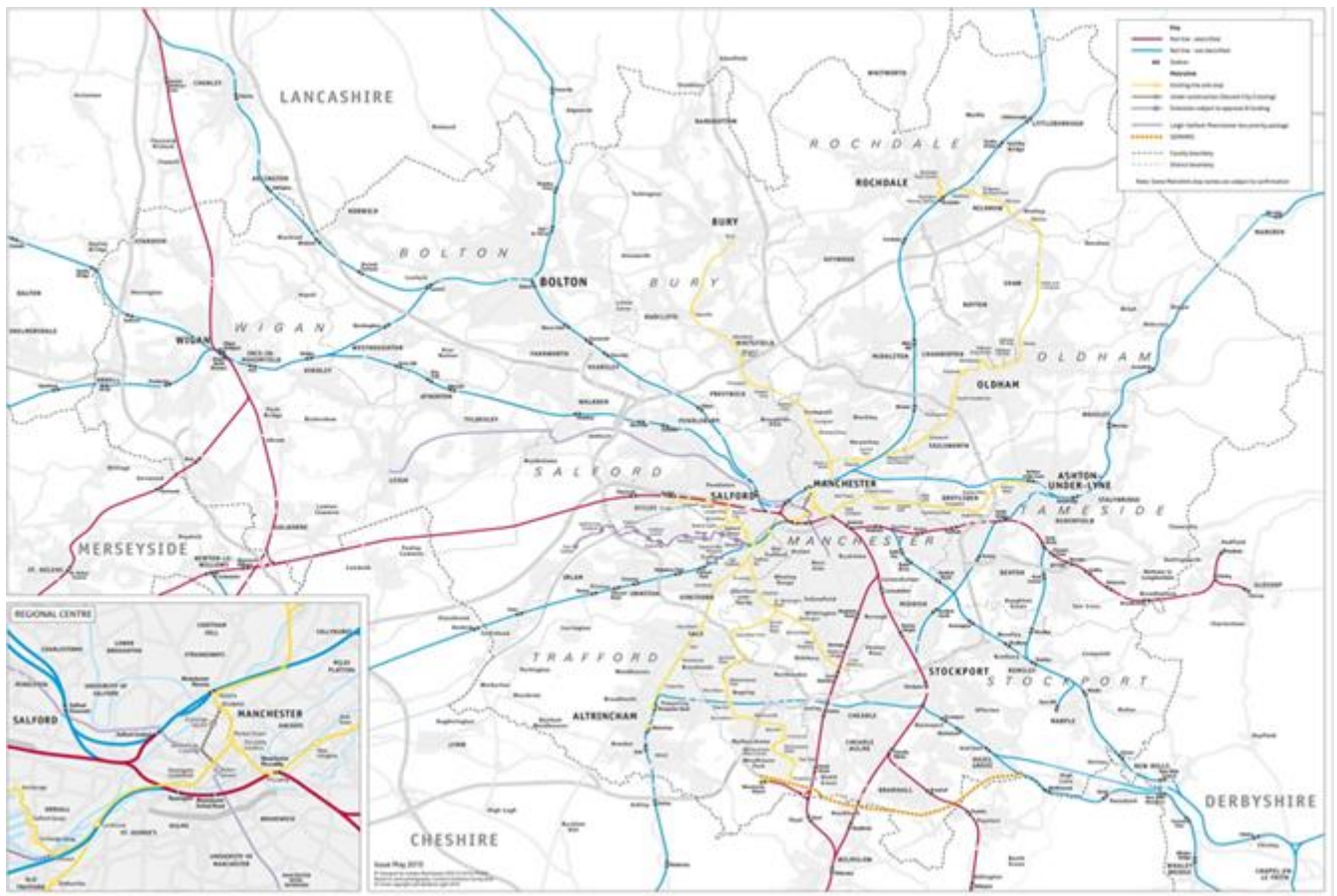
Simon Elliott,

Head of Rail Programme, TfGM

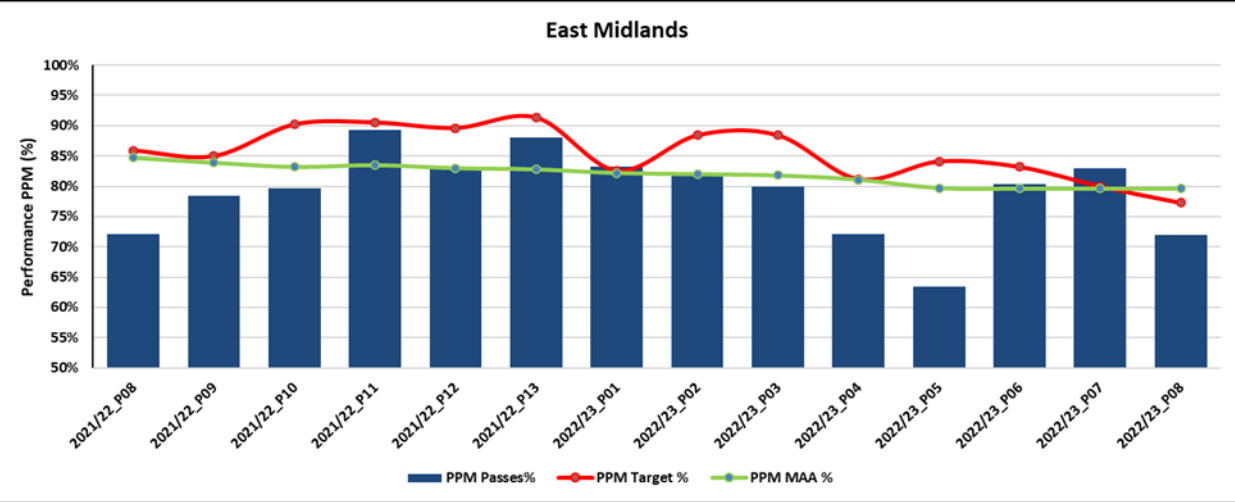
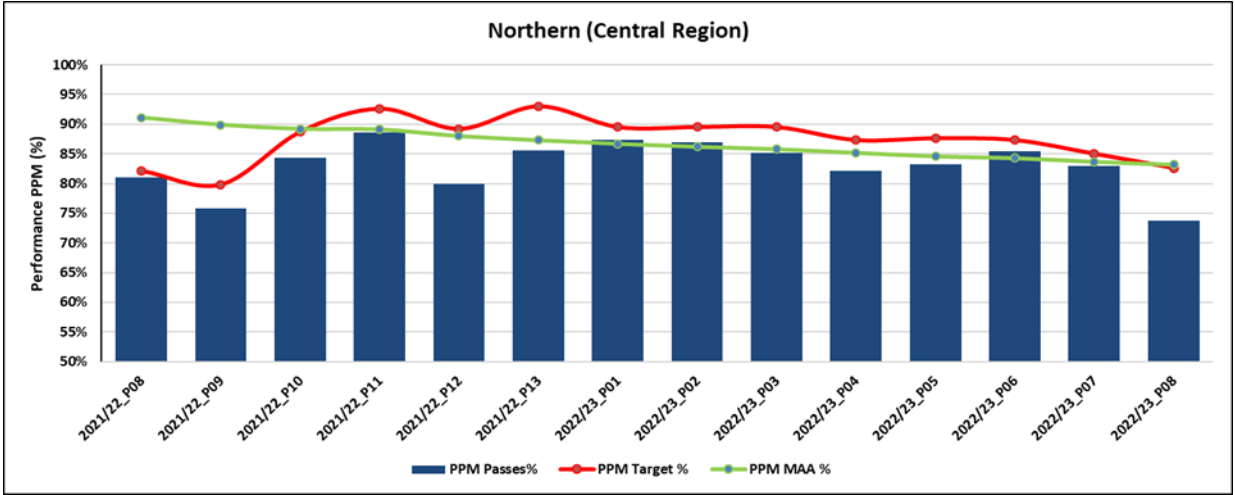
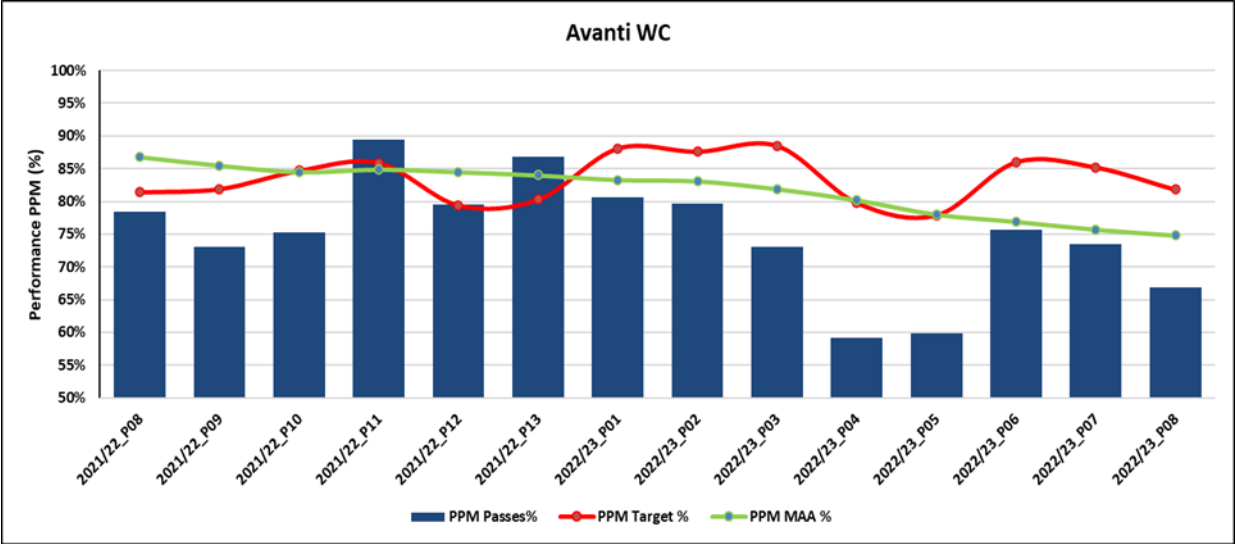
APPENDIX A – RAILWAY PERIOD DATES 2022/2

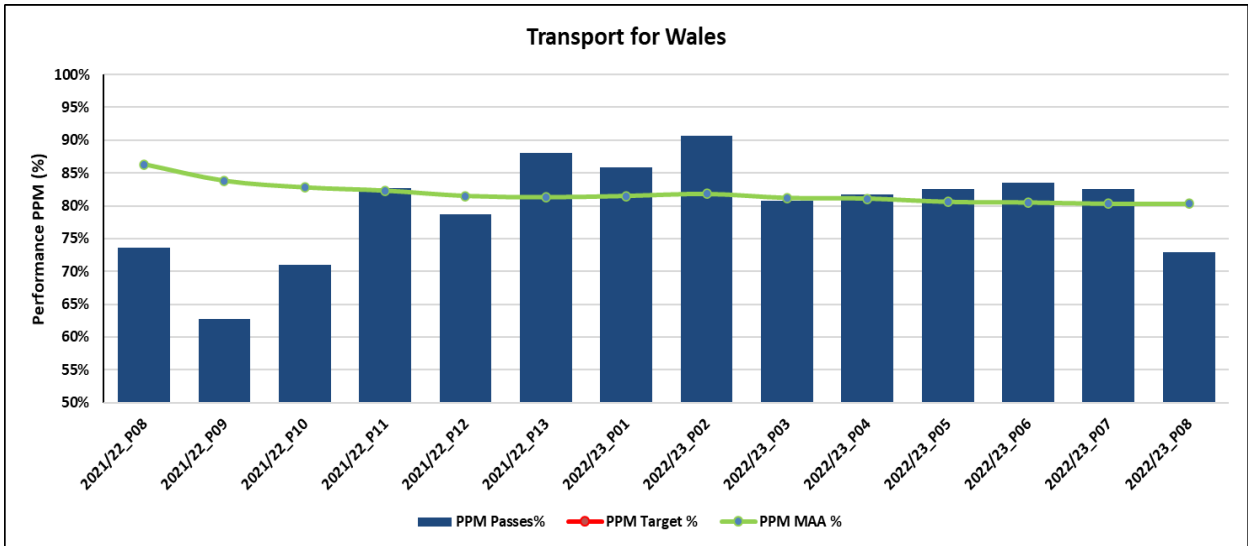
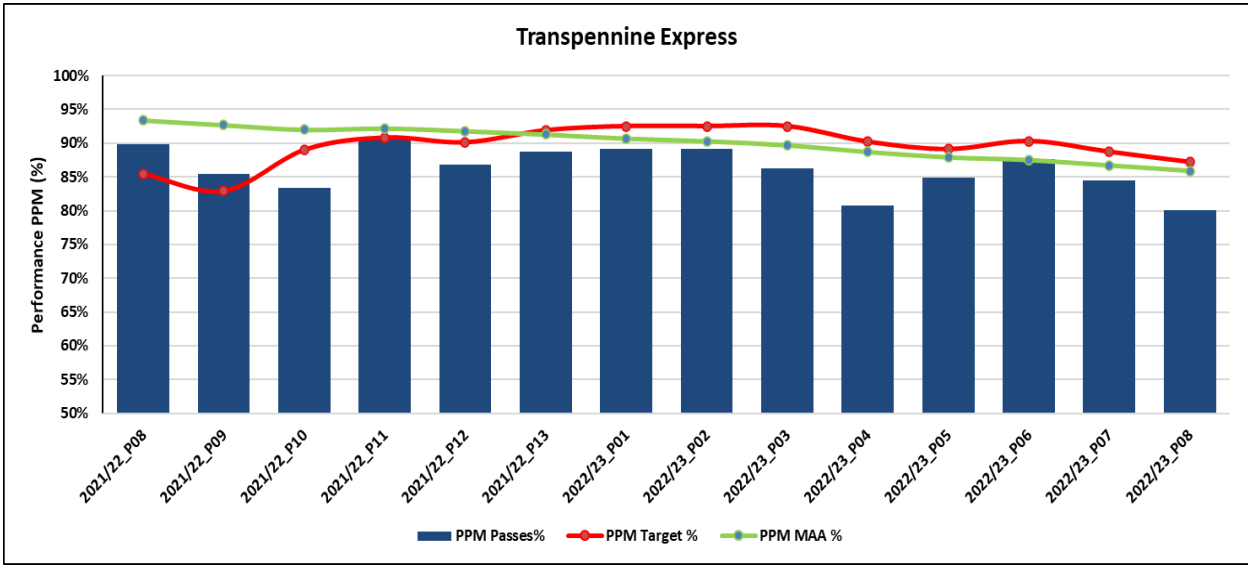
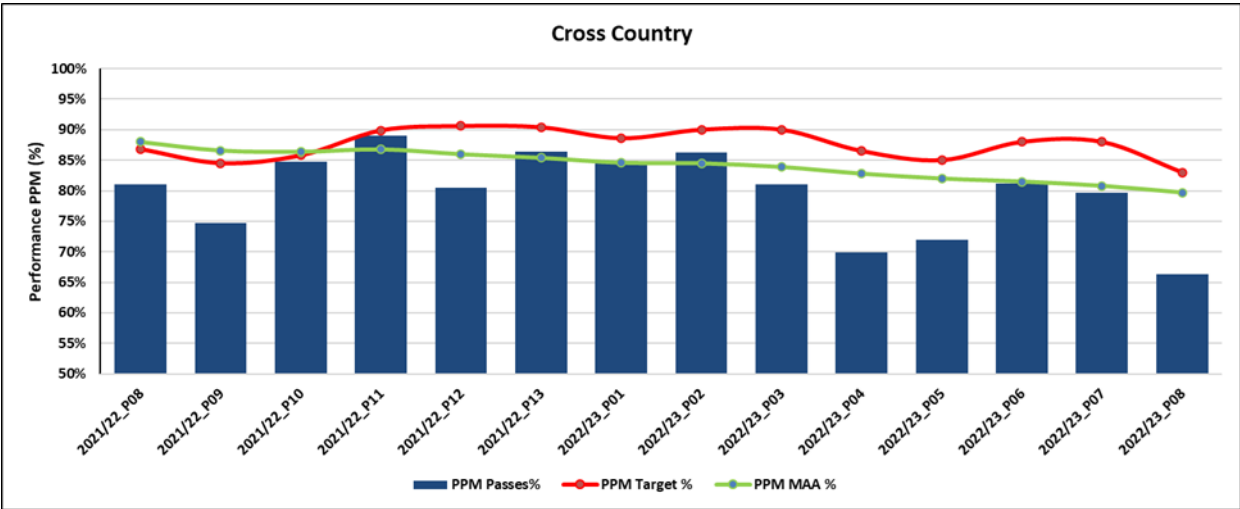
Year	Year/Period	Date From	Date To
2022/23	2022/23_P01	2022-04-01	2022-04-30
2022/23	2022/23_P02	2022-05-01	2022-05-28
2022/23	2022/23_P03	2022-05-29	2022-06-25
2022/23	2022/23_P04	2022-06-26	2022-07-23
2022/23	2022/23_P05	2022-07-24	2022-08-20
2022/23	2022/23_P06	2022-08-21	2022-09-17
2022/23	2022/23_P07	2022-09-18	2022-10-15
2022/23	2022/23_P08	2022-10-16	2022-11-12
2022/23	2022/23_P09	2022-11-13	2022-12-10
2022/23	2022/23_P10	2022-12-11	2023-01-07
2022/23	2022/23_P11	2023-01-08	2023-02-04
2022/23	2022/23_P12	2023-02-05	2023-03-04
2022/23	2022/23_P13	2023-03-05	2023-03-31

APPENDIX B: GREATER MANCHESTER RAIL NETWORK MAP

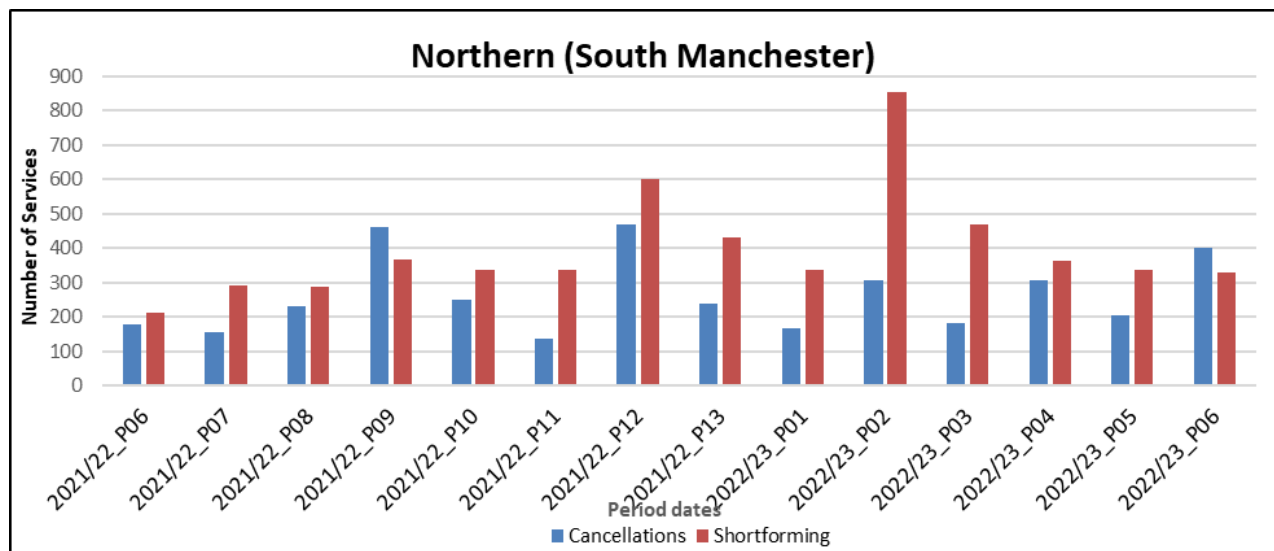
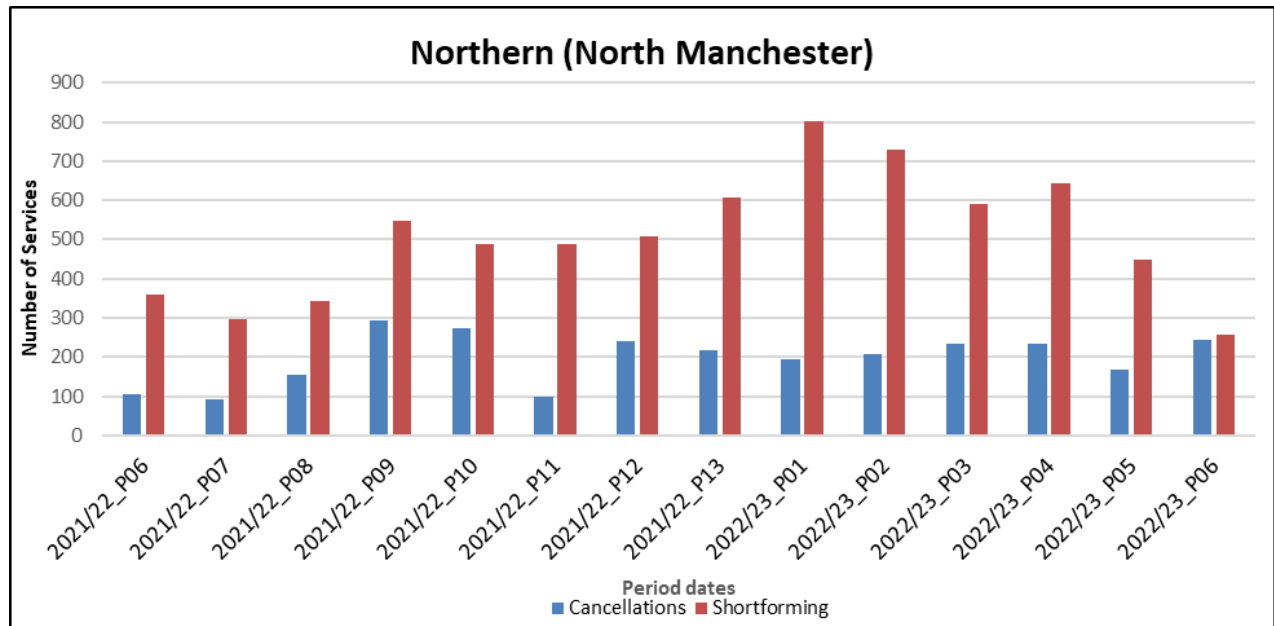


APPENDIX C: TOC PPM V TARGET AND MOVING ANNUAL AVERAGE

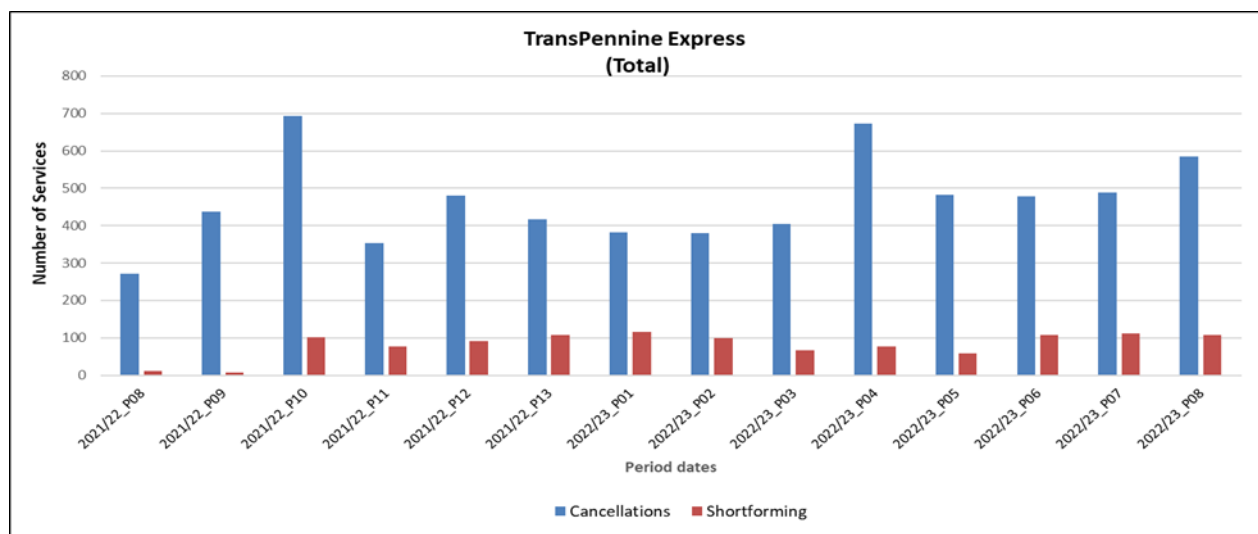




Cancellations and Short Forming - Northern



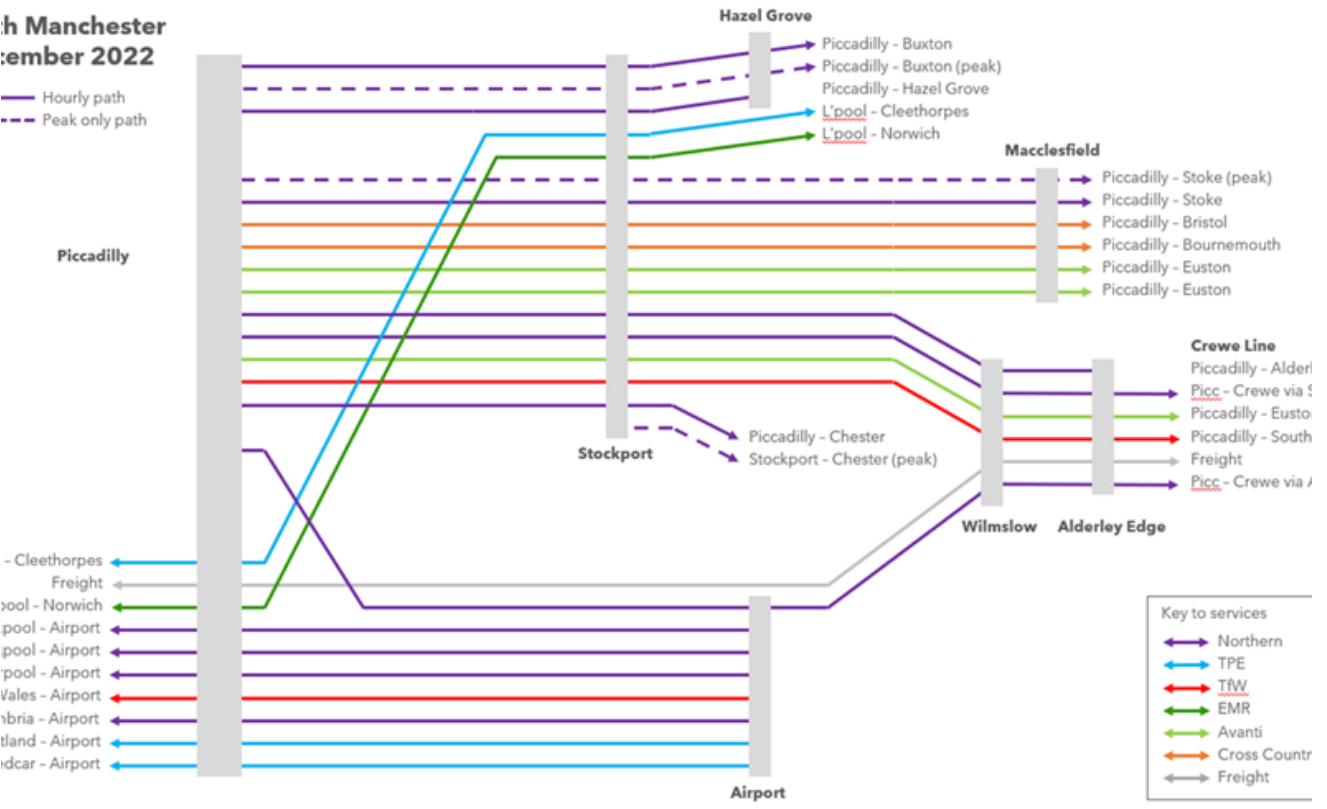
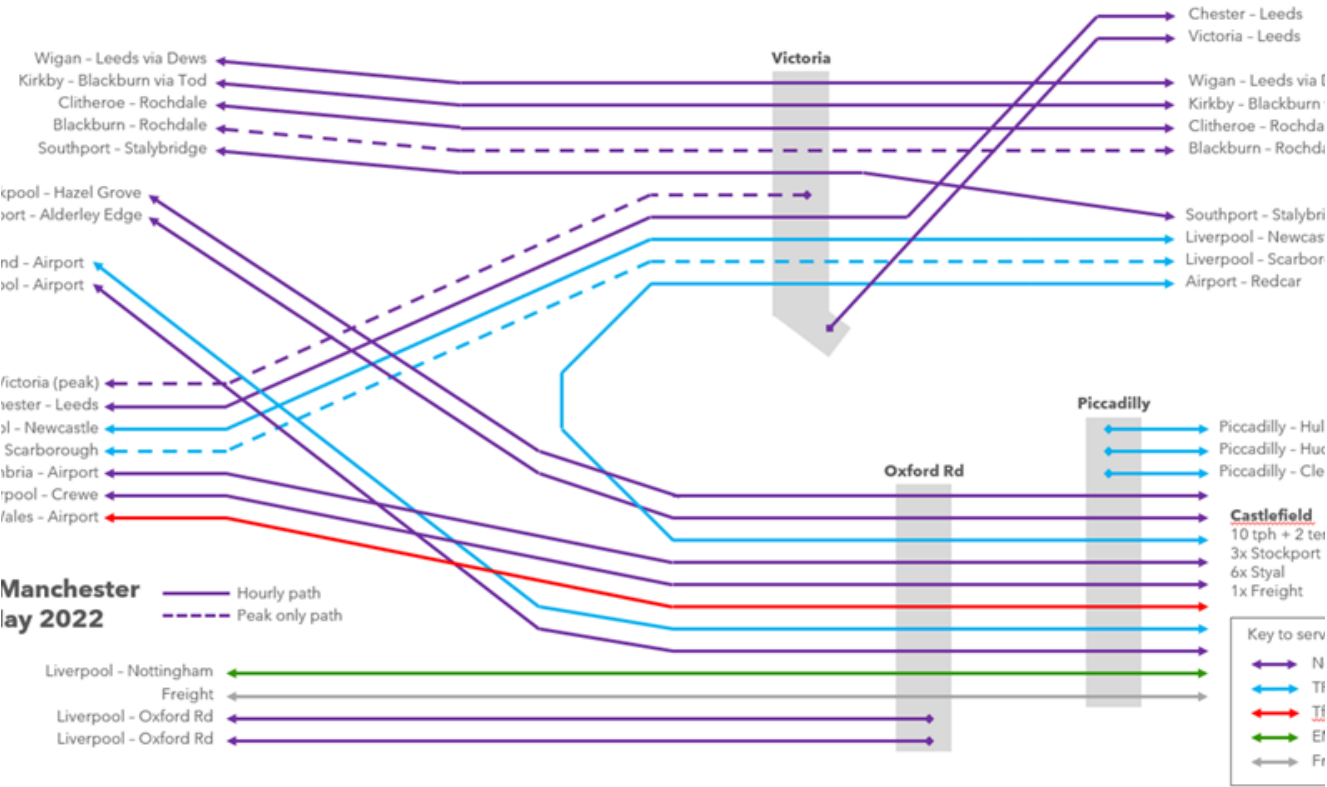
TPE



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

RT Northern Line of Route 2022/23									
	P01	P02	P03	P04	P05	P06	P07	P08	YTD
CLITHEROE - VICTORIA - ROCHDALE	77.9	82.3	78.8	76	77.6	78.2	74.1	63.6	76.1
PICCADILLY - STOCKPORT - CREWE	79.5	77.1	74.9	72.1	68.2	73.3	46.8	59.1	68.9
PICCADILLY - BUXTON	76.7	75.1	72.3	70.8	73.8	73.9	71.7	57.4	71.4
KIRKBY - VICTORIA - BLACKBURN*	66.6	69.7	69.3	69.2	69.4	68.8	64	49.5	68.8
PICCADILLY - NEW MILLS CENTRAL	61.3	65	69.9	70.7	71	71	67.1	46.6	65.3
CLITHEROE - BOLTON - VICTORIA	78	82.1	79.6	77.9	7.6	79.1	74.7	66.3	68.2
BLACKPOOL - WIGAN - LIVERPOOL*	72.3	70.5	68.4	63.2	61.8	64.9	61.3	48.6	63.9
LEEDS - WIGAN	67.8	69.1	66	45	64.1	66.6	62.2	46.7	60.9
PICCADILLY - ROSE HILL MARPLE	63.3	64.7	63	65.5	62	50.3	56.9	45	58.9
LIVERPOOL - MANCHESTER OXFORD RD	63	62.3	62.1	58.9	57.7	62.9	56.1	42.3	58.2
PICCADILLY - CHESTER	58.5	64.4	62.4	58.6	61.9	58.3	57	40.8	57.7
LIVERPOOL - CREWE via Airport	61	61.1	60.3	59.9	59	61.5	55.3	43.3	57.7
LIVERPOOL - WARRINGTON - AIRPORT	68	69.4	54.3	58.9	56.8	53.7	43.1	42.4	55.9
HAZEL GROVE - BLACKPOOL	59.2	61.5	61.2	59.3	57.8	58.4	55	46.8	57.4
PICCADILLY - STOKE	60.6	62.4	59.4	55.3	57.8	60.7	55.4	48.9	57.6
SOUTHPORT/VICTORIA - STALYBRIDGE	58.7	60.9	58.7	58.9	55.9	58.5	58.3	46.2	57
PICCADILLY - HADFIELD/GLOSSOP	65.4	58.9	59.2	57.5	56	53	53.8	46.2	56.3
BLACKPOOL Nth - BOLTON - AIRPORT	59.4	64.7	60.2	55.9	54.3	54.8	51.1	48.7	56.2
PICCADILLY - SHEFFIELD	55.9	58.6	56.4	53.9	55.2	54.1	54.4	39.2	55.9
SOUTHPORT - OXFORD RD/ALDERLEY EDGE	51.9	53.6	50	56.1	55.9	56.7	52.4	42.4	52.4
MANCHESTER VICTORIA - LEEDS	55.4	55.3	54	49.1	49.8	54	48	34.2	50
LEEDS - CHESTER	56	55.9	50.8	46.9	48.3	54	47.2	32.2	58.9
AIRPORT - WIGAN NW - BARROW/WINDERMERE	54.3	52.2	51.7	50.5	49	51.9	47.5	43	50
TPE									
North	65.9	64	61.5	54.9	59.7	58.5	50.8	43.3	57.3
South	60.4	60.4	49.9	46.1	48.7	57.5	52.2	36.9	51.5
Scottish	47.9	46.5	44.7	37.1	32.8	43.2	35.1	28.9	40

APPENDIX E - MANCHESTER RAIL ROUTES FROM DECEMBER 2022 TIMETABLE CHANGE



APPENDIX F: MANCHESTER PICCADILLY FOOTFALL – February 2020 – November 2022

