

## **Response to ATW's proposed 72nd Supplemental Agreement – Section 22A Application**

Network Rail has carefully considered the proposed extension of services to Manchester Airport to and from Manchester Piccadilly from the May 2016 timetable change and note that these would be extensions of existing north Wales to Manchester Piccadilly services.

The net impact of the proposed changes would bring about:

- 6 additional services per day Monday to Friday
- 10 additional services per day on a Saturday

Network Rail has reviewed the overall impact of this proposal and consideration has been made to the safety, performance and reputational impact of these changes, considering the overall benefit and risk associated with the increased level of service between Manchester Piccadilly and Manchester Airport.

Network Rail's review has included expert opinion from:

- Route Managing Director (LNW)
- Area Director (LNW North)
- Route Performance Manager (LNW)
- Infrastructure Maintenance Delivery Manager (Manchester area)
- Infrastructure Maintenance Engineer (Manchester area)
- Current Operations Manager team
- Route Contracts Manager LNW

The conclusions drawn from the review have also been peer reviewed by the Wales and London North Eastern (LNE) Route Performance teams.

Network Rail consider the proposed increase in services between Manchester Piccadilly and Manchester Airport to present a disproportionate level of increased risk to the performance of the network compared to the likely benefit that would be realised by passengers.

The main areas for concern are:

1. The overall performance risk associated with operating an increased number of services on an already busy line of route
2. The ability to recover from operational incidents (if additional services operate in and around Manchester)
3. The reputational risk to the industry associated with the introduction of new services in conjunction with future wider network proposals for which investment has been committed and other service proposals put forward.

## Performance risk

Network Rail has not received visibility of any performance analysis undertaken by ATW to review the impact of its proposal. We note ATW's previous consideration of the impact to its own services based on analysis over 5 Periods. We do not consider this to represent suitable consideration of the wider impacts to passenger performance as it focuses solely on ATW services and is based only on the current timetable.

To accommodate these ATW services being extended to Manchester Airport, other existing services will need to be flexed.

To accommodate the proposed services the following would likely need to happen;

- The TPE xx:40 Blackpool North – Manchester Airport is retimed from Manchester Piccadilly and follows the ATW service through to Manchester Airport.
- This will now pass Heald Green West Junction after the xx:04 Manchester Piccadilly – Crewe, unlike the current timetable where ex-Blackpool is timed to pass before.
- This usually forms the return working to Blackpool North, departing Manchester Airport every xx:29. The consequence of the ex-Blackpool train retimed later from Manchester Piccadilly is that the turnaround at Manchester Airport is reduced from 14 minutes to 8 or 9 minutes.
- The Northern Rail xx:16 Liverpool Lime Street – Manchester Airport is retimed later into Manchester Airport by 2 minutes (this follows the TPE ex-Blackpool).
- The TPE xx:14 Cleethorpes – Manchester Airport is retimed to arrive into Manchester Airport 6 minutes earlier, although this is because of the benefits of the 4th platform.
- Freight services (the hourly path to Trafford Park) on the Styal lines have been flexed, but the paths are as is up to Wilmslow and from Slade Lane Junction.

Although the resultant changes to services may not look exactly like this, as the detail is still being worked through by the respective Train Planning teams for May, it is inevitable that the changes required will have a similar consequence to those outlined above.

For the services which cross to the LNE route, the Manchester Airport – Middlesbrough service would be retimed between Slade Lane Jnc and Manchester Piccadilly, with a reduced pathing time in the service from Cleethorpes approaching Heald Green. So the risk which applies for the LNE Route is having the extra service each way between MIA and Piccadilly and the increased likelihood of exporting any delay from this corridor onto the Stalybridge – Leeds and Stockport to Sheffield sections.

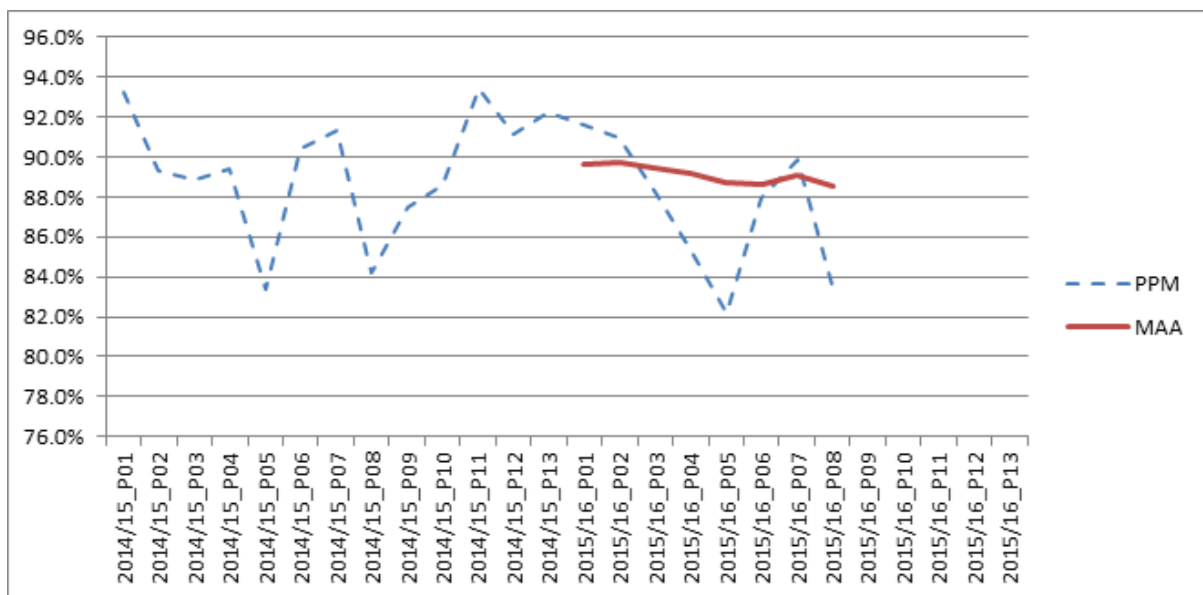
This squeeze on capacity on an already busy route, combined with reduced turnaround times and reduced pathing time brings significant concern – particularly when considering the lessons learned by the industry from other, recent increases in services e.g. increases to services by Pennine Express (5th path).

It is considered that the resultant changes from the introduction of additional services on the Manchester Airport corridor, and the impact on the busy section between Slade Lane, Ardwick and

Manchester Piccadilly, will negatively impact on primary and reactionary delay, CaSL and Right Time running, Right Time arrivals and Right Time departures to all services operating in the vicinity and further afield.

## Service Recovery

In order to consider the likely knock on impact of late running ATW services onto other operators, it is worth looking at the proportion of trains that currently arrive at Manchester Piccadilly late. The PPM MAA for service group HL08 is currently 88.6% and therefore it could be assumed that (given the 3-4 minute headways being introduced), that circa. 1 in 10 ATW services will impact on other services. If considering this as a Right Time figure (approx. 70%), the knock on effect could reach 3 in 10 services having an effect. Although these paths are timetable compliant, the likely performance impact in reality is identified as a key risk to ATW and other Operators operating in the area in and around Manchester.



Overview of current and historical PPM (MAA) for ATW Service Group HL08

The impact of the proposed ATW services reduces the turnaround time at Manchester Airport for Trans Pennine Express (Blackpool North to Manchester Airport) services from 14 minutes to 8 minutes. On consultation with the central Performance team, a simple analysis of TPE services shows that on average, 7.4% of their services arrive between 8 and 14 minutes late. Therefore it could be assumed that this indicates the proportion of trains that could be directly affected by these proposed additional services. i.e. the amount of services that currently arrive late but are able to start back up on time, which would be changed to late starts by the introduction of the proposed ATW extensions.

The route operational contingency plan currently documents a method of service recovery for ATW's Manchester Airport services by cancelling them short at Manchester Piccadilly. Although an understood method of recovering services during *significant incidents* is documented and achievable

through the route's contingency plan, this will not always be possible or palatable for operators and passengers during non-severe perturbation, and would likely hamper the signaller/controller's ability to implement service recovery – particularly with the tighter headways. It is felt that the proposed increased service level and associated reduced headways would magnify make small delay/lateness and permeate outwards more so than is currently experienced.

## **Reputation**

Network Rail is currently in the process of constructing new infrastructure as part of the Northern Hub, with an output to enable a new service to run between the Calder Valley route and Manchester Airport, via the Ordsall Chord. This work is due to be completed in from December 2017. We understand that this work dovetails with capacity to be utilised by future franchises in the north of England.

Network Rail are mindful of the impact that the sale of additional rights now could have on future planned timetables, as well as the outputs being sought from the investment being made for these works.

Network Rail considers this to be an issue that the industry needs to review holistically, in order to ensure that capacity is not oversubscribed, or that outputs being sought from infrastructure projects are not adversely affected.