

# Transport for the North Rail North Committee Agenda

<b>Date of Meeting</b>	<b>Thursday 25 March 2021</b>
<b>Time of Meeting</b>	<b>11.00 am</b>
<b>Venue</b>	<b>MS Teams</b>

### Filming and broadcast of the meeting

Meetings of the Rail North Committee are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Item No.	Agenda Item	Page
<b>1.0</b>	<b>Welcome and Apologies</b>	
<b>2.0</b>	<b>Declarations of Interest</b>  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.	
<b>3.0</b>	<b>Minutes of the Previous Meeting</b>  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.	5 - 10
<b>4.0</b>	<b>Priorities for Future Rail Services</b>  To consider the report of the Rail North Programme Manager.	11 - 18
<b>5.0</b>	<b>Rail Reform Matters</b>  To consider the report of the Strategic Rail Director.	19 - 26
<b>6.0</b>	<b>Rail North Partnership Update</b>  Members to consider the report of the of the Strategic Rail	27 - 34

	Director.	
<b>7.0</b>	<b>Business Planning and Commissioning</b>  To Consider the report of the Rail North Programme Manager.	35 - 42
<b>8.0</b>	<b>Any Business Which the Chair is Satisfied is Urgent</b>  Any business which the Chair is satisfied is urgent by reason of special circumstances pursuant to section 100B 4 (b) of the Local Government Act 1972.	
<b>9.0</b>	<b>Exclusion of the Press and Public</b>  To resolve that the public be excluded from the meeting during consideration of Items X on the grounds that:  (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  (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.	
<b>10.0</b>	<b>Private Minutes of the Previous Meeting</b>  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.	43 - 46
<b>11.0</b>	<b>Feedback from Working Group on TPE Direct Award and Northern Business Plan</b>  Members to receive feedback from the Strategic Rail Director following the Working Group on TPE Direct Award and Northern Business Plan.	47 - 52
<b>12.0</b>	<b>Investment Planning</b>	53 - 78

	To consider and discuss the report of the Head of Investment Planning.	
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# Rail North Committee Minutes

**Tuesday 12 January 2021  
MS Teams**

**Present:**

**Attendee**

CLlr Liam Robinson  
CLlr Karen Shore  
CLlr Chris Brewis  
CLlr Richard Hannigan  
CLlr Keith Little  
CLlr Carl Marshall  
CLlr Don Mackenzie  
Mayor Dan Jarvis  
CLlr Heather Scott  
CLlr Judith Blake

**Regional Group**

Liverpool City Region;  
Cheshire & the Potteries;  
East Midlands Authorities;  
Humber Authorities;  
Lancashire and Cumbria;  
North East Authorities;  
North Yorkshire;  
Sheffield City Region;  
Tees Valley Combined Authority;  
West Yorkshire and York;

**Partners in Attendance:**

Bob Morris  
Tobyn Hughes  
Phil James  
Rob Warnes  
Jerry Farquharson

Greater Manchester  
North East  
Network Rail  
Northern Rail  
TPE

**Officers in Attendance:**

**Name**

Gary Rich  
Dawn Madin  
Jim Bamford  
Julie Openshaw  
Adam Timewell  
Rosemary Lyon  
Salim Patel  
Gary Bogan  
Deborah Dimock  
David Hoggarth

**Job Title**

Democratic Services Officer  
Director of Business Capabilities  
Head of Investment Planning  
Head of Legal  
Head of Rail Service Outputs  
Legal and Democratic Services Officer  
Programme Manager - Rail North  
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.

**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 21 October 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 21 October be approved as a true and accurate record.

**4. Rail Reform Matters**

- 4.1 Members received the report from the Strategic Rail Director who highlighted the key points in the report. Following this Members were able to make comments and ask questions.

The Strategic Rail Director explained that the report picks up the submissions to the Williams Review setting out the ambition for rail reform and further devolution in the North. He further explained that the report is about developing a response to the White Paper and highlighted a number of opportunities, including strengthening the provisions in the existing Rail North Partnership particularly around making greater use of regional business units, and he highlighted the model in the North East. He also highlighted the need to simplify the fares and ticketing offer as well as the need to build stronger relationships with Network Rail.

Members were informed that if the report is endorsed work will take place with partners to develop a strong response when the White Paper is published.

- 4.2 Cllr Marshall agreed that elected Leaders from across the North need to be involved in any decisions that affect the North. He referenced the North East Rail Management Unit and requested that the committee support this due to the opportunities that it will present.

Members supported the comments of Cllr Marshall.

- 4.3 The Chair reiterated the importance of having a strong response to the Williams Review/ White Paper. He stressed that no one would tolerate a situation where rail decisions in the North are being made in Whitehall.

**Resolved:**

- 1) That the report be noted
- 2) That the next steps in the report be endorsed.

**5. Update on Operational Rail Issues**

- 5.1 Members received the report of the Head of Rail Service Outputs. He outlined the key points in the report following which Members were able to ask questions and make comments.

The Head of Rail Service Outputs requested feedback from Members on the set of principles developed to guide the industry on the current resource uncertainty. He also requested Members support for the North East in promoting the retention of two TransPennine Express trains per hour north of Darlington on the anticipated East Coast Mainline consultation.

He explained that due to lockdown resource availability continues to be a challenge. Operators are looking to make changes over the next few weeks in order to provide deliverable resilient timetables that meet the need of the public whilst also being able to step services back up quickly when required.

- 5.2 Mr. Rob Warnes explained that Northern are replanning their timetables in order to deliver a reliable and resilient service during lockdown with a reduced available workforce. He highlighted the changes to the timetable for an initial four-week period and explained that the new timetable would be available on their website later in the week.
- 5.3 Mr. Jerry Farquharson explained that TPE were not amending their timetables but were readying services to step back up when required.
- 5.4 Mr. Phil James explained that they have been working with train planning colleagues to facilitate the amended timetables. He explained that Network Rail were focusing on assuring themselves that Covid secure locations are fit for purpose including stations. He explained that lateral flow tests were being introduced enabling them to manage attendance at work for staff in critical locations.

- 5.5 The Chair thanked the operators and Network Rail for their hard work during these challenging times and asked for the Committee's thanks to be passed on to their frontline staff.

**Resolved:**

- 1) That the report and the updates be noted
- 2) That the committee is asked to support the North East in promoting the retention of 2 trains per hour on TPE's North East services in the anticipated East Coast Main Line consultation.

**6. Planning for the Future**

- 6.1 Members received the Planning for the Future report and the Strategic Rail Director then highlighted the key points in the report. He explained that the report outlines a roadmap to recovery following the pandemic and how public confidence in using trains can be rebuilt. He also highlighted the six core themes outlined in the report.
- 6.2 Cllr Marshall highlighted the importance of the role that rail will play as we come out of the pandemic. He then went on to stress that the Government needed to resource the proposed infrastructure projects in order to help with the recovery and stressed that TfN need to continue with this ask of Government. He emphasised that the role of the rail industry for the recovery will be vital.
- 6.3 Cllr Blake highlighted the importance of local knowledge and stated that it needs to be continued to be heard and be at the forefront of what will be done. She stated that the DfT need to take seriously the need for a flexible ticketing model and that there are good packages.

**Resolved:**

- 1) That the Committee endorse the 'roadmap to recovery'.
- 2) That the Committee note the progress on the business plan for the upcoming financial year.
- 3) That the Committee endorses the proposed forward plan set out in Appendix 1.

**7. 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)

## **8. Private Minutes of the Previous Meeting**

- 8.1 The private minutes of the meeting held on 21 October 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 21 October be approved as a true and accurate record.

## **9. Manchester Recovery Task Force**

- 9.1 The report on the Manchester Recovery Task Force 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.

## **10. Update on matters reserved to the Secretary of State**

- 10.1 The report on Matter Reserved for the Secretary of State 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.

## **11. Infrastructure Investment: Manchester Recovery Task Force**

- 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.

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## Rail North Committee

**Subject:** Priorities for Future Rail Services  
**Author:** Salim Patel, Programme Manager  
**Sponsor:** David Hoggarth  
**Meeting Date:** 25 March 2021

### 1. Purpose of the Report:

- 1.1 To update the Committee on the following workstreams:
- The Roadmap to Recovery;
  - The emerging Decarbonisation Strategy; and
  - The Manchester Recovery Task Force Consultation.
- 1.2 To set out the next steps for each of the above workstreams.

### 2. Executive Summary:

- 2.1 At the last Committee meeting, Transport for the North presented its roadmap to recovery from the pandemic. This outlined a five-year plan to rebuild rail demand and markets based around six key themes with a focus on the recovery on demand and sustainability. The report provides an update on progress on the recovery plan.
- 2.2 Transport for the North has drafted a Decarbonisation Strategy that is to be presented to Transport for the North Board in March 2021. It states that "To achieve a near-zero emissions surface transport network in the North by 2045, there must be a clear understanding of the policies and measures required to bridge the gap between future emissions projections and future emissions targets".

Carbon emissions from rail are low (less than 1% UK annual greenhouse emissions), but nevertheless the industry must do all it can to lead the way in providing carbon neutral transport for the public. Modal shift from road to rail will be biggest contributor to reducing carbon emissions, therefore this will be a key area of focus.

Rail has a significant role to play and targeted workstreams include:

- Supporting the Transpennine Route upgrade to electrify the core Leeds-Manchester route;

- Working with the industry to develop a comprehensive rolling programme of electrification across the North;
- Maximising the benefit of existing rolling stock – particularly new bi-mode trains than can increase the use of electric power rather than diesel;
- Working with operators on a rolling stock strategy to replace non-compliant vehicles and take advantage of the electrified parts of the network; and
- Supporting a strategy for non-electrified routes including trials of other technology such as hydrogen and battery power.

2.3 The Manchester Recovery Task Force Consultation (for the May 2022 timetable) was published on 14 January 2021 and closed on 10 March 2021. Responses are now being reviewed against the technical analysis work that been undertaken in parallel on the 3 timetable options. A Rail North Committee meeting to consider a recommendation alongside the evidence has been arranged for 16 April 2021.

### **3. Roadmap to Recovery**

3.1 The Roadmap to Recovery has been designed to build back demand and n confidence in the rail network over five years. The immediate action plan for this year focusses working with Train Operators and the Department for Transport to deliver some key initiatives:

- Marketing to promote rail as the mode of choice that is safe, clean, user-friendly and punctual;
- Delivering a railway that is reliable;
- Discounted leisure travel and family-friendly tickets to promote the use of rail across generations, and to stimulate the local economy and staycation market;
- Accelerated delivery of flexible season tickets and other products to reflect new ways of working at commuting;
- Working with the Department for Transport and operators to consider removing operator specific tickets to spread demand;
- Maintaining funding for platform extensions as space and social distancing becomes more of a passenger expectation; and
- Transport for the North and partners will also work in partnership with train operators to deliver customer improvements at stations including seeking opportunities from new funding streams such as the Levelling up fund.

3.2 Members are asked to consider the above accelerated priorities and identify any additional suggestions.

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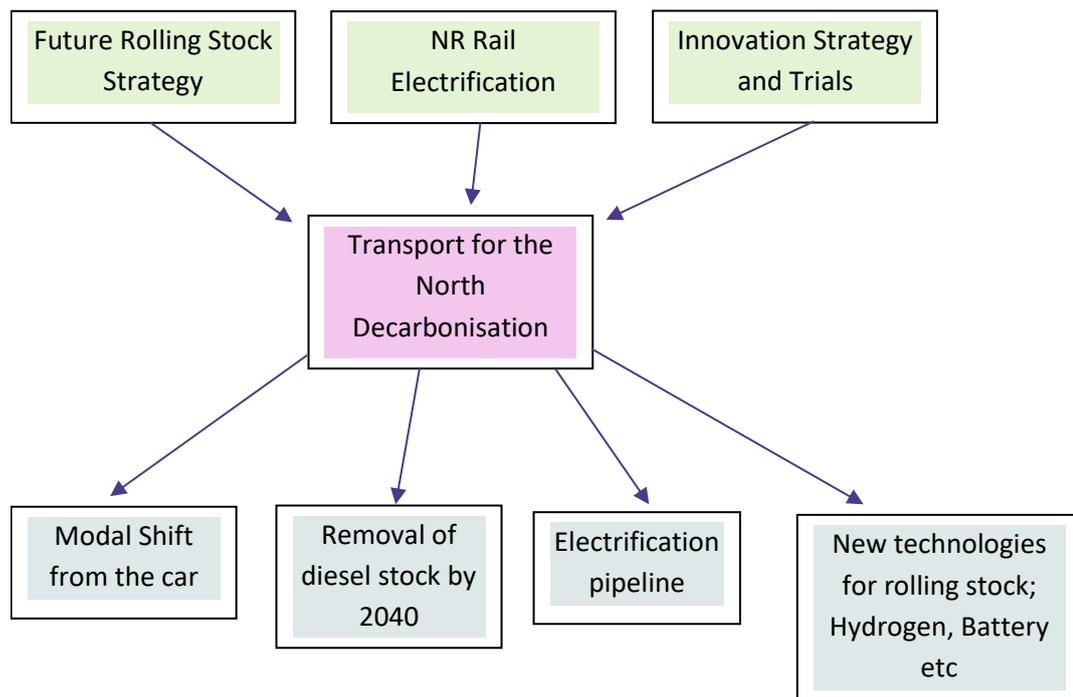
#### **4. Emerging Decarbonisation Strategy**

- 4.1 Air quality remains a significant challenge in many areas across the UK and plans must look to reduce air pollution impacts from rail wherever possible. Action is being taken across all modes of transport to reduce harmful emissions.
- 4.2 Transport for the North's Long-Term Rail Strategy sets out the importance of "reducing greenhouse gas emissions and moving towards a sustainable transport system."
- 4.3 As part of this Transport for the North have drafted a Decarbonisation Strategy that is to be presented to Transport for the North Board in March 2021. It states that "To achieve a near-zero emissions surface transport network in the North by 2045, there must be a clear understanding of the policies and measures required to bridge the gap between future emissions projections and future emissions targets". Carbon emissions from rail are low (less than 1% UK annual greenhouse emissions), but nevertheless the industry must do all it can to lead the way in providing carbon neutral transport for the public.
- 4.4 The draft strategy emphasises the benefits of Zero Emission Vehicles (ZEV). For rail, route electrification is the most efficient way of reducing rail emissions in the long-term. Not only does it remove tailpipe emissions on those routes, but it supports the use of bi-mode trains on other routes. Overhead electrification also helps to improve rail journey times and reliability, making rail a more attractive mode of transport and encouraging mode shift. Building on Network Rail's Traction Network Decarbonisation Strategy, a regional plan should be formulated laying out the order and timing in which higher-density routes will be electrified and identifying routes where alternative technology is a permanent solution. The current rail fleet in the North is of mixed vintage. There is scope to develop a plan that cascades rolling stock as electrification develops to push out the worst polluters. Electric-only trains are a known quantity and low-risk, but other ZEV technologies (battery-electric, battery and hydrogen) will need further testing to understand their viability.
- 4.5 The draft strategy suggests the following short-term priorities for Transport for the North:
- Supporting our partners to attract testing and pilots of new low emission train technologies;
  - Identify appropriate routes for electrification; and
  - Work with Train Operating Companies (TOCs) and Freight Operating Companies (FOCs) to exploit operational efficiency opportunities.

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- 4.6 Transport for the North is already working with industry partners to support and accelerate projects that work towards decarbonising the North's railways that is in line with the Traction Decarbonisation Network Strategy (TNDS) that has been published by Network Rail.
- 4.7 Projects that are being targeted include working with the industry as part of Manchester & North West Transformation Programme and the Network Rail electrification programmes in the East to develop and implement a rolling programme of electrification between now and 2040. A rolling programme is vital if delivery by 2040 is to be achieved as it is the most efficient method of delivering electrification, including developing a strong work bank for contractors.
- 4.8 It is important to note that other upgrade work should take place at the same time or prior to electrification, otherwise costs would be much higher in future where poles/lines would need to be dug up after installation to carry out works.
- 4.9 With regards to rolling stock, TPE has already introduced one bi-mode fleet and Northern plan to introduce their first bi-mode (diesel and electric) trains into service, with four units set to be deployed in March 2021 and two in May 2021. There is also scope for rolling stock that runs on battery/hydrogen power for use on lines where electrification is not suitable e.g. Lakes Line or Esk Valley line.
- 4.10 As the removal of diesel rolling is targeted for 2040, Transport for the North will be seeking to work with the industry and the Rail North Partnership to develop a strategy to replace diesel stock in the future. Trials for hydrogen and battery power have already commenced in parts of the country, however a strategic and programme approach will be required to ensure that future rolling stock decision making aligns with a future rolling stock strategy.

Our current approach includes the following workstreams:

- Supporting the Transpennine Route upgrade to electrify the core Leeds-Manchester route;
- Working with the industry to develop a comprehensive rolling programme of electrification across the North;
- Maximising the benefit of existing rolling stock – particularly new bi-mode trains than can increase the use of electric power rather than diesel;
- Working with operators on a rolling stock strategy to replace non-compliant vehicles and take advantage of the electrified parts of the network; and
- Supporting a strategy for non-electrified routes including trials of other technology such as hydrogen and battery power.



**Figure 1: Approach to decarbonising the rail network**

## **5. Manchester Recovery Task Force Consultation**

- 5.1 The Manchester Recovery Taskforce (MRTF) continues to undertake technical analysis work on the three options following the close of the consultation on 10 March 2021. The task force is currently on target to provide a recommendation to its Board on 30 March 2021 on the preferred option and the evidence to support this.
- 5.2 If an agreement is reached by the Board on 30 March 2021 then this decision will be consulted with Officers before coming before Rail North Committee on 16 April 2021 for presentation and decision.
- 5.3 Concurrently, the Department for Transport will progress a similar process through their governance process. Finally, the proposed option will be subject to Treasury review in May/June 2021. Train operators will then undertake a further consultation on their detailed timetables proposals. The targeted implementation date for the timetable currently remains May 2022.

## **6. Recommendation:**

- 6.1 The Committee is asked to note the progress on the three workstreams outlined above and provides any feedback.

**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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out progress is being reported and has not yet reached decision stage.	Salim Patel	David Hoggarth

**Environment and Sustainability**

Yes	
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	This report outlines work from the Decarbonisation workstream and aligns with Transport for the North policy.	Salim Patel	David Hoggarth

**Legal**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	Transport for the North Legal Team has confirmed there are no legal implications.	Deborah Dimock	Julie Openshaw

**Finance**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	Transport for the North Finance Team has confirmed there are no financial implications.	Paul Kelly	Iain Craven

**Resource**

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

**Risk**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A risk assessment will be carried out when the workstream progresses further	Haddy Njie	Iain Craven

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**Consultation**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A public consultation is has been undertaken for the Manchester recovery work.	Salim Patel	David Hoggarth

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## Rail North Committee

**Subject:** Rail Reform Matters

**Author:** David Hoggarth

**Sponsor:** David Hoggarth

**Meeting Date:** 25 March 2021

### 1. Purpose of the Report:

The report provides an update on rail reform matters including preparation for the expected government White Paper and an ongoing review of the Rail North Partnership arrangements. The report is an update for members, but also provides an opportunity for the Committee to highlight priorities they wish to see included in future responses.

### 2. Executive Summary:

2.1 This report provides an update on rail reform matters relevant to Transport for the North. It includes an update on preparatory work for the anticipated Rail Reform White Paper including some key messages emerging from discussions with industry and partners.

2.2 The report also includes information on the ongoing review of the Rail North Partnership arrangements as a result of changes to service contracts flowing from the Covid 19-response. It includes a planned approach to Transport for the North's input to the new business planning process for the train operators.

### 3. Update on Transport for the North's work on Rail Reform:

#### 3.1 Preparing for the White Paper

At the time of writing, the government White Paper (which has been delayed due to the Covid-19 pandemic and the need to focus in implementing emergency measures and recovery arrangements to keep services running) had not been published. It is anticipated that it will be published in the first part of 2021.

3.2 At previous meetings members agreed four priorities for reform which the North will be seeking under whatever form rail reform takes.

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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.
- 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).

3.3 At the January 2021 meeting of the Committee, endorsement was given to preparatory work on Transport for the North’s response to the White Paper including the following:

- Identifying a phased approach to devolution 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.

3.4 In advance of the publication of the White Paper and following a period of huge change in railway management and operation resulting from the Covid-19 pandemic, consultants Arup, on behalf of Transport for the North, have begun to revisit the priorities for rail reform in the North with our partners and industry representatives. Some of the initial findings from these discussions indicate:

- A concern as to what the long-term impact of Covid-19 will be on local and regional economies and travel patterns nationally and across the North;
- Renewed support for an expanded role for Transport for the North specifically with pan-Northern and cross-boundary strategic decisions making responsibility;
- Greater strategic direction to be provided by Transport for the North with the ability to tackle some difficult trade-offs on behalf of the North; and
- Potential for greater local influence with regards local service planning where resources permit.

### 3.5 **Review of the Rail North Partnership Arrangements**

The first stage of devolution for the North is the current Rail North Partnership between Transport for the North and DfT. This was primarily established to jointly oversee the specification and delivery of the Northern and TransPennine Express franchises, but also includes the Long Term Rail Strategy for the North and (since April 2018) the discharging of Transport for the North's role as a statutory partner on infrastructure investment on the north's railway (Transport for the North's power to make statutory advice to the Secretary of State).

3.6 The workings of the Rail North Partnership were subject to the Blake Jones Review in the aftermath of the May 2018 timetable problems and this led to an Action Plan that the Committee has overseen implementation of.

3.7 The current review is focusing on the industry changes as a result of the covid crisis that have led to the end of the franchising process and more direct involvement from the DfT and (in the case of the North) the Rail North Partnership. In the case of Northern, it moved to operation under the Operator of Last Resort from the beginning of March 2020 and this arrangement is expected to remain in place for several years until the new arrangements set out in the White Paper are implemented (DfT has recently issued a PIN notice to extend the current arrangements for Northern for up to 5 years).

- 3.8 The new arrangements provide both challenges and opportunities for Transport for the North. The main issues identified are:
- New contracts mean that there are more reserved matters for Secretary of State;
  - Consequently, less decisions need to be referred to Rail North Committee;
  - Greater centralisation of decisions and greater requirement for 'sign-off' by RNP/DfT; and
  - Changes to reporting/ data to Rail North Partnership Board.
- 3.9 There are also some opportunities resulting from the new arrangements. Although there will be more decisions that will require DfT approval than under the franchise system, Transport for the North does have the right to be consulted on a wide range of matters. The move to more of an annual business planning cycle for the operators means that there is potentially more opportunity for Transport for the North to shape the long-term vision for services on the North. There is also an opportunity to align more with delivery of other modes through input from local authority partners. The operator will remain responsible for delivery and staffing matters, but with strong data/ monitoring being provided back to partners.
- 3.10 The next steps are:
- Transport for the North and DfT Board representatives are working through some potential changes;
  - The Rail North Partnership Agreement will be reviewed; and
  - Proposals will be tabled at a future Rail North Committee meeting.
- 3.11 One of the critical changes is the move to annual business plans for the operators. Shaping these plans is an important future role for Transport for the North and its members. The following cycle of business planning engagement with the Committee is proposed commencing in 2021/22:
1. Consultation session with operators;
  2. Review of guidance to operators from Rail North Partnership;
  3. Review of final proposition and consultation on any priorities and/or choices to make with DfT and RNP.

This approach will ensure that Transport for the North members get to have their input at least three stages of the annual business plan process.

- 3.12 Members of the Committee are asked to consider and advise on any priorities for the ongoing review.

**4. Conclusion:**

- 4.1 The report re-confirms Transport for the North's priorities for rail reform ahead of the anticipated government White Paper with enhanced local input and accountability to the travelling public at the heart of the approach. The report also highlights the work to review the Rail North Partnership and includes a process for Committee members to input to the annual business planning process for the train operators. This will help ensure that the industry becomes more responsive to local needs and issues. The report sets out the opportunity for Transport for the North to provide stronger strategic direction with the ability to clearly articulate priorities and trade-offs on behalf of the North.

**5. Recommendation:**

- 5.1 It is recommended that the Committee notes the work on the rail reform agenda and provides any input on priorities for the review of the Rail North Partnership arrangements.

**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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because the report is an update on policy matters.		David Hoggarth

**Environment and Sustainability**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report is an update on policy matters.		David Hoggarth

### **Legal**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	The 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
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	Transport for the North Finance Team has confirmed there are no financial implications. The Transport for the North 2021/22 budget has been compiled on a basis similar to 2020/21. Any subsequent changes, e.g. additional resources, will be addressed through periodic budget revisions.	Paul Kelly	Iain Craven

### **Resource**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	Transport for the North's HR Team has confirmed there are no direct resource implications as result of this report.	Stephen Hipwell	Dawn Madin

	Aligned to the changing nature of the rail operator management arrangements, additional resourcing requirements within the Rail North Partnership Team have been identified and presented to the DfT for consideration as part of the annual business planning cycle.		
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### **Risk**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	There is a corporate risk related to rail reform. This paper deals with one of the identified mitigations; This paper has addressed the corporate risk and its principal mitigation of preparing a response and continual to engage on this matter.	Haddy Njie	Iain Craven

### **Consultation**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A consultation has not been carried out because the report does not contain any specific proposals.		David Hoggarth

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## Rail North Committee

- Subject:** Rail North Partnership Update
- Author:** Adam Timewell, Rail North Partnership
- Sponsor:** Gary Bogan, Rail North Partnership Director  
David Hoggarth, Strategic Rail Director
- Meeting Date:** 25 March 2021

### 1. Purpose of the Report:

- 1.1 To update the Committee on operational rail matters:
- May 2021 Timetable Change
  - December 2021 Timetable Change
  - East Coast Mainline Timetable for 2022
  - Boxing Day Services 2021
  - Operational Performance

There is also an update on contractual and business planning matters.

- 1.2 The Committee is asked to note the updates for each workstream.

### 2. Timetabling Matters

#### 2.1 May 2021 Timetable Change

With the government's easing of lockdown restrictions, all train operators are looking at what this means for their service provision and how they can meet anticipated demand. They highlight the many unknown variables in relation to how, when and where people will start travelling again although certain pinch-points have been identified including bank holidays and the return of schools.

#### 2.2 Northern Trains Ltd

Northern has focussed on reliability and stability for future uplifts in its timetables. To protect reliability between now and the May 2021 timetable, it will maintain the existing timetable and provide a balance between the impact of Covid -19 on its staff and customer demand.

Up until 17 May 2021, Northern will run its January 2021 timetable which is 66 per cent of its pre-Covid capacity, with some strengthening

on key school routes and some standby units and crews to support any potential capacity issues along the coastal routes during bank holidays and warm weather.

From 17 May 2021, it will deliver an uplift in services and capacity with an emphasis on catering for the anticipated demand for UK 'staycation' leisure travel during the summer season.

Like all train operators, Northern needs to address its driver training backlog. The operator had a legacy of outstanding training prior to the pandemic and during 2020, Northern along with other operators, had to pause its training programmes. This has added to the challenge of ensuring its staff are available and up-to-date on their training. With training resumed, Northern maintains a dedicated focus on addressing the backlog.

### 2.3 **TransPennine Express**

From 8 March 2021, TPE introduced additional services between York and Scarborough, and Huddersfield and Manchester to support the return to school. It is currently operating an emergency timetable which is 44 per cent of its pre-Covid19 capacity. The timetable will then see a major uplift on 29 March 2021 when the operator will return to its December 2020 timetable, representing 60 per cent of its pre-Covid 19 capacity. On 17 May 2021, it will continue delivering the December 2020 timetable but adding some extra strengthening to match demand. This means that on some routes, three-car trains will be boosted to six-car trains and the operator is mindful that it needs to be agile to respond to its leisure markets.

### 2.4 **December 2021 Timetable**

Both operators are currently focussing on delivery of the May 2021 timetable and there are no major changes for the December timetable. Northern and TPE confirm that any further uplifts are likely to be gradual to help maintain the higher performance levels witnessed throughout Covid -19.

TPE will further strengthen services from 13 September 2021 and review its service provision.

### 2.5 **East Coast Mainline timetable**

As part of the December 2021 timetable, it was planned to introduce an LNER service between London to Edinburgh with a faster journey time of four hours. However, there is not space for the additional planned long-distance high-speed path between Northallerton and Newcastle which is needed to facilitate the four-hour journey time. All LNER and CrossCountry services on this section of route have firm access rights whereas TPE's service from Manchester to Newcastle only has contingent rights between York and Newcastle. If LNER receives

the path, it will mean that TPE's service (1 train per hour from Manchester airport to Newcastle,) will need to terminate at York.

An operator-led consultation was due to take place in March but has now been postponed until June. This will allow more time to gather information from the performance models and junction and platforming review. It's anticipated that the delay will not affect the delivery of any changes in May 2022. TPE has been asked to prepare for all outcomes.

## 2.6 **Boxing Day Timetable**

A working group made up of Network Rail, Transport for the North, NTL and the Rail North Partnership Management Team, has been established and will meet regularly to progress this work. A verbal update will be given at the Rail North Committee meeting.

## 3. **Contracts and Business Planning**

### 3.1 **Prior Information Notice – Northern Trains Ltd**

On 1 March 2021, the Department for Transport (DfT) issued a Prior Information Notice (PIN) signalling its intention to prepare for a new contract following the end of current contract which expires on 1 March 2022.

The DfT seeks to obtain a Direct Award (DA) as the new contract for up to five years with a fixed period of two years.

Northern has operated the Northern franchise under a Services Agreement since the early termination of Arriva Rail North's (ARN) franchise in March 2020. A Services Agreement was put in place for two years which was procured under emergency provisions, allowing a two-year DA contract with no ability to extend. Future procurement plans to engage with the private sector will not be sufficiently developed before the current Services Agreement ends. To bridge the gap until procurement and contractual arrangements are in place, it's proposed to issue a new DA contract with Northern however under the rules, a PIN must be issued one year before the end of the current Services Agreement resulting in the publication of the notice earlier this month.

### 3.2 **Train Operator Business Planning**

Transport for the North has arranged a Working Group with the Rail North Committee to discuss the business plans for both operators.

As background to the business planning process, the DfT is mindful of the need to work closely with operators to support future demand and revenue recovery. To facilitate this, the Department has developed and implemented a new business planning process for all train operators

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which aims to improve financial performance and industry efficiency whilst still delivering for passengers

The business plans allow the industry to deliver more efficiently and to stimulate recovery from the impacts of Covid -19. They include marketing and growth initiatives that will aim to ensure passengers return to using rail once Covid -19 restrictions are lifted.

This is an important first step in giving them and the train operators the ability to implement government priorities for the railway more flexibly while utilising operator and owning group expertise to help drive revenue, passenger recovery and an efficient railway. It will also help ensure a coherent cross-industry approach to stimulating future demand.

### 3.3 **TPE - Direct Award Update**

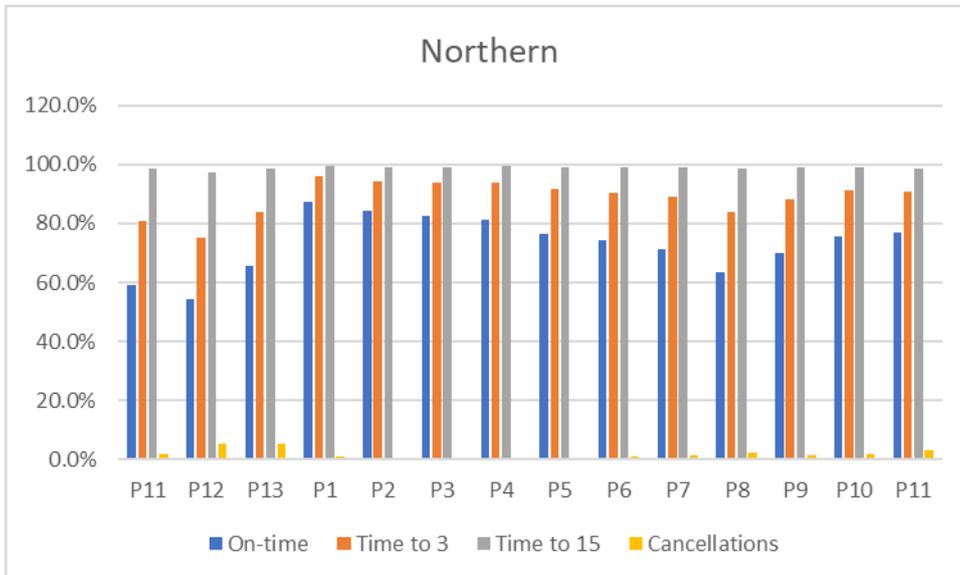
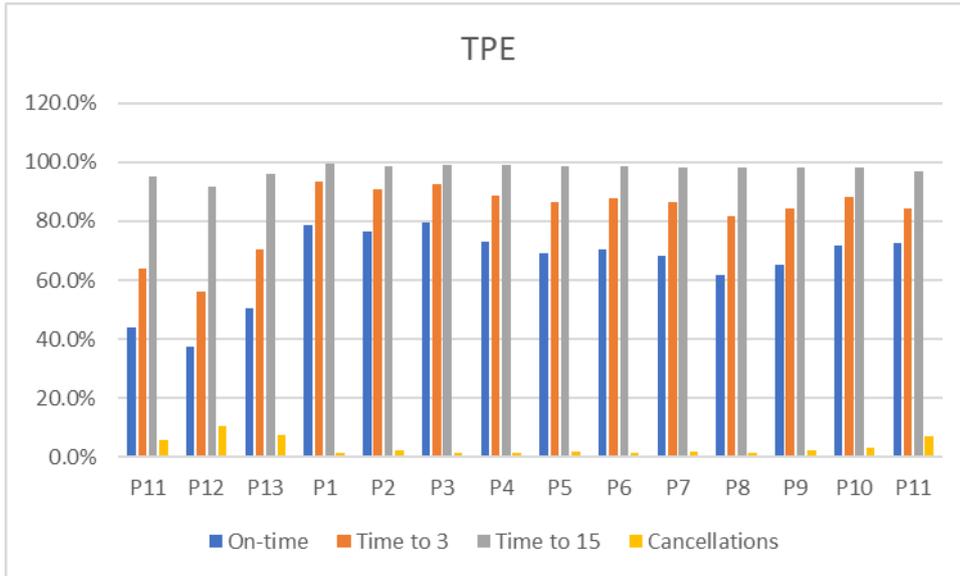
Negotiations are continuing on TPE's proposed Direct Award and Transport for the North and Network Rail continue to be an integral part of the process. At the time of writing, a briefing session is planned to update committee members on the contents of the contract and its implications.

## **4. Rail Performance:**

- 4.1 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 over 77% and TPE's on-time levels were 37.5% and are now at 72%. However, whilst still well above pre-Covid levels, increases in service levels have already led to small declines in performance. Further increases following lockdown could also lead to a decrease as the volume of trains on the network, the increase in passengers travelling and an increase in dwell time reduces the timeliness of services.

Demands continue to be suppressed as the national lockdown continues. Data shows that passenger demand is between 10-15% of pre-Covid levels. However, the roadmap published by the government for ending lockdown is expected to lead to a surge in leisure travel over the first two quarters of 2021/2022.

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



**5. Recommendation:**

5.1 It is recommended that the Committee notes 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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because the report is for noting only.	Adam Timewell	David Hoggarth

**Environment and Sustainability**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report is for noting only.	Adam Timewell	David Hoggarth

### Legal

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	The 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
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	Transport for the North Finance Team has confirmed there are no financial implications. All the matters covered in the report are matters for which the Secretary of State retains financial responsibility.	Paul Kelly	Iain Craven

### Resource

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	Transport for the North HR Team has confirmed there are no direct resource implications as a result of this report.	Stephen Hipwell	Dawn Madin

**Risk**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	Risks associated with timetable changes are captured at the Corporate Risk Reporting level.	Haddy Njie	Iain Craven

**Consultation**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A consultation has not been carried out because the report provides an update only.	Adam Timewell	David Hoggarth

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## Rail North Committee

**Subject:** Business Planning and Commissioning

**Author:** Salim Patel, Programme Manager

**Sponsor:** David Hoggarth, Strategic Rail Director

**Meeting Date:** 25 March 2021

### 1. Purpose of the Report:

- 1.1 This report provides an update on business planning for 2021/22.
- 1.2 The report also sets out an updated forward plan for future Rail North Committee meetings.

### 2. Executive Summary:

- 2.1 This report provides an update on the Business Plan and budget including:
  - The overall budget position for Transport for the North's Core Programme
  - The priorities for 2021/22
  - Additional, in year, funded activities for 2021/22
  - The confirmed position on partner contributions for 2021/22.
- 2.2 The forward plan identifies key discussions and decisions that will be brought before Committee in the forthcoming year.

### 3. Business Plan

- 3.1 As Committee members will be aware, Transport for the North has received a cut of 40% to core funding from the Department for Transport (DfT). Since Transport for the North were made aware of this in January 2021 there have been discussions with DfT about the recharge of programme related activity.
- 3.2 In parallel, departmental budgets have been re-baselined with a 10% reduction; the Strategic Rail team has submitted key priority areas for the forthcoming financial year. This business plan has been presented to Transport for the North Board on 24 March 2021.

### 3.3 **Priorities for 2021/22**

Given the seismic change that have taken place in 2020, the overarching aim for 2021/22 is:

***To use Transport for the North's influence to ensure customers are at the heart of the re-building of demand/ services after the pandemic and ensure that passengers can return with confidence to a reliable service the delivers value for money.***

The business plan continues many of the key themes that were identified, however even with a retained resource base the team would find it difficult to deliver on the increased demands that are required and would have to prioritise those activities that deliver Transport for the North's statutory requirements.

Key themes of the business plan are:

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.

3.4 Following discussions with the Northern Powerhouse Rail programme, the teams have agreed to work closely on infrastructure and services that are required by the NPR programme. Using additional resource funded by the NPR programme the Strategic Rail team will support on:

- Long term timetable specification and integration bringing together HS2, NPR and the classic network.
- Supporting on early infrastructure interventions.

### 3.5 **Additional, in year, funded activities for 2021/22**

The team will also plan to deliver one off, in year workstreams to support the acceleration of the Roadmap to Recovery and Economic Recovery Plan for the North. These are:

- Responding to the anticipated White Paper with a proposition for the North. This would include formulation and implementation of

a new way of working reflecting the new service contract arrangements with a clear role for Transport for the North.

- Development of the investment pipeline. This would include further scheme development on the Journey Time Improvement and Reliability programmes.
- Working with Partners and Industry to deliver a 'Return to Rail' initiative in collaboration with partners and business representatives.

### 3.6 **Partner contributions for 2021/22**

In finalising the business plan and budget, the approach to member contributions for 2021/22 is unchanged from that set out in the "Business Planning and Commissioning" report to the 21 October 2020 meeting of the Committee. The proposed total Members contributions (as defined in Transport for the North's Franchise Management Agreement) are:

- Member Contributions: £40,828 (including indexation) 'Cash' contribution
- Additional Contributions: £40,828 (including indexation) 'Cash' or 'in kind' contribution.
- Supplemental Payments: £567,054 (including indexation) Combined Authorities/PTEs only

Each authority's share of the contribution has been set out in a letter to lead officers from the Strategic Rail Director.

- 3.7 The draft business plan and budget outlined above was due to be presented to the Transport for the North Board for approval on 24 March 2021. A verbal update will be provided at the meeting.

## **4. Committee Forward Plan**

- 4.1 The Committee's forward plan has been updated to reflect the current programme for decisions and discussion items. The plan is included as Appendix 1.

## **5. Recommendations:**

- 5.1 The Committee is asked to note the revised business plan priorities as presented to Transport for the North Board on 24 March 2021.

- 5.2 The Committee is also asked to review the forward plan and suggest any additional discussion items or decisions that they would like to be brought before future Committees.

**6. Appendices:**

6.1 Appendix 1 – Committee Forward Plan

## Appendix 1 – Committee Forward Plan



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**List of Background Documents:**

Either  
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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out at this stage as this is an update report.	Salim Patel	David Hoggarth

**Environment and Sustainability**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because this will be completed as part of the delivery of the business plan.	Salim Patel	David Hoggarth

**Legal**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	Transport for the North Legal Team has confirmed there are no legal implications.	Deborah Dimock	Julie Openshaw

### **Finance**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	The financial implications have been considered and were submitted to Transport for the North Board on 24 March 2021 for approval.	Paul Kelly	Iain Craven

### **Resource**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	The resource implications have been considered as part of the business planning process and a resourcing plan for FY2021/22 identified/agreed as a result.	Stephen Hipwell	Dawn Madin

### **Risk**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	This paper does not require a risk	Haddy Njie	Iain Craven

	assessment. However, internal and external risks have been assessed in the business plan.		
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**Consultation**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	The Business Plan and Budget has been developed in consultation with Transport for the North members and is subject to approval by Transport for the North's Board	Salim Patel	David Hoggarth

# Agenda Item 10

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# Agenda Item 11

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# Agenda Item 12

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