

Manchester Recovery Task Force Public Consultation

Timetabling of rail services in the Manchester area

Consultation Response Document

September 2021

Contents

1. Introduction: What is this document for?
2. Manchester Recovery Task Force
3. Impact of particular train services
4. Consultation overview and responses
5. Option preferences
6. Views on key areas of the proposed changes
7. Task Force response - a revised Option B (Option B+)
 - Key elements of Option B+
8. Next steps

Annexes

- A: List of Stakeholder Respondents
- B: Summary of the Consultation Options
- C: Passenger Modelling - detail

Introduction – What is this document for?

1. Earlier this year the Department for Transport (DfT), Transport for the North (TfN) and Network Rail sought views of the public and stakeholders on rail timetabling work that had been undertaken during 2020 by the Manchester Recovery Task Force (MRTF) to address the poor performance of the rail network in the Manchester area.
2. The MRTF was set up in January 2020 to develop and deliver solutions that improve the reliability of rail services for passengers. The objective was to recast the rail timetable to address some of the structural issues with the pre-Covid timetable and provide reliable performance to passengers while different infrastructure interventions, with longer lead times, were planned and delivered.
3. The public consultation, which ran from 14 January to 10 March 2021, has been used to help inform further work on the options, leading to a revised timetable structure being developed. This revised proposal is explained in this document. The work on infrastructure interventions has been progressing alongside this but is not the key focus of this document, which aims to look at shorter term service options.
4. Three timetable options (A, B and C) were developed and the impact of each in terms of passengers, operational performance, deliverability and affordability was assessed. The consultation set out the objectives of the work and explained how options had been generated, considered and assessed.
5. In response to the consultation over 800 passengers and stakeholders took the time to provide their views. Responses came from individual members of the public, businesses, rail passenger groups, Community Rail Partnerships, Local Authorities, MPs, Trade Unions and other interested parties. The MRTF is grateful to all the organisations and individuals who took the time and effort to take part in the consultation. Every response has been reviewed carefully and consideration has been given to how these could be incorporated into the timetabling solution for rail services in the Manchester area. All contributions have helped produce a timetable structure that reflects the government and rail industry's commitment to put passengers at the heart of decision-making on the railway, whilst also noting affordability challenges, especially post-Covid.
6. This document:
 - provides a summary of the consultation responses and how the MRTF has sought to take them into account;

- outlines your views regarding the timetabling options that were presented;
- responds to your feedback and identifies how your thoughts have informed the timetabling recommendations;
- explains the final recommended timetable structure that will be adopted, following the agreement of the DfT and TfN pending the delivery of infrastructure interventions, which may provide options for different service specifications;
- explains the next steps to implement it, including a further round of consultation on the detail.

Manchester Recovery Task Force

7. In January 2020 a cross-industry group was established to look at solving the problems of Manchester's complex railway network, in both the short term through timetable changes and in the longer term through the development of a package of infrastructure enhancements.
8. The group brought together the industry (Network Rail and the main train operators, Northern and TransPennine Express (TPE)) as well as stakeholders - DfT, TfN (who together manage the operators through the Rail North Partnership) as well as Transport for Greater Manchester. These organisations, supported by external advisors, Steer, have worked together with the aim of developing the best overall timetable for the passenger, working from first principles, rather than one that has developed incrementally over time. Since late 2020 Transport for Wales Rail Limited has also participated in the work of MRTF, where relevant.
9. The objective was, and remains, to improve the performance all day, every day, for the greatest number of passengers recognising that this would mean that there would be changes to some established travel patterns. This might mean that some passengers will no longer have the train direct to the station in Manchester they are used to, or to Manchester Airport.
10. This objective aligns with that advocated in the Greater Manchester rail prospectus, *Our Prospectus for Rail*¹ published by the Greater Manchester Combined Authority in 2019, which said, as regards making the best use of

¹ <https://news.tfgm.com/resources/gm-prospectus-for-rail>

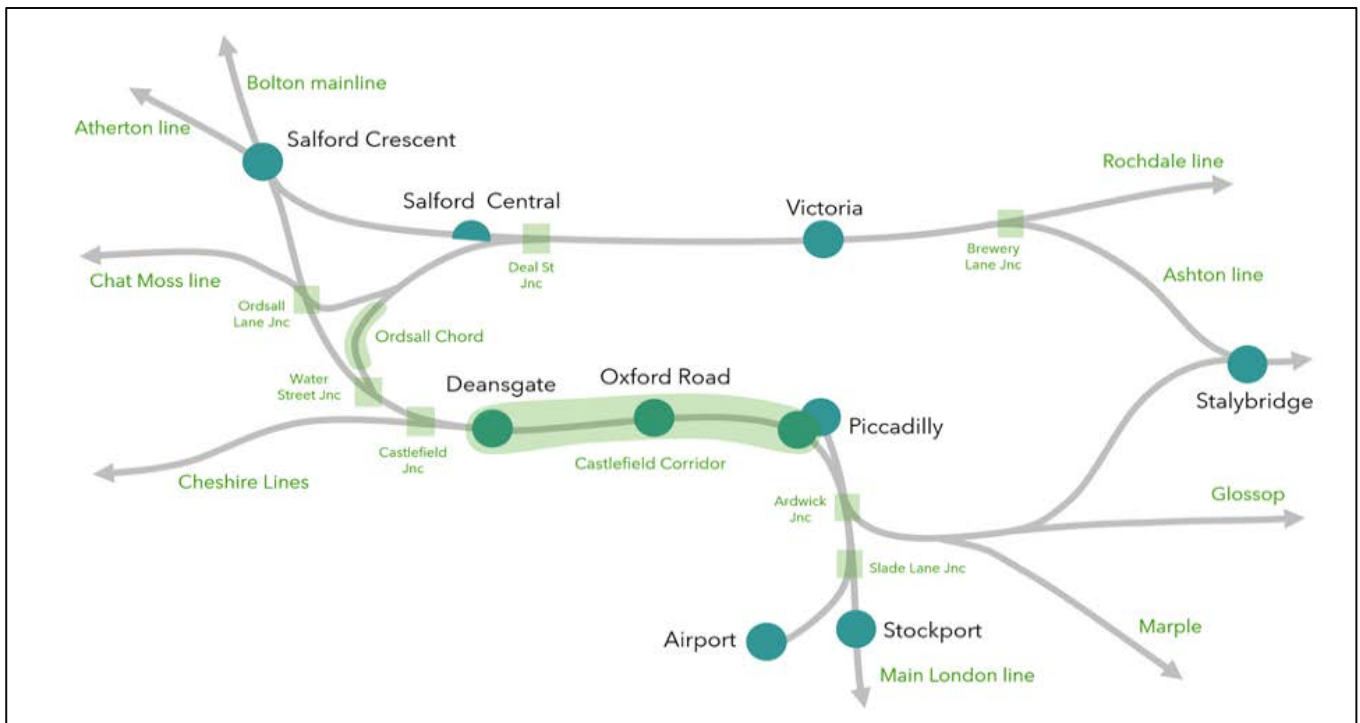
what is available now, the aim should be a simpler service pattern on the national rail network:

'Simpler service patterns can reduce conflicting movements between services. This may mean that passengers need to change between services to complete their journey but will ultimately result in services that are more reliable and punctual.'

11. In addition, Network Rail has declared the Castlefield Corridor through central Manchester (between Deansgate and Manchester Piccadilly stations) 'Congested Infrastructure', which in essence means that a return to the pre-Covid timetable operating from December 2019 would not be permitted as it would contribute to unacceptable daily performance for passengers.
12. During 2020, the MRTF developed three different packages of timetable changes, the most radical of which (Option C) was expected to deliver a reduction in delays per train of up to 30%. At the time the consultation was issued, the ambition was to implement any changes in May 2022.
13. The timetable options that were consulted on each involved different choices about the services on offer to passengers. These were essential to improve performance and provide a better overall passenger proposition, with changes based on the following principles:
 - simplifying the timetable in terms of origins and destinations served;
 - moving to a repeating 30-minute pattern of services along each corridor wherever possible;
 - reducing the number of trains using the Castlefield corridor each hour, compared to the pre-Covid timetable, to a reliable level;
 - reducing the number of services running into Manchester Airport station, which is becoming increasingly congested due to longer trains;
 - changing the pattern of services at Manchester Victoria, to reduce the number of trains terminating in through platforms;
 - reducing the number of trains operating across Manchester between the north and south of the city, which are the trains most likely to cause and spread delay whenever there is a problem; and
 - reducing the number of trains overall, whilst providing sufficient capacity for expected demand.

Impact of particular train services

14. The simplified map below shows the layout of the railway stations, lines and key junction in central Manchester. This includes the Castlefield Corridor, the shaded section of railway between Deansgate, Oxford Road and Piccadilly stations, which is the area Network Rail has declared to be congested.
15. Analysis by the MRTF showed that, pre-Covid, three services in particular were poor performers in central Manchester and had a significant impact on the transfer of passenger delays across the network. They were:
 - Long distance trains from Yorkshire and the North East to south Manchester and the Airport, via the Ordsall Chord (shown on the map);
 - Southport to Alderley Edge trains, which link many congested parts of the network across the city from Bolton to Stockport; and
 - South Yorkshire to Manchester Airport services, which reverse out of the main platforms at Manchester Piccadilly, using up the equivalent of two train paths as they must cross over other lines running in the opposite direction.



16. The MRTF proposals sought to mitigate the impact of these particular services. This didn't mean these services should automatically be removed, but it did mean there must be strong justification for their retention and an

acceptance of the connectivity/performance trade-off or, alternatively, decisions needed on which other trains should change or cease to run instead.

17. The MRTF recognised the need for significant performance improvements that benefit the 153,000 passengers travelling to and from Manchester each day (pre-Covid numbers) to be balanced against impacts to some direct passenger journeys. Making these finely balanced choices about the best overall passenger offer means some of these trains were proposed to serve different destinations in or beyond central Manchester.

Consultation overview and responses

18. The consultation asked for views on the principles of the work and set out the type of changes that are being considered.
19. Running from 14 January to 10 March 2021, the purpose of the consultation was to:
 - explain the problem the MRTF is trying to solve;
 - explain how it developed the three main options (in the absence of alternatives that could become available through the delivery of longer-term infrastructure interventions) and how they were being assessed;
 - explain the trade-offs and seek views on them;
 - explain the detail of the options and their possible impacts on different routes into Manchester and seek views on them;
 - set out next steps.
20. Some respondents thought that this was not an appropriate time to conduct such a consultation during the midst of the Covid pandemic, when travel restrictions would be in place and relatively few passengers would be using the railways. They thought that this risked giving an inaccurate view of rail usage and performance as a basis for future timetabling strategy. However, it is MRTF's view that the work to re-plan the timetables had to continue at this time. The infrastructure is not able to accommodate reliably the pre-Covid timetable when passengers return and the long lead time that the timetabling change process requires in order to be implemented effectively means it is sensible to plan and make changes whilst fewer people are travelling by rail. At the time of writing, the numbers travelling show a steady increase, which we believe supports our approach.
21. 814 responses to the consultation were received. Respondents include both private individuals and stakeholders. 633 (78% of all responses) were from individuals and 181 (22%) were from stakeholder organisations.

22. Table 1, below, provides a breakdown of the categories of stakeholder groups, as opposed to private individuals, who responded to the consultation. Some may have been parties to a joint response; hence the number of stakeholders listed is slightly higher than the number of stakeholder responses noted above. A list of these stakeholder groups is provided in Annex A.

Table 1: Stakeholder respondents

Organisational Category	Number responding
Airport	1
Business	13
Campaign Group	3
Chamber of Commerce	8
Community Association	11
Community Rail Partnership	8
Consumer Watchdog	2
Education establishment	3
Environmental authority	2
Local Councillor	23
Local Enterprise Partnership	2
Local/Regional Authority	49
MP/Politician	33
National Authority	2
Rail User Group	35
Trade Unions	2
Transport Operator	5
Total stakeholders	202

Rail usage

23. Respondents provided information on the station they usually travelled from and their usual rail journeys. The consultation asked these questions to help indicate where there was significant interest raised by passengers. Not all respondents answered these questions, especially when responding as a Stakeholder group.

24. The largest proportion of responses that included journey locations were from individuals as users of Sheffield (9%), Southport (7%), Greenfield, Knutsford and Slaithwaite (3% each). 22% of respondents didn't answer this question, while 17% indicated that it was not applicable. Stakeholders, such as rail user groups, MPs, local and regional authorities and local councillors tended to respond as representative parties rather than individual travellers. In any event there was a wide spread of locations indicated in answers as to where people travelled from and to. Destination locations referred to in responses were largely the central Manchester stations, and Manchester Airport.

Routes of interest

25. Table 2 lists the routes that consultees indicated in their responses. This may include journeys on the entire route, eg commuting between Southport and Manchester, or indicate that they journeyed to and from stations on part of the route.
26. The majority of interest among those who replied was on the Southport-Manchester and Sheffield-Manchester Airport routes. The list in Table 2 shows the routes that prompted the most responses, accounting for 77% of the total.

Table 2: Routes of interest

Route	Proportion	
Southport-Manchester	26%	incl. Appley Bridge, Burscough, Parbold
Sheffield-Manchester/Airport	13%	
Huddersfield-Manchester	9%	Mossley, Greenfield, Slaithwaite, Marsden
Cheshire routes	9%	incl. Chester, Northwich, Knutsford
Buxton Line	6%	
Crewe-Manchester	4%	incl. Chelford, Holmes Chapel, Handforth.
North Wales	4%	
Liverpool-Manchester	4%	
Wigan-Manchester	2%	

Frequency and reason for travel

27. 63% of respondents to the consultation did not provide a clear response about the frequency of their rail usage, or indicated the question was not

applicable to them. Responses that were given indicated a wide range of usage. The Covid pandemic has obviously disrupted many individuals' usual travel patterns, so some respondents sought to answer with respect to what would have been their usual travel arrangements prior to the pandemic. Of those who responded, the largest proportion comprised the most-frequent travellers including both regular commuters and leisure travellers.

Table 3: Frequency of rail usage

Travel frequency	Percent of respondents
Five days or more a week	10%
Frequently, regular rail users	7%
Two to four days a week	5%
Once a week	4%
One to three times a month	5%
Less than once a month	5%
Nil answer or not applicable	63%
Others	1%

28. Of those who gave a response, the largest proportion, 19%, indicated their main reason for travel was commuting, 9% were leisure travellers and 3% were business users. 61% of respondents did not give an answer to this question or indicated that the question was not applicable. Representative stakeholders indicated that this question did not apply to them as individual travellers of the railway.
29. Other reasons included air travel from Manchester Airport, where the reason for travel was not necessarily indicated in the response. A small number of respondents, up to 3%, indicated that school commutes, family visits and hospital appointments were particularly important reasons for needing access to reliable public transport.

Principles of the consultation approach

Standardising and simplifying service patterns

30. The consultation asked whether there was support for the aim of standardising and simplifying service patterns if this would significantly improve overall train performance. The intention is to deliver a reliable, dependable rail service so that passengers can feel confident should they find they have to change trains to complete a journey.
31. One way in which timetable planners design a timetable to perform reliably is to create regular intervals between services as far as possible. This makes the timetable easier to understand for passengers, and helps ensure that

passenger demand is distributed evenly, rather than ‘bunching’ when two trains are scheduled close together. This ‘standardisation’, essentially aiming to run the same service at regular intervals throughout the day wherever possible, is a positive feature for both passengers and train operators who are aiming to run a reliable service.

Your response

32. The breakdown of responses to this question was as follows:

Table 4a: Support for standardising and simplifying service patterns

Preference	Number	Proportion
Positive	230	28%
Negative	54	7%
Not answered	517	64%
Others	13	2%
Total	814	100%

33. While the majority of those who responded to the consultation, 64%, were silent on this particular question, 28% agreed with the aim of standardising and simplifying service patterns if this will significantly improve overall train performance. Of those who did answer this question, 77% gave a positive response in support of the approach proposed.
34. Many respondents answered on the basis of whether they thought the approach was being applied satisfactorily. A number of responses indicated that this exercise must not be used to downgrade or delay much-needed future capacity enhancement to the rail infrastructure itself, rather than rely on permanent amendments to the train timetables. The MRTF is clear that both service and longer-term infrastructure interventions will be required to deliver further reliability improvements for Manchester rail users and this point has been noted by MRTF for the next stage of work, looking to the longer term.
35. The principles set out by the MRTF in relation to standardised, repeating patterns are being followed as far as possible through further timetable development. The aim is for all stations to have two trains per hour, with the exception of the very smallest stations (having less than 100 return journeys per day), or where infrastructure constraints prevent this (e.g. mid-Cheshire Line due to Stockport constraints). Any additional calls over and above the December 2019 pattern may be added where they are considered to provide improved performance or no additional risk to reliability.

Measuring the service level and performance impacts to allow fair trade-offs

36. The consultation also asked whether there was support for the approach of measuring the service level and performance impacts across all passengers, to allow fair trade-offs between options.
37. It was noted in the consultation that there always needs to be a degree of compromise between the various requirements of the travelling public. This work and the consultation are concerned with the shorter-term trade-offs between competing demands on the existing rail network, to deliver the best possible overall service. Making trade-offs requires balancing the requirements of some against those of others. Because the outcome of these trade-offs may affect passenger journey opportunities, it is important that the public, passengers and stakeholders have the opportunity to comment on the options that are under consideration. In all cases, the aim is to improve overall train performance so that everyone has a better journey.
38. Several suggestions were proposed by stakeholders through the consultation and considered by the Manchester Recovery Task Force. There are a number of difficult trade-offs required in making such wide-ranging changes and all the proposals have been looked at based on the evidence, with the aim of arriving at the best possible interim solution that balances these trade-offs.

Your response

39. The breakdown of responses to this question was as follows:

Table 4b: Response to supporting trade-offs between options

Response	Number	Proportion
Positive	210	26%
Negative	66	8%
Not answered	518	64%
Others	20	2%
Total	814	100%

40. Again, the majority of those who responded to the consultation, 64%, did not answer this question. 26% indicated that they agreed in principle with the approach taken in measuring the service level and performance impacts across all passengers to allow fair trade-offs between options. Of those who did answer this question 71% gave a positive response in support of the approach taken.

41. A number of respondents answered with respect to whether they thought this approach was being applied satisfactorily, rather than whether they agreed with the principle of the approach. A number of respondents qualified their support noting that it was important to ensure that the trade-offs made must be fair. Some felt that the use of trade-offs was in principle a reasonable idea but were not necessarily supportive if it was their service that was changed.

Option preferences

42. The three options for a December 2022 timetable recast that were presented were named Option A, Option B and Option C. The options offered increasing levels of intervention compared with the December 2019 timetable pattern of services (the “No Change” option) with Option A involving the least change, and Option C the most. An outline of the three options, as they were presented in the consultation, is set out in Annex B at the end of this document.
43. These options have been developed to operate on the current infrastructure, with the exception of minor interventions to platform lengths or at level crossings.
44. Options B and C specified 11 trains per hour running through the Castlefield Corridor all day, with two extra trains in peak hours. Work undertaken prior to the consultation suggested that Option C produced a slightly higher level of performance improvement compared with Option B. However, when developing the all-day timetable in parallel to the consultation, the results now indicate that both options produce similar improvements and are forecast to reduce average daily delay minutes by 25%.
45. Consultees were asked to express their preference. The feedback that was received is summarised in Table 5, below.
46. In terms of positive support for the three options set out in the consultation, among those who responded, the most popular was Option C (30.2% of all respondents). Options A (8.1%) and B (6.8%) drew less positive support in comparison, because, unlike Option C, they did not offer increased frequencies on any route. A significant proportion of respondents (21.4%) wanted there to be no change to the previous timetable, compared to the alternative options offered. A number of passengers proposed taking different aspects of options to create a hybrid option, taking positives from different options that the MRTF presented. Those who wanted there to be no change also reflected the considerable support for maintaining direct services between Southport and the south side of Manchester, which were completely or largely removed under all the options offered.

Table 5: Consultees' preferences

Preference	Individual Responses	%	Stakeholder Responses	%	Total	%	Key issues raised
Option A	51	6.3%	15	1.8%	66	8.1%	
Option B	25	3.1%	30	3.7%	55	6.8%	North Wales to Piccadilly & Airport
Option C	180	22.1%	66	8.1%	246	30.2%	Support for 2tph on mid-Cheshire & Huddersfield lines
Not A (B/C preferred)	30	3.7%	6	0.7%	36	4.4%	Buxton 2tph
Keep Sheffield-Airport	51	6.3%	2	0.2%	53	6.5%	
Keep Southport-Piccadilly	62	7.6%	2	0.2%	64	7.9%	
No change / object to all	146	17.9%	28	3.4%	174	21.4%	Southport
No preference chosen	70	8.6%	27	3.3%	97	11.9%	incl undecided, not answered
Other	18	2.2%	5	0.6%	23	2.8%	other service change requests
Total	633	77.8%	181	22.2%	814	100.0%	

47. Option C appeared to attract the level of support that it did because at the time it was the best performing option, in terms of reliability, and in part because it was the only one that provided an additional service, compared with the pre-Covid timetable, through the proposed re-routing of the North Wales to Manchester service via Northwich. This would provide an additional semi-fast service per hour along that route, which is a long-standing aspiration. However, it should be noted that the re-routing was strongly opposed by existing users of the service from North Wales, Chester and West Cheshire.
48. In addition, other stations, particularly those between Huddersfield and Stalybridge received a more frequent service than before under this Option, as they did under Option B, again leading to positive support being expressed. However, this also prompted negative responses from stakeholders representing Hull, who objected to these calls being added to their express services.
49. The majority of responses presented objections to changes in service patterns on specific routes. Access to Manchester Piccadilly via the Castlefield Corridor was the most common theme for passengers from the west of Manchester - the railway geography of Manchester meaning that services from the west are split between two corridors in the city centre (Castlefield to the south, Manchester Victoria to the north).

50. Access from Southport and Wigan to the areas served by Manchester Oxford Road and Piccadilly stations was the most commonly cited objection to the proposals. Southport has previously had services to both Victoria and Piccadilly and the proposal to standardise the routing to only serve Victoria was not accepted by passengers and stakeholders on that route.
51. The desire to maintain a through train to Manchester Airport was a critical issue for stakeholders in South Yorkshire and an important factor for a number of other regions - Option B was particularly preferred by those in North Wales as this option included the continuation of direct services to Manchester Airport.
52. The proposal to split the local service between Manchester and Liverpool at Warrington Central produced a mixed response. Some stations would receive more calls as a result of the proposal, but the loss of connectivity across Warrington for local journeys was a concern for many. Responses indicated the strong concern of local residents and stakeholders for connectivity between Padgate and Liverpool, and between Warrington West and Manchester Airport.
53. A number of respondents said they were specifically against a proposal to reduce services on the Buxton Line from two trains per hour to one train per hour in the off-peak, which was included in Option A. As a result, it is noted that a proportion of respondents (4.4%) indicated they did not want Option A, or indicated preference for B and/or C.
54. Other responses showed a wide range of preferences by consultees that don't necessarily amount to selection of one of the main options noted elsewhere, such as reduced frequency on the Atherton line, long-distance and freight services and support for services that would enable a new station at Golborne.

Views on key areas of proposed changes

55. This section sets out some of the main route-specific points raised by consultees in reply to the consultation. This is followed by the MRTF's proposals.

Southport services to Manchester

56. Currently, during the Covid period, and in the pre-Covid timetable, there is one train per hour from Southport via Wigan to each of Manchester Piccadilly and Victoria. Under all three Options all services would switch to running to Manchester Victoria all day every thirty minutes, although under Option C there would be a single peak-time service to Manchester Oxford Road. Wigan services to Manchester Piccadilly would also be reduced under all Options, with a peak-only service in Options B and C.

57. A number of respondents to the consultation made the point that Southport services to Manchester had been cut back in 2018 by Arriva Rail North before being partially restored in 2019 after objections.

Wigan to Manchester services

58. There are currently two trains per hour from Wigan to Manchester Piccadilly and beyond. MRTF proposals reduced this number in part due to standardisation of the trains running via the Bolton line, with peak-only connections provided to Manchester Piccadilly being provided once per hour. Stakeholders were concerned about the loss of connectivity to Piccadilly and Manchester Airport, in addition to peak capacity issues.
59. Services on the Atherton line previously ran 3 times per hour off-peak, with extra trains during the peak. MRTF proposals for all three options saw a reduction in Atherton line services due to the performance risks involved in running extra services and the relatively low levels of passenger demand, particularly in the off-peak period. However, respondents considered these trains important in terms of improving travel opportunities to Manchester.

Intermediate stations on the Huddersfield - Stalybridge line

60. Mossley, Greenfield, Marsden and Slaithwaite were previously served by hourly trains to Manchester Piccadilly, with additional calls being made in Hull service at peak times to carry commuters. Options B and C proposed standardising these calls so that all stations would have 2 trains per hour.
61. However, stakeholders from the Hull area considered these stops undesirable as they increase the journey time for their services to Manchester. In addition, running two stopping trains all day presents a significant performance risk if the 4 express trains per hour run late.

Cleethorpes/Doncaster/Sheffield to Manchester Airport

62. Under the pre-Covid timetable there was an hourly TPE service on this route. Under two of the three options (B and C) this service would instead run through to Liverpool, meaning passengers to the Airport would need to change trains at Manchester Piccadilly. Stakeholders representing Sheffield/South Yorkshire and many individuals particularly indicated the importance of the direct connection with Manchester Airport as opposed to changing at Piccadilly, for the benefit of its business and educational ties, ease of connection to air travel and for accessibility issues for some passengers, including those with families and heavy luggage.

North Wales & Chester to Manchester

63. Currently there is an hourly Transport for Wales service along the North Wales coast to Manchester Airport via Oxford Road and Piccadilly. Under

one option, Option B, this would be retained. Under Option A it would be diverted to Manchester Victoria and Stalybridge. Under Option C it would take a slower route to Piccadilly via Northwich and not serve the airport or Oxford Road. Stakeholders and individuals along the North Wales coast and Chester and west Cheshire indicated that they were concerned with maintaining a faster service to Piccadilly as well as a direct train to Manchester Airport, and therefore tended to prefer Option B.

64. However, there was strong support from those to the east of Chester, along the Northwich line for the benefits of the additional service that would have been provided by diverting this service and therefore Option C attracted considerable support compared with others.

Buxton to Manchester

65. Under one of the options, Option A, the service between Buxton and Manchester was to be changed from two trains per hour to an hourly service through the day. There was considerable opposition to this proposed reduction in service frequency.

Task Force response – a revised Option B (Option B+)

66. Following its analysis of the options, informed by both the feedback from the consultation and further detailed work, the Task Force has recommended a revised option, Option B+, which it has developed based on an enhanced version of Option B. A summary of Option B as it was presented in the consultation can be found in Annex B, below.

Key elements of Option B+

67. Option B+ proposes **the following features retained from Option B:**

- Retained direct Manchester Airport connectivity for Liverpool, Chester and North Wales.

Cleethorpes/Doncaster/Sheffield to Manchester Airport

68. The Cleethorpes/Doncaster/Sheffield/Manchester Piccadilly/Manchester Airport service runs to and from Liverpool Lime Street instead of Manchester Airport. When combined with the East Midlands Railway services from Nottingham to Liverpool it gives a regular two trains per hour between Sheffield and Liverpool. Passengers for the airport will be able to interchange at Manchester Piccadilly where there will be a train approximately every ten minutes to the airport. This will be a cross-platform interchange (between Platform 13 and 14) and will not require passengers to navigate across Manchester Piccadilly station.

69. Further detailed consideration of direct services from Sheffield to Manchester Airport indicated that early morning and late evening services may be possible within the revised timetable structure. It is now proposed that a small number of direct services are included in the enhanced option, Option B+.

Buxton to Manchester

- To the south of Manchester, the structure of the timetable enables two services per hour to operate when justified by demand.

Other routes

- There is some standardisation of paths at Manchester Victoria, with services from the Atherton line continuing on to Todmorden on a 30-minute frequency before running to Blackburn or Leeds

- One of the two TPE trains that, in December, ran via the Ordsall Chord to Manchester Airport is, instead, terminated at Victoria, all day (the Newcastle to Manchester Victoria service).

70. **Improvements made to Option B**, based on feedback from passengers and stakeholders, mean that Option B+ also includes the following:

Southport services to Manchester

- The final recommendation retains an hourly service between Southport, Wigan and Manchester Oxford Road via Bolton. Due to capacity constraints at Manchester Piccadilly and Manchester Airport, however, it will not be possible for this train to run on to those stations, for reasons explained in more detail below.
- A second hourly service from Southport runs to Manchester Victoria and Stalybridge all day.
- The use of a Castlefield Corridor path for the Southport train means that the Wigan to Hazel Grove peak only service cannot run. Hazel Grove is instead served by trains to and from Manchester Piccadilly only.

Liverpool to Manchester via Warrington

- Further discussions through the Task Force and TfN in relation to cross-Warrington services have since created opportunities for rail links across Warrington. Manchester to Liverpool local services will be connected across Warrington once per hour. However, this requires some calls to be removed from established service patterns to improve reliability of a historically poor performing corridor. Further details are provided below

Intermediate stations on the Huddersfield - Stalybridge line

- It is proposed that the current service pattern of 2 trains per hour in peak periods and 1 train per hour off peak is maintained. Not adding local calls at stations between Huddersfield and Manchester during the off-peak that were over and above the December '19 timetable (as was proposed). This is to manage capacity, protect performance and maintain the journey time of the Hull to Manchester service.
- Not adding calls at stations between Preston and Manchester for Scotland to Manchester Airport trains that were over and above the December '19 timetable (as was proposed). This is to manage capacity and protect performance.

Sheffield to Manchester Airport

- One direct service between Sheffield and Manchester Airport will be offered in each direction at the start and end of the day.
 - Services from Blackpool run to Manchester Airport rather than Alderley Edge, simplifying train paths in south Manchester. Trains from Alderley Edge will operate to Manchester Piccadilly, with trains from Crewe to Piccadilly running once per hour via Manchester Airport, and once per hour via Stockport.
71. The number of passengers affected by each of the issues raised by the consultation has been analysed. By making these changes, the revised Option B+ provides direct connectivity for 6,000 of 8,500 passengers who might potentially have lost it in all the options.

Southport Services - Further Detail

72. Terminating Southport trains at Oxford Road provides access for passengers from that line to the southern side of the city centre and the university quarter but does not meet the full aspiration to serve Piccadilly (or the Airport). Passengers on the Southport line wanting to reach Manchester Piccadilly or the Airport will be able to do so with a single change at either Bolton or Manchester Oxford Road but, unlike many passengers in Greater Manchester and Lancashire, will continue to have services to both sides of the city centre.
73. Because this was such an area of focus of the responses, the Task Force carefully considered alternative service patterns that were suggested by Southport line stakeholders, such as running to the airport instead of one of the Blackpool services, which would continue to Hazel Grove instead. However, such alternatives assume the timing of the trains are interchangeable (which they are not), would be a significant performance risk south of Manchester due to increased crossing moves and would undermine the basis of the improvement, namely to have a broadly repeating pattern of services every 30 minutes. Therefore, serving Piccadilly and the airport was not considered deliverable.
74. Further, survey data suggests that the new pattern meets the needs of the vast majority of regular travellers on the Southport line who will continue to benefit from regular train services to both sides of city centre. Although some responses to the consultation suggested that a large number of passengers on the Southport line want specifically to access Manchester Piccadilly, pre-Covid Survey data by Transport for Greater Manchester (TfGM) (from its March 2017 rail passenger surveys of where in the city centre passengers want to access), suggests that areas served by Oxford Road station were the intended destination of 46% of Southport line passengers,

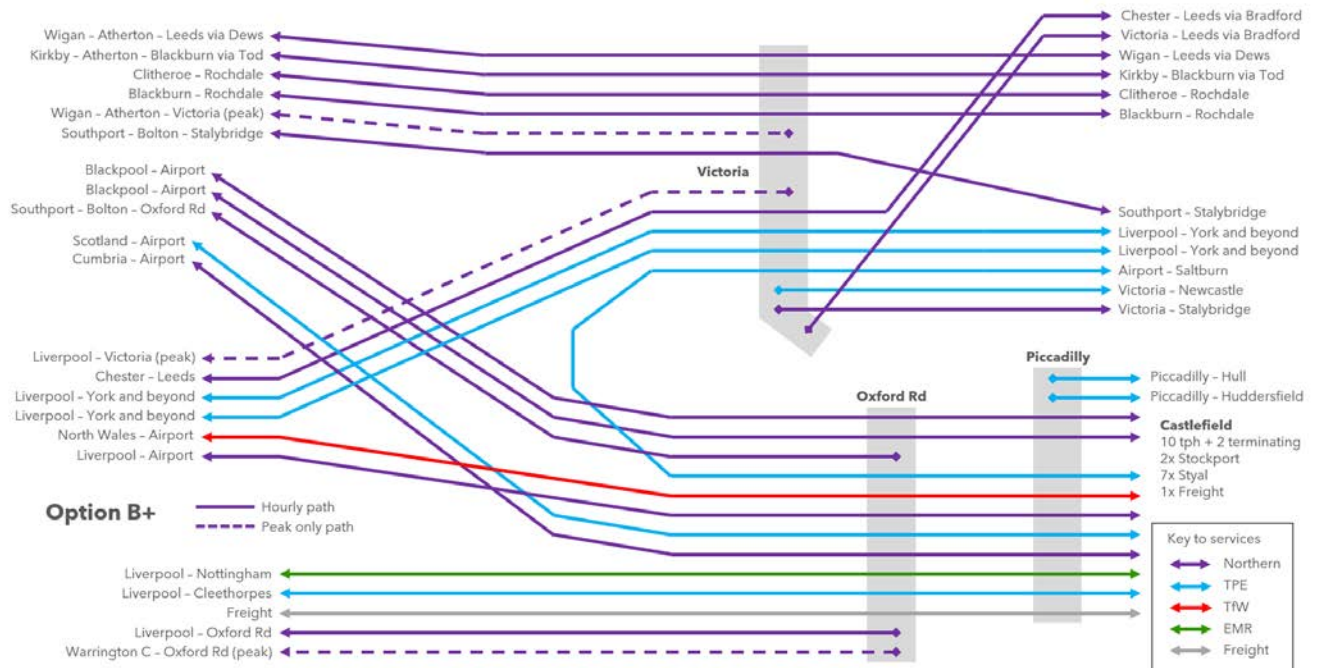
whilst 33% were heading for areas served by Victoria station. Only approximately 12% of weekday Southport line passengers had a specific preference for the Piccadilly station area as a destination. At pre-Covid demand levels this equates to around 70 people on an average weekday (i.e. an average of four or five people per train through an operating day). At the weekend this fell to 8% of Southport line passengers. While there will also be a few passengers heading for the Airport, these are almost all occasional travellers as opposed to regular commuters whose regular journey the Task Force particularly wants to improve.

Liverpool to Manchester via Warrington - Further Detail

75. On the route between Liverpool and Manchester via Warrington Central, one stopping service per hour runs through from Liverpool to Manchester Oxford Road. Another stopping train runs from Warrington to Liverpool each hour, with a Warrington to Manchester service running during the peaks. Whilst this solution maintains cross-Warrington journeys through to Liverpool and Manchester, a reduction in the number of station calls (in comparison with the December 2019 timetable) is needed to protect performance.
76. A number of constraints on the Warrington Central route prevent more station calls being added to services on this line:
 - The need to reduce the frequency of trains on the Castlefield Corridor means that, off-peak, fewer services from Warrington Central will run. This decision is based on the relatively low loadings seen on this route outside peak periods.
 - The half-hourly pattern of services between Manchester and Sheffield means there is no opportunity to change paths between Stockport and Sheffield without affecting a large number of other services.
 - Services stop-over in Liverpool for approximately 20 minutes. Adding additional calls that reduce the length of these stop-overs would introduce new performance risks as trains would not be able to recover any delays for their next journey.
 - Calls at Warrington West station take more time than calls at other locations, particularly Liverpool South Parkway, due to the high line speed at this location. It takes longer to decelerate and accelerate trains when the line speed is higher and adding in additional calls would reduce the chance of a right time arrival in case of any delays.

Proposed service pattern in Manchester for Option B+

This diagram below, similar to the service diagrams in the consultation document, shows a representation of the service timetabling option that the Task Force recommends is implemented on the Castlefield Corridor.



Reason for the MRTF Recommendation

77. Alongside the views expressed in response to consultation, the Task Force’s recommended proposals are informed by a number of key elements:

- *Performance modelling* - tests were carried out to reflect the impact of timetable changes across the day. These show that, in addition to the off-peak benefits already modelled, train service changes also delivered performance improvements in peak periods when compared with the December 2019 timetable. It is expected that across the day, the altered timetable will result in a reduction in average delays of 20-25%.
- *Passenger Impacts* - An overall refrain of the consultation feedback was that whilst performance improvements are required by stakeholders, there are a number of direct linkages to specific stations that are desirable to maintain. Key themes from this process have been incorporated into the proposals, where the number of daily passengers who would be affected is significant and where timetable changes can be made without compromising the overall scale of performance benefit.
- *Peak Capacity* - The consultation options were designed to deliver an equivalent level of passenger capacity as provided in the December 2019 timetable, with some routes seeing capacity increases. The Task Force’ proposals maintain this approach whilst identifying a number of interventions that may be required if passenger growth returns to pre-Covid levels.
- *Affordability* - The railway faces significant financial issues relating to the reduction in passenger demand since Covid-19. Accordingly, there is a

need to balance passenger revenue and operating costs alongside the need to provide improved performance. In the long term, a reliable railway will contribute to an improved financial position by attracting more passengers. Option C included a net increase in services on some routes, which together with longer turnround times made it significantly more expensive than Option B+, whilst delivering a similar level of performance uplift.

- *Deliverability* - All the Task Force proposals are deliverable, subject to stakeholder acceptance, but further work during the consultation confirmed that Option B+ would be easier to deliver as it involved much less driver training and fewer infrastructure changes. It is therefore possible to implement more quickly than Option C (December 2022 rather than 2023 or later).

Governance

78. Following a number of briefing sessions and meetings, the MRTF recommendation for the enhanced option, Option B+, to be the basis of a new timetable structure until further investment enables more services to be delivered to meet post-Covid rail demand as it recovers was agreed by Ministers and the Rail North Committee of TfN.

Next Steps

79. The next stage will be to implement the new timetable structure as soon as it can be ready. Whilst detailed planning continues, there will be a second round of consultation on the next level of detail (such as precise calling patterns), which will be led by the train operators. The timetable structure is now fixed but the operators will endeavour to accommodate adjustments to the proposed timetable where possible. We expect this consultation to be launched in autumn 2021.
80. In parallel, working with partners, the MRTF will continue to develop longer-term infrastructure interventions for the rail network in the area, aligning these interventions with opportunities for further service adjustments.
81. Since March 2020, train operators have been supported by the Government to run a reduced service that kept key workers moving during the lockdowns. This period has shown that performance improves significantly even with a slight reduction in trains running, while still meeting customer demand - exactly what the MRTF has been recommending. Now that passengers are returning to the railways, all the forecasts suggest they will not return to pre-Covid levels for the immediate future. Therefore, as elsewhere on the network, the reduced level of demand and changing nature of the market means it is possible that not all of the services in the new structure will definitely run at all times of the day from December 2022, but may instead be tailored to when and where passenger demand makes it appropriate to do so. This will be kept under close review so that services are introduced at the right time for passengers. Train operators will maintain regular dialogue with stakeholders and partners and make such decisions closer to the time.

When will the new timetable start?

82. Following the operators' consultation, the timetable changes will be implemented in December 2022. As indicated when the consultation was introduced, making changes to the railway takes a lot of planning and time to implement. This is because the consequences of change are far reaching and complex. After plans have been made and agreed, working through the full resource implications takes a long time. Major timetable re-casts may take years to develop and implement, especially if recruitment and training of staff is required. It should be noted that changes on the West Coast Mainline are also expected in December 2022. Making the timetable change at the same time allows those plans to be co-ordinated with each other.

Options for Future Change

83. The Option B+ timetable structure is one that is designed to address the immediate need to have a reliable timetable in the short term as post Covid demand recovers. However, it does not meet all the aspirations of

stakeholders and the MRTF will continue work to develop and further improve timetables as new patterns of demand develop, the new timetable beds in and Northern's final inward cascade of rolling stock from other operators arrives.

84. Beyond the immediate objective of delivering a robust timetable for December 2022, the Department for Transport and Transport for the North will continue to work collaboratively to develop and oversee an agreed roadmap for future development, beyond 2022, of rail service and infrastructure enhancements.
85. So, in addition to longer term investment, further timetable changes will be considered and if necessary, consulted on. Some of these potential initiatives, including infrastructure interventions, are described below.
86. Noting the importance placed by some consultees on a direct South Yorkshire to Manchester Airport service and its absence from Option B+, with a half-hourly service to Liverpool instead the MRTF, consistent with the roadmap for longer term investment agreed between the Department and Transport for the North, proposes a timetable and infrastructure study to determine the feasibility of future options for restoring a direct Airport service.
87. Consideration will also be given in future to the proposal to route the North Wales & Chester service via the Northwich line to Manchester Piccadilly (as proposed in Option C), and the way in which the proposed new station at Golborne might be served if it is built.
88. There are ways in which the timetable structure of Option B+ can be amended to serve the new station planned for Golborne, which Transport for Greater Manchester is progressing and has funding for. Such plans will need to be developed further in readiness for completion of this project.
89. Future changes may incorporate enhanced timetabling of existing services and it was noted that some local authority stakeholders indicated their wish for operators to introduce additional calls at local stations. Although some changes might be made as part of the continued industry response to adapting customer demand following Covid, substantive additional calls clearly need careful consideration and close collaborative working with the operators, to implement successfully.

Annex A: List of Stakeholder Respondents

Airport - 1

Manchester Airport Group

Business - 13

Birchwood Park
Chartered Institute of Logistics and Transport
Chartered Institute of Logistics and Transport
North West Policy Committee
Huddersfield Screen Printing
International Air Rail Organisation
J Murphy & Sons
Marketing Southport
Mid Cheshire Development Board
North Wales Mersey Dee Business Council
Northern Powerhouse Partnership
Southport Business Improvement District
Southport Pleasureland
Warrington & Co

Campaign Group - 3

Campaign for the Protection of Rural England
(CPRE) North West
Derbyshire Transport Action
Hope Valley Climate Action

Chamber of Commerce - 8

Greater Manchester Chamber of Commerce
Doncaster Chamber of Commerce
Joint North of England Chambers of Commerce
Liverpool and Sefton Chamber of Commerce
Sheffield Chamber of Commerce
Warrington Chamber of Commerce & Industry
West & North Yorkshire Chamber of Commerce
North East England Chamber of Commerce

Community Association - 11

Delph Community Association
Leeds Civic Trust
Marsden Community Association
Oxford Road Corridor Partnership
Springhead Community Centre
Stand Up for Southport
Transition Wilmslow Transport Group

Warrington Disability Partnership
Royal Horticultural Society
Dobcross Village Community
Huddersfield Canal Society

Community Rail Partnership - 8

Chester-Shrewsbury CRP
Community Rail Cumbria
Community Rail Lancashire
Community Rail Network
Conwy Valley Railway Partnership
High Peak and Hope Valley CRP
Lewisham & Bexleyheath CRP
South-East Lancashire CRP

Consumer Watchdog - 2

Transport Focus
TravelWatch NorthWest

Educational Establishment - 3

English Language Teaching Centre
Manchester Metropolitan University
University of Sheffield

Environmental Authority - 2

Forestry England
Peak District National Park Authority

Local Councillor - 23

Cllr Carl Sweeney - Abram, Wigan MBC
Cllr Colin Froggatt - Poulton South, Warrington
Cllr Diana Friend - Poulton North, Warrington BC
Cllr Dr Gena Merrett - Golborne and Lowton
West, Wigan
Cllr Garth Harkness - Saddleworth North, Oldham
Cllr Geoff Driver CBE - Lancashire County Council
Cllr Graham Friend - Poulton North, Warrington
Cllr Greg Myers - Norwood, Sefton MB
Cllr Jack Homer - Mossley, Tameside
Cllr John Leech - Didsbury West, Manchester City
Council
Cllr John Taylor - Wardle and West Littleborough,
Rochdale

Cllr Kevin Dawson – Saddleworth Parish Council
Cllr Linda Dawson – Saddleworth Parish Council
Cllr Maureen Creaghan – Poulton South, Mayor of
Warrington
Cllr Sean Bibby - Shotton West, Flintshire County
Council
Cllr David Evans – Shotton East, Flintshire County
Council
Cllr Jack Homer – Mossley, Tameside MBC
Cllr Stephen Homer – Mossley, Tameside MBC
Cllr Steve Parish (Warrington)
Cllr Susan Gambles
Cllr Tafheen Sharif – Mossley, Tameside MBC
Cllr Tony Dawson – Dukes, Sefton MBC
Cllr Yvonne Klieve - Golborne and Lowton West,
Wigan

Local Enterprise Partnership - 2

Cumbria LEP
Humber Local Enterprise Partnership

Local/Regional Authority - 49

Bay of Colwyn Town Council
Blackburn with Darwen Borough Council
Blackpool Council
Burnley Borough Council
Burscough Town Council
Chelford Parish Council
Cheshire East Council
Cheshire West and Chester
City of York Council
Conwy County Borough Council
Conwy Town Council
Cumbria County Council
Denbighshire County Council
Derbyshire County Council
Flintshire County Council
Greater Manchester Combined Authority
Handforth Parish Council
High Peak Borough Council
Holmes Chapel Parish Council
Hull City Council
Lancashire County Council
Lathom Parish Council
Liberal Democrat Group Oldham Council
Lincolnshire County Council
Liverpool City Region Combined Authority
Llandudno Town Council

Lostock Gralam Parish Council
Manchester City Council
Mayor of Sheffield City Regional Combined
Authority
Mossley Town Council
North & Mid Wales Association of Local Councils
North East Lincolnshire Council
North East Joint Transport Committee
North Lincolnshire Council
Peover Superior Parish Council
Poulton with Fearnhead Parish Council
Saddleworth Parish Council
Salford City Council
Sefton Metropolitan Borough Council
Sheffield City Council
Sheffield City Region Transport & Environment
Board
Stockport Council
Tees Valley Combined Authority
Warrington Borough Council
Welsh Local Government Association
West Lancashire Borough Council
West Yorkshire Combined Authority
Wigan Council
Wrexham County Borough Council

MP/Politician - 33

Andy Carter MP – Warrington South
Ann Jones OBE MS – Vale of Clwyd
APPG Mersey Dee North Wales
Charlotte Nichols MP - Warrington North
Clive Betts MP – Sheffield South East
Damien Moore MP - Southport
Debbie Abrahams MP – Oldham East and
Saddleworth
Emma Hardy MP – Kingston-upon-Hull West and
Hessle
Rt Hon Esther McVey MP - Tatton
Gill Furniss MP - Sheffield Brightside and
Hillsborough
Sir Graham Brady MP - Altrincham and Sale West
Hannah Blythyn MS - Delyn
Jack Brereton MP - Stoke-on-Trent South
Jason McCartney MP – Colne Valley
Jo Gideon MP – Stoke-on-Trent Central
Jonathan Gullis MP - Stoke-on-Trent North
Karl Turner MP - Kingston upon Hull East
Kate Green OBE MP - Stretford and Urmston

Kim Johnson MP - Liverpool Riverside
Lesley Griffiths MS - Wrexham
Liverpool Liberal Democrats
Louise Haigh MP - Sheffield Heeley
Mark Isherwood MS - North Wales
Rt Hon Mark Tami MP - Alyn and Deeside
Olivia Blake MP - Sheffield Hallam
Paul Blomfield MP - Sheffield Central
Plaid Cymru
Rob Roberts MP - Delyn
Robert Lorgan MP - High Peak
Rosie Cooper MP - West Lancashire
Rt Hon Dame Diana Johnson DBE MP - Kingston-upon-Hull North
South Ribble and West Lancashire Liberal Democrats
Tatton Liberal Democrats

National Authority - 2

Transport for Wales
Welsh Government

Rail User Group - 35

Bolton Rail Users Group
Friends of Bamford Station
Friends of Buxton Station
Friends of Disley Station
Friends of Dore & Totley Station
Friends of Eccles Station
Friends of Furness Vale
Friends of Handforth Station
Friends of Heaton
Friends of Marple Station
Friends of Meols Cop Station
Friends of Mossley Station
Friends of Patricroft Station

Friends of Reddish South and Denton Stations
Friends of Rose Hill Station
Friends of the Barton Line
Friends of Walkden Station
Goyt Valley Rail Users Association
Greenfield Rail Action Group
Halifax & District Rail Action Group
Hope Valley Railway Users Group
Hull & East Riding Rail Users' Association
Lakes Line Rail User Group
Marches Rail Users Alliance
Mid Cheshire Rail Users Association
North Cheshire Rail Users Group
Ormskirk Preston and Southport Travellers' Association (OPSTA)
Peterborough-Ely-Norwich Rail Users Group
Railfuture North
Railfuture Wales
Shrewsbury-Chester Rail Users' Association
Skipton-East Lancashire Rail Action Partnership
Slaithwaite & Marsden Action on Rail Transport
Stalybridge to Huddersfield Rail User Group
Wirral Transport Users Association

Trade Union - 2

ASLEF
ASLEF Newton Heath

Transport Operator - 5

GB Railfreight
CrossCountry
LNER
Transport for Wales Rail
West Coast Partnership

Annex B: Summary of the Consultation Options

This is a reproduction of the Options presented in the consultation document.

1. Options A, B and C offered increasing levels of intervention compared with the December 2019 timetable (the *No Change* option). Each is designed to provide either the same or increased level of peak capacity compared with the *No Change* option.
2. The options are intended to operate on the current infrastructure. Work is progressing on developing infrastructure interventions for the longer term but these will not be available to address the immediate performance issues by December 2022.
3. The consultation document included route diagrams illustrating each Option. These are not reproduced here.

Option A

4. Option A proposed the fewest changes from December 2019 of the three options.
 - Most existing origins and destinations are retained, particularly for Newcastle to Piccadilly and Sheffield to Airport journeys.
 - Some standardisation is possible in this option, for example Blackpool trains to Hazel Grove, with 4 trains per hour being provided all day from Bolton to the south of Manchester. Cumbria to Manchester Airport trains (currently routed via Wigan) instead run via Bolton.
 - The current pattern of TPE Scottish, North route and South route services remain.
 - Services through Victoria have been linked to reduce the number of terminating trains at this busy station, with more trains running through (e.g. Wigan - Leeds via Bradford).
 - The Transport for Wales service from North Wales and Chester train is re-routed from Manchester Piccadilly and the airport to operate to Stalybridge via Victoria.
 - South Manchester stays largely consistent with the December 2019 plan, but Buxton services are reduced to an hourly service outside the peak periods. The Southport service to Alderley Edge is split into a Southport to Victoria service and Piccadilly to Alderley Edge service.

Option B

5. Option B maintains Airport connectivity for Liverpool and North Wales. The Cleethorpes / Nottingham service, via Sheffield, to Liverpool is increased to 2 trains per hour. This means there is no longer a through service Sheffield to Manchester Airport; a movement that is very challenging operationally at Manchester Piccadilly. Passengers from Warrington Central would also need to change at Piccadilly to access the Airport.
 - Stopping trains on the line from Warrington Central are split at Warrington rather than running through from Liverpool, and run at only one per hour off-peak, calling all stations. This offers an improved pattern for most stations rather than the present pattern of alternate hours at some smaller stations. The two Liverpool-Sheffield services would call at the larger intermediate stations such as Birchwood, Irlam and Urmston.

- There is some standardisation of paths at Manchester Victoria, with 2 trains per hour from Victoria to Leeds via Bradford. Southport trains run to Stalybridge/Victoria all day.
- There is some standardisation of services south of Manchester. One TPE Ordsall Chord train (i.e. that travels to Manchester Airport) is terminated at Victoria, all day.
- In the peak periods, Wigan has a fast, hourly service to the south side of Manchester.
- Via Bolton, the Scotland to Manchester Airport service calls hourly at Bolton and Chorley.
- To the south of Manchester, Buxton would retain two services per hour, but the Crewe line local station services would both be diverted to run via Styal/Manchester Airport.

Option C

6. Option C makes the most interventions and moves closest to 30-minute frequencies on most corridors into Manchester, including services via Blackburn, Calder Valley, Chorley, Wigan, Buxton, Chester via Warrington Bank Quay, Manchester Airport (stopping) and Crewe.
7. As Option B, the Cleethorpes/Nottingham service via Sheffield to Liverpool becomes 2 services per hour, meaning there is no direct service from Sheffield - Manchester Airport.
 - Stopping trains on the line from Warrington Central are split at Warrington rather than running through from Liverpool, and run at only one per hour off-peak, calling all stations. This offers an improved pattern for most stations rather than the present pattern of alternate hours at some smaller stations. The two Liverpool-Sheffield services would call at the larger intermediate stations such as Birchwood, Irlam and Urmston.
 - There would be no direct service from either Sheffield or Liverpool to Manchester Airport.
 - In peak periods, one train per hour would run via the Ordsall Chord to Manchester Airport. The train from Newcastle would terminate at Manchester Victoria. Off-peak, the train will run to Manchester Airport.
 - The TfW North Wales and Chester service also loses its direct airport link, with the service instead diverted to run to Manchester Piccadilly via Knutsford. This offers a new semi-fast service on the Mid-Cheshire line in addition to the existing hourly service.
 - There would be regular calls by the Scotland and Cumbria trains at Bolton and Chorley, with these services running at 30-minute intervals.
 - Chester would have two trains per hour to Victoria, at 30-minute intervals, continuing to Leeds.
 - In the peak periods Wigan maintains a fast, hourly service to the south of Manchester.
 - To the south of Manchester, Buxton retains two trains per hour.
 - Crewe line local services run at 30-minute intervals and call all stations via Manchester Airport.

8. This options also offers:
 - Standard 15-minute frequency (broadly) for the key flows of Bolton to Manchester Piccadilly, and Wigan Wallgate to Manchester Victoria.
 - Standardised paths at Manchester Victoria, with 2 trains per hour from Southport to Stalybridge and 2 trains per hour from Chester to Leeds, via Warrington Bank Quay.
 - A peak train from Southport to Oxford Road running semi-fast via Atherton.
 - An even 15 min frequency at Levenshulme and Heaton Chapel.
 - Regular half-hourly stops at all Bolton line stations between Leyland and Kearsley.
 - Extended turnarounds at terminal stations and trains operating on single routes (with reduced 'interworking'), significantly helping performance by reducing the level of delay transmitted from one route to another.
 - The elimination of trains using the same platform at Manchester Airport, also helping improve performance.
9. In Option C, a number of stations gain an improvement in frequency, helping contribute to overall benefits. For example:
 - Kearsley, Farnworth, Moses Gate, Mossley, Greenfield, Marsden, Slaithwaite, Walsden, Runcorn East, Frodsham and Helsby receive a half-hourly instead of hourly service.
 - Trafford Park, Humphrey Park, Chassen Road, Flixton and Glazebrook receive an hourly rather than a two-hourly service (off peak).
 - Northwich, Knutsford and Altrincham receive a half-hourly rather than hourly service.

Annex C - Passenger Modelling - detail

Table A1: Passenger journeys impacted by loss of connectivity

The Task Force proposals, based on Option B, with the addition of Southport and Wigan to south Manchester connectivity, mitigate the highest number of passenger impacts raised through the consultation. The number of passenger impacts overall is least with Option B+.

Passenger journeys impacted by loss of connectivity in each option	A	B	B+	C
North Wales to Victoria or via Northwich	2,148	0	0	1,323
Wigan to South Manchester	1,845	1,845	0	1,845
Southport to South Manchester	791	791	0	791
Airport from Sheffield / Cleethorpes	0	1,447	1,447	1,447
Liverpool to Airport	0	0	0	1,059
Airport trains from Newcastle	0	294	294	0
Cross-Warrington services	0	198	0	198
Cheshire stations to Stockport direct	0	58	0	58
Total	4,784	4,633	1,741	6,721

Table A2: Passenger journeys impacted by reduction in service frequency

This table indicates the expected impact of the hybrid Option B+ on cross-Pennine services to Manchester Airport, and retaining service frequency on the Buxton line services.

Passenger journeys impacted by reduction in frequency in each option	A	B	B+	C
Airport trains from York / Leeds / Huddersfield 2tph to 1tph	0	2,093	2,093	2,093
Atherton Line moving to 3tph peak, 2tph off-peak	1,724	1,724	1,724	1,724
Buxton to Manchester 2tph to 1tph off peak	1,425	0	0	0
Total	3,149	3,817	3,817	3,817

Table A3: Castlefield Corridor destinations served

Option B+ offers:

- the best available balance of services for the greatest range of destinations.
- capacity where it is needed by the highest number of passengers.

Route Not all trains call at all stations	Daily passengers to/from Castlefield Corridor	Dec 19 trains per hour	A	B	B+	C
Ordsall Chord (West Yorkshire)	4,788	2	2	1	1	2
Bolton Corridor (Lancashire, Cumbria, Scotland)	16,260	4	4	4	5	4
Chat Moss route (locals to Liverpool, Chester, North Wales)	6,728	3	1	1	2	1
CLC route (Warrington, Liverpool)	11,237	4	4	3	3	3
Freight		1	1	1	1	1
Total	39,013	14	12	11	12	11

Table A4: Direct Airport Connectivity

A significant concern among many consultees was the effect of the changes on direct connectivity with Manchester Airport. The Task Force proposals for the timetable in 2022 continue to provide a wide range of direct connections to Manchester Airport.

Route Not all trains call at all stations	Daily passengers to/from Manchester Airport	Dec 19 trains per hour	A	B	B+	C
Central Manchester	7,194	9	8	6	8	8
Ordsall Chord (West Yorkshire)	3,233	2	2	1	1	2
Bolton Corridor (Lancashire, Cumbria, Scotland)	2,469	1 Scotland 1 Blackpool	1 Scotland 1 Cumbria 1 Blackpool peak	1 Scotland 1 Cumbria	2 Blackpool 1 Scotland 1 Cumbria	2 Blackpool 1 Scotland 1 Cumbria
Chat Moss route (Liverpool, Chester, North Wales)	1,428 (incl. Liverpool)	1 Liverpool 1 Chester/ N Wales 1 Cumbria	1 Liverpool	1 Liverpool 1 Chester/ N Wales	1 Liverpool 1 Chester/ N Wales	-
CLC route (Warrington)	189 (excl. Liverpool)	1 Liverpool	1 Liverpool	-	-	-
Hope Valley (South Yorkshire)	1,632	1 Cleethorpes	1 Cleethorpes	-	-	-