



Station adopters newsletter

Autumn/Winter 2021

E M R



Hello and welcome to the Christmas Edition of the EMR station adopters newsletter

It has been a busy six months since our last newsletter in June with a number of exciting developments on our network and across the wider railway family.

Firstly, I want to say a big thank you to all of our adopters and Community Rail Partnership officers. I know how hard you are all working, despite these difficult and unpredictable times, and all of us at EMR are very grateful for your dedication and enthusiasm.

In the last six months I have thoroughly enjoyed the opportunity to meet many more of you and learn more about the stations and communities you help to improve. The Annual Community Rail & Station Adopters Conference in October was a wonderful occasion and a much needed opportunity for our Community Rail colleagues to meet, chat and learn from each other. As I said on the day, togetherness is so important to me and everyone at EMR and being able to be together, 602 days after our last conference, was a great way to restart our conferences.

I've also enjoyed the opportunity to get out and visit Netherfield, Market Rasen and Lowdham Stations with their respective station adopters in November. A particular highlight was a tour of the revamped Signal Box with David Moore. I am looking forward to meeting more of you in 2022 as well.

Last, but not least, I thoroughly enjoyed attending the Annual Community Rail Awards in Southampton. I want to say a huge congratulations to all of you that were shortlisted and well done to the Poacher Line CRP who received first, second and third place awards.

As you may be aware, the Emergency Measures Recovery Agreement that we moved into last year has been extended for us until October 2022. However, this doesn't bring any significant changes for the business or our Community Rail activities. We will then progress on to a National Rail Contract in October and work on that will start in the New Year.

On pages 9 and 12 you can read our fleet and property updates and get an overview of projects coming up in 2022.

Finally, I would like to send a massive heartfelt thank you to all of you for the work you continue to do to at your stations and in your communities and I look forward to getting out and meeting more of you in 2022.

Until then on behalf of everyone here at EMR, I wish you a peaceful and happy Christmas.

Will Rogers

Managing Director

Station Adopters Conference 2021



602 days after we held our last Community Rail & Station Adopters Conference, we were delighted to host our annual conference in October at Derby County Football Ground face to face with you, our wonderful volunteers, and our Community Rail Partnership Officers.

Those that attended received a business update from Will Rogers, MD, who spoke about togetherness and the importance of listening to the communities we serve. There was also a property update from Mark Lambert (Head of Infrastructure & Projects) and a timetables update from Craig Leaper (Head of Train Planning & Access). Peter Wilkinson from the Department for Transport (DfT) sent us a heartfelt message of thanks for all the hard work you do across the East Midlands and some much-needed reassurance that he is always championing Community Rail's corner within the DfT.

As well as this we had informative workshops, including a conference first of a Mindful Moment of Art with Mel Langton, as well as options to listen to talks from the British Transport Police, Samaritans, Community Rail Network and fellow adopters across the network who have done some inspiring projects. These included the Alsager Dementia Friends Project, the Bucket and Spade Train from Radcliffe on Trent, The Waiting Gallery at Longport and 175 Years of the Castle Line by the Friends of Burton Joyce and Lowdham Stations.

Everyone enjoyed a sumptuous lunch and networking after what has been an incredibly long time and it was lovely to be together. We can't wait to build on this success and look forward to getting together again, next year.

Routes of Remembrance

Early in 2021 we were approached by The Veterans Charity to support their Routes of Remembrance campaign, after their very successful Poppies to Paddington train in 2020. Due to the pandemic many veterans couldn't pay their respects in their usual way in 2020 so The Veterans Charity wanted to make 2021 a year to remember.

The idea was to get as many wreaths as possible moving across the country in the build up to and on Armistice Day. As a Community Rail team, we knew we could support this in a fitting and effective way and plans were laid with our Community Rail Partnership Officers, station adopters, staff and railway heritage friends to keep remembrance moving.

On Thursday 11th November, trains from Sheffield, Crewe, Lincoln, Skegness and Matlock brought wreaths from across the EMR network to services of remembrance in Derby, Nottingham and London. One train also carried a very special guest, Tony Foulds, who joined the service at London St Pancras. Tony looks after the memorial garden to the crew to the B-17 Flying Fortress 'Mi Amigo' that crashed at Endcliffe Park, Sheffield in 1944. We had three simultaneous and very poignant remembrance services at each of the War Memorials at Derby, Nottingham and London St Pancras. At Derby we were joined by EMR MD Will Rogers and Network Rail Route Director Gary Walsh along with many other members of the railway family who are based in Derby.

In the run up to the event the Poacher Line held a virtual wreath relay to each of the stations between Skegness and Nottingham, raising vital funds for The Veterans Charity along the way. The North Notts & Lincs Community Rail Partnership worked with the Investigate Learning Team at Lincolnshire County Council, artist Ruth Pigott and International Bomber Command Centre to create six purple poppy wreaths with six schools. These were in memory of Billy the Pigeon, from RAF Waddington, who won a Dickin Medal in the Second World War. The six wreaths were then placed at Ruskington, Metherringham, Lincoln, Hykeham, Saxilby and Gainsborough Lea Road stations for the week.



A special Routes of Remembrance relay also took place with the help of two Derbyshire heritage railways: Steeple Grange and the Ecclesbourne Valley Railway. Steeple Grange has a very special affiliation with remembrance: the narrow gauge railway here brought stone out of the local quarry to be transported all around the world for the Commonwealth War Graves Commission. After a short service of commemoration at Steeple Grange, a cavalcade of vintage Army jeeps carried a wreath down to the EVR station at Wirksworth. The EVR's rail car 'Iris' then made a special journey with the wreath to Duffield, where everyone then joined the EMR Matlock service to Derby.

Station adopters once again decorated their stations beautifully with poppy waves, artwork from local schools and wreaths which looked fantastic as the trains went past. In total 22 wreaths travelled on our trains to be laid at the services.

We are looking forward to supporting The Veterans Charity again in 2022 and building on the success of this year's event. We hope you'll join us and look forward to hearing your ideas.



Poacher Line Update

Who can believe another year has gone by and hopefully everyone has remained safe and is slowly getting back to normal – whatever that may be!

Our redevelopment of the Old Waiting Room at Sleaford station is almost ready to start; we have been working behind the scenes to secure the whopping £137,000 needed to complete the project. The scheme of works will see a new Education & Community room established and the whole station painted in Heritage colours of Green & Cream.

The Grand Opening of Poacher's Patch at Sleaford station was held in June and Rainbow Stars, a local charity have formally adopted the space.

Over the summer we brightened up of the bridge at Netherfield station, working with Network Rail, EMR and urban artist Lionel Stanhope. We covered up the existing graffiti with a mural design inspired by local school children. Thank you to our adopter Tony for helping out!

In September we had a special visit from the steam locomotive 'Flying Scotsman' recreating the Jolly Fisherman experience to Skegness.

We have also been busy working on a promotional video which showcases the Poacher Line and should be ready to share soon, along with a travel offer to encourage integrated travel when using the train.

It has been great to finally get back into schools. We have started a project at Sleaford station with St George's Academy, and we took 16 refugees from Nottingham to Skegness earlier this month as part of the National Citizens Scheme. This project included creating a mural in the underpass at Sleaford station. We also organised a "Try the Train" trip to Nottingham station which included a station tour, rail safety presentations and meet and greet with BTP.



We were excited to attend the Community Rail Awards in December in Southampton, at which we were shortlisted for five awards. I am delighted to share that we won first place in the Photography Competition, second place for the Voluntary Services Action Day in Sleaford, in the Small Projects Category and third place for Poachers Patch in the Involving Diverse Groups Category. Thank you to everyone who contributed towards these projects.

Last, but certainly not least, I turn my attention to you our wonderful station adopters. We have increased our numbers to nearly 100 and I am eternally grateful for all you do. Clearing of the garden area on Platform 1 at Boston has progressed and in Bottesford adopters have built a superb pergola in the Friendly Garden. Network Rail held an action day at Ancaster in September, getting the garden back under control for our new adoption group there. New planters have been delivered to four of our stations and plans are in place for new projects in the new year, which includes the deferred Thorpe Culvert improvements. Heckington and Radcliffe groups continue to enhance their stations and the Vegetable Patch subgroup harvested their first batch of veggies this autumn!

It just leaves me to wish you all a very Merry Christmas and a very Happy New Year!

Jo Andrews

Community Rail Partnership Officer



It's been a busy few months forming the new CRP for the Robin Hood Line despite being in the middle of the pandemic.

I've now been in post with the Robin Hood Line since June, with 2.5 days committed to the partnership.

The inaugural meeting to establish the management group has taken place and meetings with individual partners are now happening. When these are complete, the Terms of Reference will be signed by all the partners who are contributing financially to the CRP.

Two projects have been successful in funding bids to EMR and four parish councils within Bolsover District. These will bring benefits to both the community and the train line following the DfT four pillars strategy.

Creswell Station

Creswell is the home to Creswell Crag. A site rich in history and one of Britain's most important Ice Age archaeological and geological sites.

Find your way from the heart of Creswell to the Prehistoric Gorge of Creswell Crag. A family friendly trail of discovery that introduces the history and artefacts of the Crag to children through the collection of rubbings created from the actual objects found at the Crag throughout the years.

"Collect all 8 rubbings to claim your certificate when you arrive at the museum and visitor centre, 10% discount will also be offered on the Crag tours when presenting a completed activity pack and a valid train ticket."

A series of eight signage plaques / rubbing boards will be created in partnership with the Crag museum charity from their archive that will introduce, inform and engage families and walkers to visit the Crag on a guided walking route from Creswell Station.

Rail Safety and Distraction Work

Anti-social behaviour (ASB) is a problem on the Robin Hood Line and in particular some of the smaller towns that have stations.

Bolsover District Council Sports Development Team alongside the RHL CRP Officer will be delivering a 15 week rail safety and distraction work project at the four stations within Bolsover District: Whitwell, Creswell, Langwith and Shirebrook.

The team will deliver sports and physical activity alongside rail safety advice utilising Network Rail's You vs Train initiative.

Other partners will also be present at the sessions including the ASB officer for Bolsover District Council.

All promotional materials have gone out to the local schools and community groups in both PDF and handout format.

I'm really positive about the two projects that are being delivered this year and early next year and the benefits that these will bring to the communities and the RHL respectively.

Arron Johnson

Community Rail Partnership Officer

Skegness & Boston Stations

The Infrastructure & Property (I&P) Team are working with the local councils, Network Rail and the Railway Heritage Trust to explore proposals to renovate Skegness and Boston stations under the Town Deal Fund initiatives. The Town Deal Fund was announced by the Government in December 2019 and the project team is currently looking at potential design options with submission of the business case for approval of the project to the Government due by January 2022.

Toilets & Waiting Rooms

The aim of the project is to create welcoming spaces that meet customer needs and are of a consistent standard across the EMR network. The concept designs have been approved by stakeholders and the next phase is to explore the chosen locations, which will receive refurbishments this financial year.

Facilities Team Update

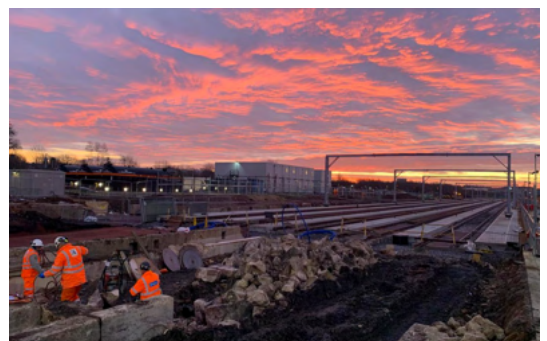
Station painting has now been completed at Skegness, along the Derwent Valley and Robin Hood lines, and on the Poacher line (except for Sleaford and Boston). The painters are now out on the Nottingham to Lincoln route.

Major Projects

The Access For All (AFA) project at Kidsgrove, installing a new footbridge and lifts, is due to be completed in January 2022, making the station fully accessible for all users. All the ground remediation works required to stabilise the coal seams beneath the station were completed in June and then over four weekends in July a crane lifted in 8 pre-cast steel sections to form the new bridge. The lift installation has now commenced and the bridge will be opened to the public after the lifts have been commissioned.

Brent Cross Station

Brent Cross West Station is due to open in 2022 and will be the first major new main line station in London for over a decade. Positioned on the Midland Main Line between Hendon and Cricklewood, the station will be manned by GTR. EMR trains will run through the station but it will not be used by us. The construction of the station has resulted in fundamental changes to the railway infrastructure in and around Cricklewood, including the relocation of train stabling facilities and the realignment of the main line tracks.



North Notts & Lincolnshire Update

Firstly, I would like to say a huge thank you to the wonderful station adoption groups at Market Rasen, Lincoln, Saxilby and Gainsborough Lea Road and the EMR team who have been so welcoming and supportive through my first six months as the Community Rail Officer. I continue to be amazed by all the dedicated work that has been achieved by the station adoption groups, particularly over such a challenging year.

Over the past six months we have seen some exciting projects including the Gainsborough Lea Road action day where we worked with the EMR and Network Rail teams to paint the entrance of the station. We were also lucky enough to work on the Mini Imp trail which allowed us to connect with several local community groups, businesses and schools. I would also like to thank and say a warm welcome to our new Saxilby station adopters who have lots of exciting ideas and visions for the station for the future.

We are excited to announce that our Lincoln Station artwork project will be complete by the end of December with an unveiling ceremony held in the new year. Thank you to everyone who has worked so hard on this project. A special thank you to artist Mel Langton, the students at Lincoln Christ Hospital School, The Priory Academy and Lincoln City Football Club. The six pieces of artwork showcase several of Lincoln's best attractions and the work we are due to complete here will make a hugely positive impact on the aesthetics of the station and hopefully make it an even more pleasant place for regular station users and visitors to the city. As well as the artwork, the station adopter-led garden project is well underway with the clearance of the land completed ready for planting in spring. I would like to say a big thank you to Peter Harrold for his contributions to this project.

Initiatives we are looking forward to in the next few months are improving our website, growing our adopter teams, and engaging with our community, particularly within schools and colleges to educate young people on all the railway has to offer. Thank you again and have a very Merry Christmas.

Kate Myers

Community Rail Partnership Officer



Barton - Cleethorpes Update

Since we joined the EMR franchise in May 2021 we have seen a major improvement in the service inspiring us to look to the future with a positive attitude, exploring new ways of supporting our members, friends and partners.

Currently we are supporting:

TPE with their application to the DfT's cycle rail scheme. They have made an application to install improved and additional cycle parking at Cleethorpes station. The partnership has offered third party funding to support the application. It fits with their commitment to making rail travel greener and more sustainable.

Friends of the Barton Line (FoBL) are a local Rail User Group whose Chair Tom sits on our board of directors. Tom asked us to help them replace the historic running-in boards at Thornton Abbey which were last replaced in 2009. They are now looking to repeat this over a decade later, maintaining the historic appearance of the station, making it a great talking point for visitors to the area.

Recent Activity

We have been working with our station adopters to develop the community gardens at New Holland, Goxhill and Habrough

We have been promoting rail travel and tourism in the area through our website and social media. For anybody new visiting the area we are a real hidden gem with lots to explore from the local great history to the traditional seaside town of Cleethorpes.

We have been actively involved in the consultation processes for:

LNER Cleethorpes to London service; we are eagerly waiting for what we hope is a positive outcome. An improvement like this would be a major boost for the people living in the area with increased prosperity through employment and tourism.

Sheffield-Gainsborough Central service to Barton upon Humber. On 19 June 2020 North Lincolnshire Council submitted a successful bid for Government funding to carry out a feasibility study to restore regular passenger train services between Gainsborough Central and Barton on Humber via Kirton in Lindsey, Brigg and Barnetby. The area will benefit greatly if this extension

goes ahead giving the communities along the line an hourly service, one via Barnetby to Cleethorpes and the second via Habrough to Cleethorpes. This has been an objective of the partnership for many years.

New Developments

To celebrate the reopening of the area after such a strange and scary time we are producing a new line guide and publicity boards that will welcome visitors at every station.

We will be actively working with station adopters to develop their station gardens, community projects and installing bug homes at stations where possible.

We will hopefully have moved out from the umbrella of Community Rail Humber and become a stand-alone company enabling us to achieve our long-awaited accreditation as a Community Rail Partnership.

NWR and BCCRP volunteers will be walking the railway ramble trails giving feedback on the suitability of the walks for differing abilities and any work that needs doing to reinstate them.

In partnership with EMR and Network Rail we will be delivering rails safety sessions in local schools.

Gill Simpson

Community Rail Partnership Officer



Fleet Update

EMR's fleet team remains extremely busy supporting both routine and project activities. Our production and engineering teams are focussing heavily on supporting the Operational Delivery Improvement Programme (ODIP) and driving good fleet performance. We have seen some positive improvements across our new fleets, in both the Class 180 and Class 170, and our new EMR Connect service is performing exceptionally well, with performance consistently above target.

In parallel, we continue to work with industry partners to manage the cascade of our Regional fleets. The delivery of further Class 170 units is anticipated later in 2022 following West Midlands Trains' introduction of their Class 196 fleet into service. In parallel we are preparing our depots for these additional trains, with multi-million pound investments being made at both Nottingham Eastcroft and Derby Etches Park depots.

Activities to mobilise the refurbishments across both Class 170 and Class 360 are progressing well. Recommendations from within the Williams Shapps Plan for Rail have allowed EMR to adjust the original franchise plans to provide enhanced refurbishments that will significantly improve the passenger environment. These changes include, where possible, the provision of more leg room and additional storage space for luggage and bicycles.

For our new Class 810 Aurora fleet, work at Etches Park depot to prepare for the new trains commenced this Autumn with groundwork to prepare the site for future upgrades such as additional stabling and an extended maintenance facility.

The manufacturing of the first of the trains continues at Hitachi's Newton Aycliffe facility, with unit 3 now on the welding bay, four vehicles now painted in our EMR Aubergine (they are looking really good!) and assembly of the first unit well underway. Our 'New Trains' team is keeping busy with 'first article inspections' of key customer facing items such as seats, tables, passenger information screens and toilets. Some lucky team members have also been to Grenoble in France to view the driving simulator during its testing, and to Naples in Italy to see the first sets of bogies. Our team took to the

rails with "New Trains On Tour" roadshows to share the developing design information with EMR colleagues at Nottingham, Sheffield and London and received a lot of great feedback. We will be sharing more information about the new fleet during 2022 so keep a look out on our website and social channels for a virtual tour of the units coming soon.



North Staffs Update



Our station gardens have looked beautiful this year thanks to the many hours of hard work put in by our station adopters. Thank you all so much.

We delivered eight guided walks this year based on the routes in our "Rails to Trails" station walks booklet. In total, 117 people (+ dogs) joined us on walks from our stations. Highlights included an impromptu tour of Tutbury's St Mary's Church, tea and cake at Redfern's Cottage in Uttoxeter, a free glimpse into the railway shed at Foxfield Railway and, finally, the many and varied curious spectacles encountered in the dark along the canal between Longport Station and Westport Lake. It's been wonderful to meet so many interesting people who've shared their local knowledge with us. We are hoping to repeat the walks next year as they have been so enthusiastically received. Many thanks to St Mary's Church, Foxfield Railway, B-Arts and Redfern's Cottage – Museum of Uttoxeter Life.

We are trying to address persistent anti-social behaviour in the platform shelters at Alsager Station. To this end Excalibur Primary School has adopted the shelter on Platform 2. They have put up colourful artwork in the poster cases and planted up two new trough planters. We are hoping that the obvious care shown by local school children will shame certain station users into treating the shelter with more respect. The children will continue to visit the station throughout the year.



The Blythe Bridge team arranged for a "Tommy" to be displayed at the station to mark Remembrance Day. The wooden cut out soldier will be on display for two weeks in November every year. The story of local hero, Sgt Ernest Egerton VC, will be on permanent display.

After many years of waiting the Access for All works at Kidsgrove Station are almost finished. Next will come the huge job of reinstating the beautiful and extensive station gardens that have been partially covered with machinery and equipment for many months. Network Rail and their contractors Galliford Try have been working closely with the CRP, EMR and the Friends of Kidsgrove Station to rescue the larger plants and to finance some of the repair work needed. We plan to hold a Community Action Day in Spring 2022 to replant the damaged areas.

Also at Kidsgrove, it was a pleasure to commemorate the life of local railway worker, Bob Watts, by refurbishing a dilapidated and original platform bench on Platform 2. SSTs Neil and Kevin did an incredible job taking the old bench apart then reassembling the newly painted parts (using new wooden slats provided by a local joiner). Bob's family are delighted with the result; a plaque on the bench bears his name and dates.

A very Merry Christmas and Happy New Year to you all.

Claire Sandys

Community Rail Partnership Officer



The photo above shows the Derby Station Garden Action Day which took place on a very wet day in what was supposed to be our summer! This project is a joint venture between the North Staffs and Derwent Valley CRPs along with EMR, Cross Country and Network Rail.

Derwent Valley Line Update

The new Derwent Valley Line website www.derwentvalleyline.org.uk was launched in July to promote the summer return to rail travel. The website features over 100 "Things To Do" along the route, which can be searched for by station or from a selection of tourism and leisure categories. There are over 50 walks suiting all ages and abilities, categorised by difficulty and that can be selected by station. Station information includes station adoption activities, local access and onward travel, as well as interesting facts about each place.

The Partnership is grateful for the funding received from Community Rail Network, CrossCountry Trains and EMR towards the website.

Alongside the strong return of leisure travel along the Derwent Valley Line, it has been great to see the range of adoption activities and the return of community projects days at our stations. Station gardens and planting tubs are once again blooming along the line and a notable new addition was the row of 3 metre high sunflowers adorning the platform at Ambergate.

Community Days were held at Cromford and Whatstandwell in the autumn with both EMR and Network Rail staff joining station adopters to deliver environmental improvements. At Cromford EMR's Commercial Team helped

install nearly 30 railway sleepers along the front edge of the extensive station banking which is cared for by the station adopters. At Whatstandwell, the Network Rail East Midlands' Executive Team took on a team building challenge to cut back vegetation and clear the overgrown planters on the disused platform. On both days Colin Fraser, EMR's Railway Chaplain, worked alongside station adopters and railway staff.

Wishing everyone a Merry Christmas and a Happy New Year.

Alastair Morley

Community Rail Partnership Officer





I work for East Midlands Railway (EMR) as Head of Train Planning & Access, a role I have held since October 2018.

In short: I lead the team responsible for preparing and writing the train timetable and associated resource plans, and re-writing it again most weeks to account for engineering work or events happening on our network! I am also accountable for the agreement of the timing of the engineering work itself with Network Rail, working with other industry partners to agree the least disruptive dates and times possible balanced with the efficient delivery of the necessary engineering work. Finally, my team also features an in-house timetable publications arm which produces the passenger information you see on posters at stations or available in booklets.

You may wonder what goes into a timetable and resource plan. There are a whole host of ingredients and these manifest themselves in rules, rules and more rules. Examples include point-to-point timings that a particular type of train is capable of achieving to get between locations running at the line speed (known as Sectional Running Times), timings for how long it takes for the signals to clear after the train in front passes through a section of railway or over a junction (known as Headways and Junction Margins), timings for how long it takes a member of train crew to walk from where they book on to the platform, and then to start up the train and be ready to leave.

There are no fancy computers capable of doing this job (yet) as there are thousands of rules that are very bespoke in nature. The skill of a Train Planner is to factor all of these rules into a timetable that is attractive enough for you, the travelling public, to choose to use as your way of getting from A to B instead of driving or using another mode of transport. Of course, with it being a railway network, we aren't the only users of the infrastructure and there are only a few places where it is possible for fast trains to overtake slower moving ones. In our case, we run services that go non-stop from London to Leicester that share tracks with the likes of Govia Thameslink Railway (GTR), who run services stopping at more stations and do so at a high frequency, while out in Lincolnshire we run services which traverse the same lines

as slow moving oil trains to the Humber Ports. It is Network Rail who have the unenviable task of meshing together the plans of all train operators into a whole-network timetable for all of Great Britain. Once they've done this, they will 'offer' us a timetable back - clearly, we have to work closely with Network Rail and other operators to try and influence the design of the timetable as far as possible so that it resembles what we asked for. It's probably helpful to think of the timetable as a compromise - speaking candidly, a good train timetable is one that leaves all parties feeling slightly disappointed, but that performs reliably.

The task for my team became even more demanding during the COVID-19 pandemic, as we've had to adapt the train service to reflect train crew availability, to try and maintain social distancing on board busy services and to help keep running costs down while passenger numbers have been lower. Since March 2020, the team have rewritten the base timetable an incredible eleven times; in a normal year, the base timetable changes just twice (May and December).

Sadly, the May 2021 timetable change has not gone as planned in some areas and we recognise that the product which we have delivered to our customers has fallen well short of the standards that we and they expect, with poor levels of operational performance being experienced particularly during the first month of operation. We stepped in quickly to put in a reduced timetable which we know has been extremely painful for some of our customers across the Regional network and we are working hard on the aspects which we didn't get right with a view to restoring services as soon as we are confident we can reliably deliver them.



As you will be aware, the railway industry is going through a challenging time at the moment. For about 25 years we've been seeing passenger numbers grow and with the advent of COVID-19, we saw numbers fall off of a cliff overnight. Pleasingly, leisure demand has now recovered to close to pre-COVID-19 levels however there are still significant decreases in numbers travelling for Business or Commuting. We continue to work closely with the DfT to build back a railway capable of paying its way again but also mindful of the commitments made in the Franchise and both policy and growth objectives for the regions we serve. Additionally, we now have an industry reform underway including a revamp of the timetabling process which could see the lead times for timetable change reduced or may feature more "base" timetable changes in a year.

My own typical working week involves a blend of industry, stakeholder and internal meetings and currently using a mixture of Microsoft Teams and face-to-face discussions. Typically, I will travel to Derby, Nottingham or London for internal meetings or bi-lateral sessions with the Department for Transport, but will meet with Network Rail colleagues in York, Derby or Milton Keynes (which is where the national timetabling team are based).

In my down time, most of my time is spent being Dad to Eleanor, who is almost four. I do enjoy walking and cycling and earlier this year, I completed the National Three Peaks by Rail challenge with a team of colleagues from EMR. Climbing Snowdon, Scafell Pike and Ben Nevis, taking the train between the mountains over an approximate 36-hour period, we raised over £13,000 for The Railway Children charity. I am also a keen guitarist and own five guitars (acoustic, electric, electro-acoustic and Spanish) and a ukulele. The other big love of my life is football, and I'm a keen supporter of Queens Park Rangers Football Club, who I enjoy (well, maybe that's stretching it slightly!) following home and away, and FC Union Berlin, who I nowadays follow from afar having lived in Germany for a year.





Thank you for all your hard work in 2021.

We wish you all a very
Merry Christmas and a
Happy New Year.

From Donna, Alexa and Kaye

