



Transport for the North Rail North Committee Agenda

Date of Meeting	Tuesday 12 January 2021
Time of Meeting	11.00 am
Venue	MS Teams

Item No.	Agenda Item	Page
1.0	Welcome and Apologies	
2.0	Declarations of Interest Members are required to declare any personal, prejudicial or disclosable pecuniary interest they may have relating to items on the agenda and state the nature of such interest.	Verbal Report
3.0	Minutes of the Previous Meeting To consider the approval and signature of the minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.	3 - 10
4.0	Rail Reform Matters To consider the report of the Strategic Rail Director.	11 - 18
5.0	Update on Operational Rail Issues To Consider the report of the Head of Rail Service Outputs.	19 - 26
6.0	Planning for the Future To consider the report of the Programme Manager.	27 - 36
7.0	Exclusion of the Press and Public To resolve that the public be excluded from the meeting	

	<p>during consideration of Items X on the grounds that:</p> <p>(1) It is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during such item(s), confidential information as defined in S100A(2) of the Local Government Act 1972 (as amended) would be disclosed to them in breach of the obligation of confidence; and/or</p> <p>(2) it / they involve(s) the likely disclosure of exempt information as set out in the Paragraphs [listed below] of Schedule 12A of the Local Government Act 1972 (as amended) and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	
8.0	<p>Private Minutes of the Previous Meeting</p> <p>To consider the approval and signature of the private minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.</p>	37 - 40
9.0	<p>Manchester Recovery Task Force</p> <p>To consider the report of the Head of Rail Service Outputs.</p>	41 - 48
10.0	<p>Update on matters reserved to the Secretary of State</p> <p>To consider/discuss the report of the Head of Rail Service Outputs.</p>	49 - 58
11.0	<p>Infrastructure Investment: Manchester Recovery Task Force</p> <p>To consider and discuss the report of the Head of Service Outputs and the Head of Investment Planning.</p>	59 - 66

Rail North Committee Minutes

**Wednesday 21 October 2020
MS Teams**

Present:

Attendee

Cllr Liam Robinson
Cllr Karen Shore
Cllr Trevor Ainsworth
Cllr Allen Brett

Cllr Nick Forbes
Cllr Richard Hannigan
Cllr Keith Little
Cllr Don Mackenzie
Cllr Heather Scott
Cllr Judith Blake

Representing

Liverpool City Region
Cheshire and the Potteries
East Midlands Authorities
Greater Manchester Combined
Authority
North East Combined Authority
Humber Authorities
Lancashire and Cumbria
North Yorkshire
Tees Valley Combined Authority
West Yorkshire Combined Authority

Also in Attendance

Attendee

Cllr Chris Brewis (Observer)
Sam Caughey
Cavendish Elithorn
Gillian Worley
Nick Donovan
Jerry Farquharson

Representing

East Midlands Authority
Department for Transport
Department for Transport
Department for Transport
Northern Rail
TPE

Officers in Attendance:

Name

Barry White
Gary Rich
Dawn Madin
Jim Bamford
Adam Timewell
Julie Openshaw
Rosemary Lyon
Gary Bogan
Deborah Dimock
David Hogarth

Job Title

Chief Executive
Democratic Services Officer
Director of Business Capabilities
Head of Investment Planning
Head of Rail Service Outputs
Head of Legal
Legal and Democratic Services Officer
Rail North Partnership Director
Solicitor
Strategic Rail Director

Item No: Item**1. Welcome and Apologies**

- 1.1 The Chair welcomed Members to the meeting. Apologies for absence were received from Mayor Burnham and Mayor Jarvis.

2. Declarations of Interest

- 2.1 There were no declarations of interest.

3. Minutes of the Previous Meeting

- 3.1 The minutes of the meeting held on 14 July 2020 were considered and their accuracy as a correct record confirmed. There were no issues arising from the minutes.

Resolved:

That the minutes of the meeting held on 14 July be approved as a true and accurate record.

4. Priorities for Future Rail Services

- 4.1 The report on the priorities for future rail services was received by Members. The Strategic Rail Director highlighted key areas of the report before Members had the opportunity to comment and ask questions.

The Strategic Rail Director explained that the report highlights the uncertainty around demand and revenue and the impact on subsidy levels which is currently severe and highlights the risks for future service developments.

He explained that the proposal in the report brings together local knowledge and evidence with the train operators in a new collaboration. This is part of the resetting of the relationship in order to 'build back better' and ensure that passengers can use the service with confidence.

- 4.2 Cllr Little raised the issue of agreed improvements made by Northern Trains and requested an update on achievements so far, what they hope to achieve and if there is anything that they will be unable to deliver. The Strategic Rail Director will provide a note to Cllr Little updating him on progress.
- 4.3 Cllr Brewis stated that the biggest issue facing public transport is restoring public confidence in using it.

In response to Cllr Brewis the Strategic Rail Director explained that this is a great challenge, however this may be made easier by the current positive performance of trains which may make train travel more attractive as a result of the positive base being built from. He also highlighted the better relationship that now exists with the operators.

- 4.4 The Chief Executive commented that the change in travel patterns in people working from home will leave a gap. He explained that it is important to now look at how passenger numbers can be driven up and how new passengers can be attracted to using the trains.

Resolved:

- 1) The report be noted
- 2) Transport for the North engages with the industry on the medium and long-term response to the challenges as set out in this report.

5. Rail Reform Matters

- 5.1 The report on Rail Reform Matters was received by Members. Cllr Blake then highlighted the key points within the report.

She explained that one of the pieces of work which has been being looked at which links closely to the report is the progress around the Williams Review and this work is now moving on and may form the basis of a White Paper.

She explained that progress is being made on the agenda and a positive meeting was held with the Minister Chris Heaton Harris MP where he reaffirmed his commitment to more devolved decision making in the North.

A positive meeting has also been held with the Secretary of State where a discussion was held on the submission of the Northern Transport Charter. Cllr Blake asked the Chief Executive to update on the current situation in relation to this.

Cllr Blake highlighted that there is an incredibly important role going forward to ensure that we have a strong voice in terms of shaping services.

- 5.2 The Chief Executive explained that following the Transport for the North Board he wrote to the Secretary of State on the issue of the Northern Transport Charter. The Secretary of State has responded and his letter has been circulated to Members. A meeting has also been had with officials about how to take the Devolution agenda forward and a follow up meeting is planned on this matter. He is happy to update the Board and the Committee on this once it has happened.

- 5.3 Mr. Sam Caughey (Department for Transport) explained that the Williams Review slowed due to the pandemic however things are now progressing. He explained further that the Department's response to the Covid pandemic is in effect putting what Williams is recommending into action.
- 5.4 Cllr Shore welcomed and supported the report. She highlighted the cross border services from North Wales which are important to the local economy.
- 5.5 Cllr Scott requested that Tees Valley be involved with any work from the start.
- 5.6 The Chair thanked Cllr Blake and her team for their hard work on this.

Resolved:

- 1) That the report be noted
- 2) That the guide to Rail in the North be endorsed.

6. Update on Operational Rail Issues

- 6.1 Members received the update report on Operational Rail issues and the Head of Rail Service Outputs highlighted key areas of the report before Members were given the opportunity to comment and ask questions.
- 6.2 Cllr Little highlighted the issue of service uplifts and questioned whether this is the correct thing to do in the current climate, with so many empty trains.
- The Head of Rail Service Outputs explained that the right balance needed to be found and that he would raise this issue with the industry.
- 6.3 Cllr Scott welcomed the Darlington to Saltburn uplift. She also expressed concern over the some TPE services that are not running and asked when they would be reintroduced.
- Mr. Jerry Farquharson explained that services could be switched on as resources become available. He stated that the industry needs to act together to increase the demand, so that services can reliably and affordably be put back on.
- Regarding the Cleethorpes to Manchester Airport service he explained that there are crew social distancing issues impacting on this particular service this is preventing the service being put back on.
- 6.4 Cllr Mackenzie highlighted the Harrogate to York line where North Yorkshire County Council are investing £10 million on track and signaling upgrades in order to double the number of services between the two. He explained that Northern have now informed them that they are unable to

do this from May 2021 as driver training has been unable to take place during the pandemic.

- 6.5 The Rail North Partnership Director explained that even before Covid both Northern and TPE had a significant amount of driver training to do in order to bring in their new fleets. Covid has made this an ongoing issue. The drop off as a result of the Covid second wave is affecting the train operators in terms of their ability to catch up with training.

He further stated that it is better to know what is being run and to have confidence in it rather than taking services out with short or no notice. He explained that the situation regarding this issue would remain fluid.

Resolved:

- 1) That the report be noted
- 2) That members endorse the approach to Boxing Day services, including securing early commitment to services from 2021 onwards.

7. Update on matters reserved to the Secretary of State

- 7.1 Members received the report from the Head of Rail Service Outputs who highlighted key parts of the report, after which Members were able to make comments and ask questions.

- 7.2 On the issue of the Liverpool to Norwich route the Chair stated that he understood and agreed with the reasons for not changing the operator during the pandemic, but stressed the importance of bringing forward delivery of earlier/later services.

The Chair also welcomed the opportunity for there to be a Member Working group on the future direction on TransPennine Express.

The Chair was supportive of the Emergency Recovery Measures Agreements (ERMAs) in order to keep the trains running during the current crisis. However, he expressed concern with the 1.5% management fee included within them that he sees as profit being made from public money at a time when this money could be used to support those who need it most. The Chair proposed that a letter be sent to the Secretary of State asking for a review of the ERMA's removing the management fee. He then explained that if this is not successful then the operating groups should be approached to work with Transport for the North on this.

- 7.3 Cllr Shore supported the proposal to write to the Secretary of State.

Resolved:

- 1) That the report be noted
- 2) That an appropriate member-led working group be established to guide the North's input into the future service contracts.

- 3) That Transport for the North continue to press for the plans to implement the splitting of the Liverpool – Norwich service and improve the type of train operating on the service at the earliest possible opportunity, followed by a transfer of service.
- 4) That a letter should be written to the Secretary of state requesting a review and removal of the 1.5% management fee in the ERMA's.

8. Business Planning and commissioning

- 8.1 Members received the report of the Strategic Rail Director who then highlighted the key areas of the report.

The Strategic Rail Director highlighted the proposal that Member's financial contributions to Transport for the North would remain the same in 2020/21 apart from the usual indexation. He also stated that the budget process will be concluded later in the year, is currently in draft form and subject to the outcome of the Comprehensive Spending Review.

In relation to business planning he explained that Members will have an input into the agenda of the Committee as well as the opportunity to commission reports. He also highlighted the delivery of new trains which was almost complete at the onset of the pandemic as well as the positive current working relationship with the operators and the industry which he wants to build on.

The Strategic Rail Director informed Members that following the last Transport for the North Board he had been asked to review the Committee dates and proposed moving the March 2021 meeting to early April subject to Member agreement.

Resolved:

- 1) That the paper be noted.
- 2) That the Committee note progress on delivery of the business plan and improved passenger outcomes despite the challenges faced by the industry, particularly the impact of reduced demand due to the pandemic.
- 3) That the Committee endorses the approach set out in the report to the 2021/22 business plan.
- 4) That the Committee endorses the proposed forward plan set out in Appendix 2.
- 5) That the date of the meeting currently planned for 17 March 2021 is amended as set out in the report.

9. Exclusion of the Press and Public

RESOLVED: that the public be excluded from the meeting during consideration of the following items of business because it is likely that, in view of the nature of the business to be transacted or the nature of the proceedings, there will be disclosure of confidential information as defined in Section 100A of the Local Government Act 1972 (as amended) and/or exempt information as defined in

paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended)

10. Private Minutes of the Previous Meeting

- 10.1 The private minutes of the meeting held on 14 July 2020 were considered and their accuracy as a correct record confirmed. There were no issues arising from the minutes.

Resolved:

That the minutes of the meeting held on 14 July be approved as a true and accurate record.

11. Infrastructure investment: Central Manchester

- 11.1 The report on Infrastructure Investment in Central Manchester was received by Members. They were then invited to ask questions and make comments on the update.

Resolved:

- 1) That the report be noted.
- 2) That the discussed recommendations be agreed.

This page is intentionally left blank

Rail North Committee

Subject: Rail Reform Matters

Author: David Hoggarth, Strategic Rail Director

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Tuesday 12 January 2021

1. Purpose of the Report:

The report provides an update on rail industry reform and the anticipated government White Paper. The report provides a summary of Transport for the North's priorities and the planned approach to responding to the White Paper. The Committee is asked to endorse the approach set out in this paper.

2. Executive Summary:

2.1 This report provides an update on Transport for the North's input to the Williams Review and highlights work underway to develop a response to the expected White Paper. The essence of Transport for the North's earlier input to the review was to improve local accountability and decision-making with Transport for the North playing a role coordinating the needs of local areas and providing oversight of services spanning the north.

2.2 It is proposed to develop a phased approach to greater local accountability initially focussing on the development of the current Rail North Partnership model with scope for stronger local business units in areas that want to take that approach. Transport for the North would ensure that the needs of the North as a whole are clearly represented to any new or existing strategic industry body.

3. Consideration:

3.1 Keith Williams has been undertaking a review of the rail industry and Transport for the North has made a number of inputs to the review including Transport for the North Board members' meetings with Keith Williams and several officer meetings with his review team.

In his initial responses in 2019 Keith Williams' suggested reform should be focused on 5 key areas:

- A new passenger offer;
 - simplified fares and ticketing;
 - an enhanced industry structure; and
 - a new commercial model and improvements in leadership, skills and diversity.
- 3.2 The expected next step was for the government to produce a White Paper based on the review recommendations. This has been delayed by the Covid-19 crisis and the need for Department for Transport (DfT) to take immediate actions to stabilise the industry. It is however reported (at the time of writing) that publication of a White Paper is imminent. This paper therefore highlights some of the main points of Transport for the North's submissions to the review and suggests next steps which are aimed at ensuring that Transport for the North is in a good position to respond positively to the review once it is published.
- 3.3 During the course of 2020 the Committee has been provided with updates on the rail reform agenda including the journey of rail devolution in the North of England, currently in the form of a partnership with the DfT to jointly manage the services operated by Northern Trains and TransPennine Express (TPE). Transport for the North is also a statutory partner in relation to rail investment (although the DfT retains budget and decision-making responsibility) and a consultee on other rail services within the North of England (operators other than Northern and TPE). The objectives for devolution in the North remain:
- a) To support economic growth by delivering more rail capacity and better rail connectivity;
 - b) to improve the quality of the railways in the North, with a better offer for passengers encouraging more use; and
 - c) to deliver a more efficient railway and to secure greater value for money for the support from the public purse.
- 3.4 Distilling the messages from Transport for the North's submission to the Williams Review call for evidence, the priorities were:
- Investment decisions that focus on local need and put passengers first, whether this is capacity, quality, encouraging mode shift or accessibility for a specific area;
 - stronger policy alignment and a means to deliver local and sub-national goals and objectives that respond to the concerns and needs of local people;
 - local accountability that will bring an end to the culture of blame;

- improved coordination and reliability; and
- a simplified network with consistency in fares and ticketing, and integration of rail services with local transport networks.

3.5 Transport for the North submitted a vision (in the form of a model) for the structure of the railway to the Williams Review. This was refined during the course of 2020 and included a consideration of how potentially different models of devolution across the North could be coordinated by Transport for the North. The principles highlighted were:

- Transport for the North can play a core role in managing localised devolution;
- Transport for the North will help allow local Transport Authorities to deliver their ambitions at their own pace;
- Transport for the North can continue to fulfil the function of service specification coordinator for all members;
- Transport for the North can provide regional oversight and coordination for cross-boundary services;
- Transport for the North will continue to work with Network Rail's Regions; and
- Transport for the North can represent local and regional interests with the national coordinating body.

3.6 Clearly the Williams Review has been impacted on the Covid-19 crisis with an immediate need to focus on amending the franchising system to deal with the impact of the pandemic. Transport for the North members therefore agreed four priorities for reform which the North will be seeking under whatever form rail reform takes. These are:

- a) **Accountability to the public** – A structure that ensures the industry acts in a way that demonstrates accountability to communities in the North;
- b) **De-centralisation** - Decision making made locally as far as possible to ensure better-informed decisions;
- c) **Transparency** – Better sharing of information and joint working with the industry; and
- d) **Integration** – Ensuring integration of rail services with wider transport networks in local areas – working as one system (for example joined up ticketing and information).

3.7 More recently, Transport for the North has started work on developing a scenario based on the expected focus of the White Paper. This would help shape Transport for the North's response to the White Paper which it is planned make following publication. Collaborative work is taking place with Transport for the North's member authorities with support from external advisors. This is focussing on:

- Identifying a phased approach based on the following 5-year milestones:
 - Up to 2025 (when demand is likely to have recovered);
 - 2030 (when Transpennine Route Upgrade is complete and the planning horizon for Central Manchester infrastructure investment);
 - 2035 (significant progress on HS2 and NPR); and
 - 2040 (assumed all new HS2 and NPR infrastructure complete with new service patterns).
- An initial focus on a Phase 2 around development of the existing Partnership (the Rail North Partnership), covering the period up to 2025 including opportunities in new service contracts being developed;
- identifying where there may be 'low hanging fruit' to further devolution aspirations whilst recognising the financial challenges of Covid-19 will limit Transport for the North's ability to take on risk. (For example Transport for the North could take greater responsibility within the existing Rail North Partnership framework with/without amendments);
- considering an option to utilise the existing model of Business Units within the Partnership Agreement to allow local areas to take on a greater role (where relevant) whilst maintaining the overall joined-up approach to the North (e.g building on the successful North East Regional Management Unit); and
- identifying any barriers to achieving this and actions to mitigate or remove the barriers.

3.8 It is likely that Network Rail will play a significant role in the new structure of the industry given the greater leadership role it has played recently. It will be imperative that Network Rail builds further on its relationship with Transport for the North to interface on a pan-Northern level and support the North deliver its strategy.

3.9 Members are invited to consider whether there are any further points they would wish to see included in the work.

4. Next Steps:

4.1 Subject to any comments from the Committee, the proposition outlined will be worked up further in close collaboration with partner authorities.

4.2 The next step is to develop an initial response once the White Paper has been published.

5. Recommendation:

- 5.1 The Committee is asked to note the input to date on the Williams Review and endorse the next steps set out in the report.

List of Background Documents:

There are no background papers to this report.

Required Considerations

Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	There are no equalities impacts as a result of this report as it does not contain any specific proposals.	David Hoggarth	Strategic Rail Director

Environment and Sustainability

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report is an update and does not include any specific proposals.	David Hoggarth	Strategic Rail Director

Legal

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Legal	Transport for the North's Legal Team has confirmed there are no legal implications.		

Finance

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Finance	Transport for the North's Finance Team has confirmed there are no financial implications.	Paul Kelly	Iain Craven

Resource

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Resource	Transport for the North HR Team has confirmed there are no resource implications.	Stephen Hipwell	Dawn Madin

Risk

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Risk	Changes as a result of the White Paper could present risks to Transport for the North's vision for a greater regional role in the development and delivery of rail services, but this has been mitigated through active	Haddy Njie	Iain Craven

	engagement with the review team.		
--	----------------------------------	--	--

Consultation

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Consultation	Transport for the North member authorities were consulted as part of the development of our input to the Williams Review.	David Hoggarth	Strategic Rail Director

Rail North Committee

Subject: Update on Operational Rail Issues

Author: Adam Timewell, Head of Rail Service Outputs

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Tuesday 12 January 2021

1. Purpose of the Report:

The report provides Committee members with an update on Operational Rail matters including Covid impact, timetable changes, and performance.

2. Executive Summary:

- 2.1 Operational performance continues to be better than in recent years. Several revised timetables were introduced over the last few months and for the December 2020 timetable. Staff availability due to Covid remains a key challenge for the industry. As part of the new Rail North Operations Group, we have developed a set of principles to help guide the industry during this period of resource uncertainty.

3. Consideration:

3.1 Covid Timetables

Several Train Operators temporarily revised timetable services during November 2020 and December 2020 as Covid-related absence impacted on the availability of staff to operate services.

As part of the new Rail North Operations Group, we have developed a set of principles to help guide the industry during this period of resource uncertainty. The agreed principles are:

- No route loses a service completely;
- for routes with multiple operators, protect the route with the remaining operators if a single operator needs to withdraw a service;
- early engagement on possible changes;
- certainty of timetable to reduce short notice cancellations; and

- maintain services for school travel and key workers.

At the time of writing, resource availability was positive although there continue to be some localised shortages. We will continue to work with Operators through the Rail North Operations Group to match timetables to demand and resources.

3.2 **Latest Timetable Changes**

The Covid pandemic continues to present challenges to the industry in restoring as many rail services as possible for passengers. Resource availability continues to be a key challenge and has affected the implementation of planned service changes for December 2020.

Transport for the North will work closely with both operators to ensure those services unable to be introduced are put in place as soon as it is operationally practicable to do so.

As part of the new December timetable, Northern have introduced additional services on the following routes:

- Barrow – Manchester Airport
- Bentham Line
- Blackburn – Wigan
- Chester – Manchester Piccadilly
- Chester - Leeds
- Darlington – Saltburn
- Gainsborough – Sheffield
- Liverpool Lime Street – Manchester Airport
- Rose Hill – Manchester Piccadilly
- Settle – Carlisle
- Windermere – Manchester Airport

For TPE, the following service amendments were made:

- Manchester Airport – Cleethorpes will continue to start/terminate at Manchester Piccadilly; however, this will increase to a consistent hourly service. The first and last service of the day will run through to Manchester Airport;
- Manchester Airport to Edinburgh and Glasgow reverted to their normal calling patterns pre-COVID;
- Liverpool Lime Street – Scarborough will run as a shuttle between Scarborough and York on an hourly basis;
- Manchester Airport – Newcastle will run to/from Manchester Victoria where it will then run on to Liverpool after an extended

dwell as it does today. Lea Green will be inserted in all trains in addition to Newton-le-Willows;

- Manchester Piccadilly – Hull continues to run hourly. Evenings and Sundays this service will additionally call at Mossley, Greenfield, Marsden and Slaithwaite; and
- Manchester Piccadilly – Huddersfield stopping service will run hourly Monday to Saturday daytimes only.

3.3 **Next Timetable Plans**

Preparations for Northern’s May 2021 timetable changes continue to be monitored closely to ensure a reliable and resilient service is provided, including insight into the potential demand over the summer period. There are currently no plans for a timetable change in May 2021 for TPE.

Future timetable plans will also need to consider alignment with other key programmes such as Manchester Recovery Task Force, East Coast Mainline, and Transpennine Route Upgrade.

Details will be released by the operators to passengers and stakeholders next year and will be communicated to members as part of Transport for the North’s regular briefing updates.

3.4 **Future Timetable Plans**

Looking further into 2022, there are two key timetable plans aiming for a May, Manchester Recovery Task Force and East Coast Mainline (ECML).

Details of the Manchester Recovery Task Force are covered under Item 4 of this Agenda.

Significant changes to LNER (London North Eastern Railway) services are being planned to the ECML timetable from May 2022. These plans would enable an increase in frequency of trains to and from London. This is primarily around achieving the benefits from investment in the new Azuma trains and infrastructure improvements.

However, as members will be aware there is constrained capacity on the ECML north of York and currently there is insufficient capacity to accommodate a 7th train on this section of route. Thus, trade-offs are being considered by the industry and there is concern from North East Authorities that it may not be possible to run the second TPE train per hour that normally runs on this part of the route.

A consultation on service changes is anticipated in the early part of 2021. Given that improving east-west connectivity is a key Transport for the North objective and also that these services would ultimately

form part of the NPR network, the Committee is asked to support the North East in strongly promoting the retention of 2 trains per hour on TPE's North East services. Transport for the North will respond to the formal consultation on proposal expected early in 2021.

3.5 Latest Operation Performance

Operational performance is strong and continues to remain well above pre-Covid levels. For example, just prior to Covid, Northern's on-time levels were 54.2% and are now at 69.9% and TPE's on-time levels were 37.5% and are now at 65.4%. However, whilst still well above pre-Covid levels, there has been a decline in performance as more services have been re-introduced onto the network. For example, during April 2020, Northern were performing as high as 87.2% on-time and TPE at 78.8%.

The below graph highlights the trends of both operators since the beginning of this year.



Passenger journeys rose significantly the week England came out of the second national lockdown. At the time of writing (Late December 2020), Northern passenger demand was at 31% and TPE were at 24% of pre-Covid demand levels.

3.6 **Performance reporting**

Transport for the North is developing a performance dashboard that will be used by the Strategic Rail team to analyse and present operational performance statistics to the Rail North Committee. The aim of the dashboard is to stimulate strategic decisions around areas of focus and investment to improve the operational performance of rail in the North of England.

There is a significant amount of data existing both publicly and from the industry. Collating and processing performance data published from multiple sources is currently manually executed, making it time-consuming and more prone to error.

Transport for the North intends to streamline this process by creating a single platform where this data can be integrated and updated automatically. The dashboard will allow the user to undertake interactive analysis of the data to reveal performance trends at varying levels of aggregation (e.g., by operators, geographic locations, time periods), as well as the inclusion of delay attribution (cause) data.

4. Recommendation:

- 4.1 It is recommended that the Committee note the report and provide any feedback on the Covid timetable principles currently in place.
- 4.2 The committee is asked to support the North East in promoting the retention of 2 trains per hour on TPE's North East services.

List of Background Documents:

There are no background papers to this report.

Required Considerations
Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out because the paper does not propose changes to specific proposals.	Adam Timewell	David Hoggarth

Environment and Sustainability

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	The provisions of this report do not require any environmental or sustainability assessment/appraisal.	Peter Cole	Tim Foster

Legal

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Legal	Transport for the North Legal Team has confirmed there are no legal implications.	Deborah Dimock	Julie Openshaw

Finance

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Finance	Transport for the North Finance Team has confirmed there are no financial implications for Transport for the North.	Paul Kelly	Iain Craven

Resource

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Resource	Transport for the North HR Team has confirmed there are no resource implications.	Stephen Hipwell	Dawn Madin

Risk

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Risk	A full risk assessment has not been carried out however some key challenges have been identified in para 3.2	Haddy Njie	Iain Craven

Consultation

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Consultation	A consultation has not been carried out because the paper does not relate to specific proposals.	Adam Timewell	David Hoggarth

Rail North Committee Meeting

Subject: Planning for the Future

Author: Salim Patel, Programme Manager

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Tuesday 12 January 2021

1. Purpose of the Report:

- 1.1 The report sets out a 'roadmap to recovery' of rail services in the North of England after Covid.
- 1.2 This report provides an update on progress on business planning for 2021/22. The report also sets out an updated forward plan for future Rail North Committee meetings.

2. Executive Summary:

- 2.1 This report includes a proposed 'roadmap to recovery'. This is aimed at growing demand back whilst building on positives such as improved performance to ensure that the railway in the North of England recovers in as sustainable way as possible.
- 2.2 Strategic Rail has submitted the key priority areas that Transport for the North proposes to deliver over the forthcoming financial year for Rail. To support this a forward plan has been provided in Appendix 1.
- 2.3 The Comprehensive Spending Review was presented by the Chancellor of the Exchequer on 25th November 2020, and departmental budgets have been set. Transport for the North is currently awaiting its aggregated funding for its core functions.

3. Roadmap to Recovery:

- 3.1 The impact of Covid-19 on rail services in the North of England (and across the UK) has been severe. The travel restrictions imposed through two lockdowns and the introduction of the tier system has had a significant impact on passenger demand. During the first national lockdown, demand fell to as low as 5% of normal levels. It subsequently recovered to around 30-40% of normal levels between the two lockdowns, but further reduced in the second national lockdown (to around 20%) and increased slightly thereafter.

- 3.2 Whilst a number of iterations of the emergency timetable has sought to adjust services to better match demand (e.g from key workers) it is not possible to totally match services to demand, particularly as the need to maintain social distancing means that it is necessary for operators to provide a spread of services with sufficient capacity to allow for social distancing.
- 3.3 The financial impact of the pandemic is substantial and has potentially long-term implications for the sustainability of services. Under Emergency Measures Agreements (Northern is under Operator of Last Resort) net payments of £561m (published on gov.uk website) were made to Northern and TPE for a 6-month period. This compares to the annual (12 months) net subsidy in 2018/19 of £354m (from published accounts of the operators). If the position is replicated for the second half of 2020/21, the net subsidy cost could be over £1bn – to carry around a third of the usual passengers. This is a position replicated across the country.
- 3.4 There will be a need to keep service levels under review in the short-term and make reasonable adjustments to ensure the right balance between demand levels, connectivity levels and cost to the taxpayer is struck. This is likely to include some changes at the May 2021 timetable change. This work will continue to be overseen by Transport for the North's North of England Rail Operations Group which includes officer representation from each of the Rail North sub-regions.
- 3.5 To ensure sustainability (and reduce the taxpayer call) in the medium term it is essential that there is a clear strategy to regain passengers. This is particularly the case as industry analysis shows that some markets (such as commuter traffic where changes to home vs office working arrangements will be long lasting) will permanently change and therefore will have different requirements in terms of service levels and ticketing products etc. In order to ensure the ongoing sustainability of rail in the north it is essential that there is continued investment in services and infrastructure to support the re-building of the passenger market.
- 3.6 In addition to the obvious adverse impacts of the pandemic there have also been positive changes that are desirable to retain. A report to the July 2020 meeting of the Committee suggested that the following changes should be embraced:
- Better ways of working (reducing the overall need to travel);
 - improved technology (supporting more virtual meetings and more flexible ticketing); and
 - better collaboration (including a better working relationship between Transport for the North and the industry).

The more negative aspects to be 'rejected' were identified as:

- Poor integration and barriers to public transport usage; and

- increased car dependency (as a result of government travel advice).

At the meeting, members identified re-building passenger confidence as key to growing back demand. To date, operators have made great strides in implementing additional safety measures and communicating these measures and highlighting that the railway is open for business.

- 3.7 The information in the previous report has been developed into a more detailed 'roadmap to recovery' which includes a series of interventions over the next 5-years (the period over which central forecasts indicate demand will cover to previous levels). The interventions are grouped into six themes:
1. Recovery of demand and service levels.
 2. Rebuilding confidence in rail travel.
 3. Improved performance (maintaining and building on the new baseline).
 4. Fares and ticketing (ensuring there are appropriate value for money tickets for changing markets).
 5. Sustainable growth (opportunities to encourage car drivers to switch to rail).
 6. Investment Pipeline (recognising the opportunity to undertake some works whilst passenger numbers are lower, but ensure that the network is in a better shape as passengers return).
- 3.8 Members are asked to consider the 'roadmap to recovery' and endorse the approach which will then be shared with the Rail North Partnership as Transport for the North's input to the recovery plan.

4. Draft Business Plan for 2021/22:

- 4.1 The strategic approach outlined in the draft business plan and budget (endorsed at the October 2020 meeting of the Committee) is for Transport for the North to use its influence to continue to push for better outcomes for passengers and the required investment in the network.
- 4.2 At the last meeting, the following objectives for 2021/22 were endorsed:
1. To drive accountability to deliver better passenger outcomes including maintaining and building on recent better performance.
 2. To secure and implement new ways of working to provide the North with greater levels of influence over a more customer-focussed industry emerging from the Rail Reform White Paper.

-
3. To secure greater levels of investment and smarter delivery of projects to support Transport for the North's strategy.
 4. Building on successes including the North of England Contingency Group, strengthen joint working with Transport for the North member authorities to make better use of local knowledge and insight.
- 4.3 The main priorities the Strategic Rail aspects of the business plan for 2021/22 were proposed to be:
1. Help to re-build demand for and confidence in rail services after the pandemic.
 2. Secure the best outcomes for North from the transition from the old franchises to the DfT's planned new contractual arrangements.
 3. Make the case for continued and enhanced investment in the North's rail services as part of the 'building back better' agenda.
 4. Refresh of the Long-Term Rail Strategy.
 5. Drive the industry to deliver improved passenger and freight customer satisfaction.
 6. Use Transport for the North's influence including statutory advice as appropriate to secure and shape infrastructure development to support the long-term strategy.
 7. Fully embed the Blake Jones Action Plan and secure appropriate resources to ensure passengers are central to decision making.
 8. Formalising and enhancing collaboration with Network Rail with an agreed programme of joint work.
 9. Support partners' development and delivery of schemes.
- 4.4 Following confirmation of Transport for the North's core funding, the draft business plan and budget will go forward to Transport for the North's Board for endorsement.
- 4.5 It should be noted that, as per the Comprehensive Spending Review (CSR) submission that has previously been provided to the Transport for the North Board, this is subject to the Department for Transport's response to our CSR Comprehensive Spending Review proposals and, depending on the outcome of that exercise, there may be a need to re-visit proposed activity. At the time of writing the outcome of the CSR submission was still awaited. A verbal update will be provided at the meeting.
- 5. Committee Forward Plan and Commissioning:**
- 5.1 A proposed Forward Plan for Committee meetings through to September 2021 is set out in Appendix 1. This will be subject to

change depending on the need to respond to events such as the timing of the expected Rail Reform White Paper.

- 5.2 The forward plan identifies several future papers such as the refresh of the Long-Term Rail Strategy, as well as papers that for short term timetable changes that Members may want to be kept updated on.

As per the Blake Jones Action principles, members are asked to consider whether they would like to commission any further papers for future meetings of the Committee.

- 5.3 Dates for future meetings of the Committee are currently as follows:

- 25 March 2021.
- 23 June 2021.
- September/October 2021 (Date TBC).

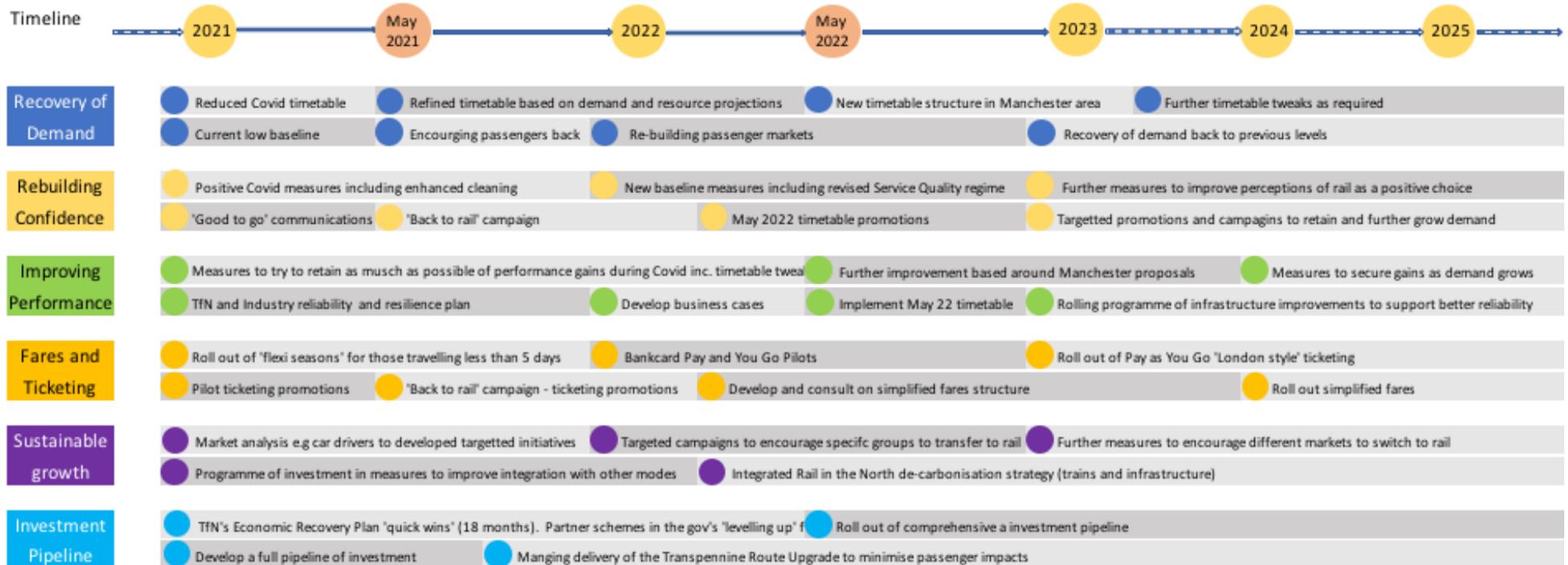
6. Recommendations:

- 6.1 The Committee is asked to endorse the 'roadmap to recovery'.
- 6.2 It is recommended that the Committee note the progress on the business plan for the upcoming financial year.
- 6.3 It is recommended that the Committee considers the proposed forward plan set out in Appendix 1 and consider any further papers they would like to commission.

7 . Appendices:

- 7.1 Appendix 1: Roadmap to Recovery
- 7.2 Appendix 2: Committee Forward Plan

Appendix 1: Roadmap to Recovery



Appendix 2: Committee Forward Plan 2021

Rail North Committee Forward Plan 2021

- ★ Update Paper: May 2021 Timetable change.
- ★ Update Paper: ECML 2022 Timetable Change.
- ★ Discussion: Decarbonisation of Rail.
- ★ Update Paper: Central Manchester 2030 services and infrastructure update.
- ★ Update Paper: Rail Reform White Paper.
- ★ Update Paper: LTRS Delivery Plans.
- ★ Update Paper: Northumberland Line Update.
- ★ Update Paper: LTRS Refresh principles.
- ★ Update Paper: Infrastructure update.
- ★ Update Paper: December 2021 Timetable change.
- ★ Update Paper: Reliability and Resilience delivery plan.

25 March 2021

23 June 2021

September 2021

◆ Decision Paper: Manchester Timetable recast option selection

◆ Decision Paper: Central Manchester ITSS and infrastructure OBC for 2030.

◆ Decision Paper: Williams Review response

List of Background Documents:

There are no background papers to this report.

Required Considerations

Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out because this does not deal with specific proposals.	Salim Patel	David Hoggarth

Environment and Sustainability

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report does not contain any specific proposals.	Salim Patel	David Hoggarth

Legal

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Legal	Transport for the North Legal Team has confirmed there are no new legal implications for Transport for the North as a result of this report.	Deborah Dimock	Julie Openshaw

Finance

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Finance	There are no direct finance implications within the report, however there is a dependency on the core funding solution to support the delivery of the business plan.	Paul Kelly	Iain Craven

Resource

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Resource	The resource implications are being developed as part of the 2021/22 Business Plan this will be submitted to Board in due course for approval once Transport for the North's budget settlement is known.	Stephen Hipwell	Dawn Madin

Risk

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment has not been carried out.	Salim Patel	David Hoggarth

Consultation

Yes	No
-----	----

Consideration	Comment	Responsible Officer	Director
Consultation	This report forms part of the consultation on the draft business plan with Transport for the North member authorities.	Salim Patel	David Hoggarth

Agenda Item 8

By virtue of Section 100A(2) of the Local Government Act 1972 |(likelihood that confidential information would be disclosed in b

Document is Restricted

This page is intentionally left blank

Agenda Item 9

By virtue of Section 100A(2) of the Local Government Act 1972 |(likelihood that confidential information would be disclosed in b

Document is Restricted

This page is intentionally left blank

Agenda Item 10

By virtue of Section 100A(2) of the Local Government Act 1972 |(likelihood that confidential information would be disclosed in b

Document is Restricted

This page is intentionally left blank

Agenda Item 11

By virtue of Section 100A(2) of the Local Government Act 1972 |(likelihood that confidential information would be disclosed in b

Document is Restricted

This page is intentionally left blank