

Transport for the North Rail North Committee Agenda

Date of Meeting	Wednesday 09 March 2022
Time of Meeting	11.00 am
Venue	Virtual

Filming and broadcast of the meeting

This meeting is not a formal meeting of the Rail North Committee but is being held as a Consultation Call by the Chief Executive under the delegated powers of the Chief Executive to take action in consultation with Members of the Committee. Following the Consultation Call the Chief Executive will take delegated actions having regard to the consultation.

The Agenda and reports for the Consultation Call are being made available to the public and the Call is being livestreamed on the Transport for the North website to ensure openness and transparency. Members of the Committee will attend the Call virtually.

Item No.	Agenda Item	Page
1.0	Welcome and Apologies The Chair to welcome Members and the public to the meeting. Lead: Chair	
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. Lead: Chair	
3.0	Minutes of the Previous Meeting To consider and note the minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.	5 - 12

	Lead: Chair	
4.0	Rail Reform Next Steps To consider the report of the Strategic Rail Director and note the main points of the Transport for the North submission made to the Whole Industry Strategic Plan consultation. Lead: David Hoggarth	13 - 16
5.0	Manchester Blueprint for Services and Infrastructure To consider the report of the Interim Head of Investment Planning; to receive an update on the development of the 'Blueprint' and provide an update on the outcome from the round of public consultation in November and December 2021 on the proposed December 2022 timetable and the next steps. Lead: David Hoggarth	17 - 24
6.0	RNP Operational Update To receive an update on rail operational matters and updates from the operators and Network Rail. Lead: Gary Bogan	25 - 32
7.0	Exclusion of the Press and Public 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.	
8.0	<p>Private Minutes of the Previous Meeting</p> <p>To consider and note the private minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.</p> <p>Lead: Chair</p>	33 - 36
9.0	<p>Train Operator Business Plans</p> <p>To consider the report of the Rail North Partnership Director.</p> <p>Lead: Gary Bogan</p>	37 - 40

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Rail North Committee Consultation Call Minutes

**Wednesday 15 December 2021
Virtual**

Present:

Attendee

Cllr Liam Robinson (Chair)
Cllr Karen Shore
Mayor Andy Burnham

Cllr Charles Edwards
Cllr Daren Hale
Mayor Jamie Driscoll
Cllr Don Mackenzie
Mayor Dan Jarvis

Cllr Heather Scott
Cllr Susan Hinchcliffe

Local Authority

Liverpool City Region;
Cheshire & the Potteries
Greater Manchester Combined
Authority;

Lakeland
Humber;

North of Tyne Combined Authority;
North Yorkshire;

South Yorkshire Mayoral Combined
Authority;

Tees Valley;

West Yorkshire Combined Authority &
York;

Also in Attendance:

Bob Morris
Tobyn Hughes
Mark Powles
Darren Higgins

Greater Manchester
North East
Northern
Transpennine Express

Officers in Attendance:

Name

Martin Tugwell
Adam Timewell
Chris Roberts
Gary Rich
Dawn Madin
Julie Openshaw
Gary Bogan
Manjit Dhillon
David Hoggarth

Job Title

Chief Executive
Commercial Manager - Northern
Commercial Manager - TPE Franchise
Democratic Services Officer
Director of Business Capabilities
Head of Legal
Rail North Partnership Director
Senior Solicitor
Strategic Rail Director

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

- 1.1 The Chair welcomed Members and apologies were received from Cllrs Browne, Gannon, Hannigan and Waltham.

2. Declarations of Interest

- 2.1 There were no Declarations of Interest.

3. Minutes of the Previous Meeting

- 3.1 The minutes of the Consultation Call held on 15 September 2021 were considered for their accuracy.

Resolved:

That the minutes of the Consultation Call held on 15 September be noted.

4. Rail Reform Next Steps

- 4.1 Members received the report from the Head of Rail Specification & Delivery who highlighted the key areas of the report.
- 4.2 The report was welcomed by the Chair who endorsed its discussion at the next Board meeting. He also welcomed the proposed discussions with the Mayoral Combined Authorities and local authorities on the "Double devolution" principle.
- 4.3 Mayor Driscoll echoed the comments of the Chair and highlighted the work being done in the North East and Cumbria where authorities are working together on the Carlisle to Newcastle Railway. He also provided his support for the profit and loss approach and stated the North is happy to make decisions for its residents due to knowing them best and that the leaders of the North are not afraid of accountability.
- 4.4 Cllr Hinchcliffe welcomed the opportunity for more devolution on to the railways.
- 4.5 The Strategic Rail Director highlighted the benefits of the Rail North Partnership; he explained that whilst not giving full devolution it does provide a building block and that Great British Railways (GBR) want to build on these partnerships. He further explained that there is a provision for further devolution through the Business Unit model and this will be explored with partners.
- 4.6 The Chief Executive stated that TfN is tracking the legislative framework being taken through Parliament to establish GBR. He explained that the

work being undertake enables TfN to advise on how the legislative framework needs to work and builds on what exists.

Resolved:

- 1) That the Committee notes the progress on working with the industry on implementing the Rail White Paper in the North;
- 2) That the Committee endorses the approach set out in this report including the proposal to utilise existing levers within the Rail North Partnership Agreement set out in paragraphs 3.11-3.19;
- 3) That officers undertake deeper discussion of the development of the new partnership with Great British Railways, especially in relation to a prioritised pipeline of investment and double devolution, to take place early in 2022, after Transport for the North has initiated discussions with Great British Railways Transition Team and the Mayoral Combined Authorities and LEPs

5. Rail North Partnership Operational Update

- 5.1 Members received the report from the Director of the Rail North Partnership who highlighted the general levels of performance for the operators across the North. He described current performance levels as “solid” and that this autumn has been the best experienced in a while.
- 5.2 Mr. Darren Higgins updated Members on the progress of Transpennine Express and provided an update on the recovery. He explained that at the end of period 9 that performance was at 72% of the pre-Covid benchmark and that they have been performing ahead of the UK Rail and long distance sector benchmarks over recent months. He highlighted the continued strong performance in the leisure market which at that point was performing at 89% of pre-Covid levels. The growth in performance of the commuter market is slower than the leisure market.
- 5.3 Mr. Mark Powles highlighted Northern’s strong summer where they outperformed their peer group and large parts of the industry by 10%. However, he highlighted that the recovery is a leisure led one and that the leisure market has remained strong throughout the Autumn. He explained the return to work market has been sluggish and the season ticket market is around 35-38% but the advance purchase market has been stronger.

From operational point of view he highlighted issues with staff availability and that decisions are being made as issues emerge. Weekend operating was also highlighted as a problematic issue.

- 5.4 Members raised a number of issues relating to train issues in their constituent areas.

- 5.5 Cllr Mackenzie highlighted the union action being taken by TPE employees which led to disruption to some services and enquired as to the current position.

Mr. Higgins explained that the union action was a late development and they needed to communicate as quickly as possible on the issue. He further explained that this did have an impact on service delivery however other arrangements were put into place to limit disruption.

The Chair encouraged TPE to negotiate with the unions to resolve the issues.

- 5.6 Mayor Burnham raised the issue of cancellations penalties for operators and enquired as to how these work under the new contracts.

The Rail North Partnership Director explained that these are still covered in the contracts and feed through to the performance payments as well as having remedial provisions attached to them. He further explained that Northern work differently as they are an operator of last resort. He stated that he would ask officers to provide Mayor Burnham with the full details.

- 5.7 Mayor Driscoll raised the issue of connecting rural areas and offered to work together to lobby for extra pathways.

- 5.8 Cllr Hinchcliffe highlighted the faster recovery in the North and stated that this needs to be flagged to Government so that subsidies can be gained and the North get the services that are required.

The Chair stated that due to the strong recovery the North should not be facing the cuts that the Government is suggesting. He further added that there should not be an acceptance of the December 2021 timetable as a baseline as this was a pandemic timetable and should not be seen as the new normal and that Members want to be partners in designing the new timetables.

- 5.9 Mayor Burnham raised the issue of the finance of the recovery; in highlighting the recovery of Northern he expressed concern that revenues appear greater than the return of passengers and was concerned that this was due to an increase in fare prices.

Mr. Powles explained that this was due to reduced season ticket purchases which are cheaper in cost than other tickets.

Resolved:

That the report be noted.

6. Manchester Recovery Task Force

- 6.1 Members received the report from the Strategic Rail Director who highlighted the key areas of the report.

- 6.2 Mayor Jarvis stated that the current position is sub-optimal due to under investment in the rail network in the North of England. He re-enforced the need to have a sustained period of investment from Central Government as the IRP does not correct the current issues.

He highlighted the need for the re-instatement of the Sheffield to Manchester airport service as well as seeking assurances around a third fast train on Hope Valley Line.

In response to Mayor Jarvis the Strategic Rail Director stated that the task force has both of Mayor Jarvis's points in mind when developing the blueprint for future services and infrastructure.

- 6.3 Mayor Burnham expressed his concerns that service levels are falling below acceptable levels. He stated that he was unwilling to accept a reduced timetable without an exit route and believes that the North is being encouraged to accept an inferior substitute on the issue of infrastructure.

In relation to platforms 15 and 16 at Manchester Piccadilly he stated that these platforms will make a difference as part of the solution with other infrastructure work in order to deal with the bottle necks in Central Manchester.

Mayor Burnham stated that he would not endorse the new timetable without a parallel timetable for the delivery of infrastructure and stated that he will be formally object to the new timetable unless a firm plan is in place for infrastructure improvements which will give an end date to the temporary timetable.

He also called for declassification of trains where there are first class carriages and capacity shortfalls.

In response the Strategic Rail Director stated that the blueprint will be the vehicle for showing that clarity and requested that this is brought back; in conjunction with this he will take the Committee's strong messages to the DfT.

- 6.4 The Chair stated that the declassification of services is practical and requested that the potential of this be investigated further.
- 6.5 Cllr Hinchcliffe requested an indication about how future service priorities will be organised in future timetables and that the wider North of England be considered.
- 6.6 Cllr Scott requested a blueprint for the East Coast Mainline.

Resolved:

- 1) That the Committee notes the progress made on the development of the December 2022 timetable and the next steps including the further round of public consultation in November 2021 and December 2021.
- 2) That the Committee notes the progress on working with the Department for Transport and industry colleagues on developing the infrastructure solution which will be reflected in the blueprint' identifying a co-ordinated long-term service and infrastructure solution for the corridor to restore and improve connectivity.
- 3) That the Committee notes the positive progress on infrastructure, including industry agreement on the required configuration of Oxford Road station, modelling work on the additional performance benefits from delivering Platforms 15/16 at Piccadilly at the same time as the infrastructure changes at Oxford Road and confirmation from the Department for Transport of a £26m allocation to fund further development work on infrastructure.

7. Investment Planning

- 7.1 Members received the report from the Interim Head of Investment Planning who highlighted the key points within the report.
- 7.2 Mayor Driscoll raised the issues of infrastructure and train stopping patterns and how they impact on train times. He explained that the only way to solve the problem is recognition that all trains are part of the same system and if this is recognised then other lines may then be reopened.

He also raised the importance of stations being staffed and how valuable this is for the travelling public.

- 7.3 Members raised a variety of issues about rail issues in their constituent areas.

Resolved:

- 1) That the Committee notes the progress with development of the case for capacity upgrades to the East Coast Main Line and the impact of the Integrated Rail Plan;
- 2) That the Committee notes the progress with development of the case for capacity, connectivity and performance upgrades to the Leeds area and the relationship to the Integrated Rail Plan;
- 3) That the Committee notes the pending update of the Rail Network Enhancements Pipeline in relation to rail projects in the region;
- 4) That the report be presented for discussion at the January TfN Board meeting.

8. Exclusion of the Press and Public

To resolve that the public be excluded from the meeting during consideration of Item 9 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 [where necessary 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.

9. Operator Business Plans

- 9.1 The report was received by Members who were then invited to ask questions and make comments.

Resolved:

That the report of the Rail North Partnership Director be noted.

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Meeting: Rail North Committee Consultation Call

Subject: Rail Reform Next Steps

Author: Jonathan Brown, Strategic Rail Lead

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Wednesday 9 March 2022

1. Purpose of the Report:

- 1.1 This Report sets out the next steps in developing Transport for the North's approach to rail reform following discussion at the Rail North Committee in December 2021 and at the Transport for the North Board in November 2021.

2. Recommendations:

- 2.1 The Rail North Committee is asked to:
1. Note the progress on developing a proposition for implementing rail reform in the North;
 2. Agree to establish a Working Group to act as a sounding board for the officer Programme Board and advise the Committee as appropriate; and
 3. Note the main points of the Transport for the North submission made to the Whole Industry Strategic Plan consultation that closed on 4 February 2022.

3. Main Issues:

- 3.1 The Williams-Shapps Plan for Rail published in May 2021 proposes the establishment of a new body, Great British Railways (GBR), to oversee rail operations from 2023 by integrating infrastructure and train operations in a single entity. A transition team to plan for the establishment of GBR has been established which is led by Andrew Haines, Chief Executive of Network Rail.
- 3.2 The move to GBR presents a significant opportunity for Transport for the North to influence the future planning of rail. Discussions have been held with the GBR Transition Team and with Network Rail to develop ideas, with the 5 areas being identified that could form the basis of a partnership between GBR and Transport for the North:
- A. A Strategic Transport Plan that establishes the need for transformation of our transport system;
 - B. Through that Plan identify the role and outputs required of the rail sector in support of realising the North's economic potential;
 - C. A prioritised pipeline of investment – expressed in terms of outcomes and against which detailed interventions are developed;

D. The principle of 'double devolution' used to empower City Regions (and other areas) to enable integration of services at the local level, with increased oversight and local accountability; and

E. Decision making and advice at the regional/local level to be shaped by a 'profit and loss' account for the North that guides strategic choices, investment and service specification.

- 3.3 To take these issues forwards, a Programme Board is now being established which will involve Transport for the North, GBR, DfT, Network Rail and partner authorities. It will oversee a programme of work to consider the 5 areas and identify specific agreed actions, with a view to all areas being developed by the end of 2022/23. The Programme Board will ensure that the work reflects the North's geography in an appropriate manner.
- 3.4 To guide this work, it is proposed to establish a Member Working Group to be drawn from the membership of the Rail North Committee, but also include Local Enterprise Partnership (LEP) representatives. The Member Working Group will provide guidance to the Programme Board.
- 3.5 There is already good practice of local involvement in planning and managing rail in the North, through the work of the Rail North Partnership and the locally specified Merseyrail concession; together with locally managed light rail networks and plans for stations and network development. Learning from these will be fed into the Member Working Group and Programme Board. Several Transport for the North partners are also pursuing opportunities for greater local involvement under the Williams-Shapps Plan. The work set out in this Paper will complement this, not duplicate or conflict and the Programme Board will ensure co-ordination.
- 3.6 To support this work, resources from within other parts of Transport for the North are being deployed and the work is being aligned with the Strategic Transport Plan and other corporate activity. The output of this activity is expected to be an agreed proposition with GBR that includes Transport for the North's future role. Regular reports will be provided to the Committee as the work develops.
- 3.7 GBR is also charged with developing the Whole Industry Strategic Plan (WISP) which will be a 30-year strategic plan for rail. The WISP will reflect how the significant challenges facing the railway are met, particularly following Covid, and how future opportunities can be exploited. The priorities in it will be used to set realistic ambitions, measures, and areas of focus over the short, medium and long term. Crucially, the WISP will recognise that rail needs to be joined up with the wider transport system to achieve the strategic objectives shared in this document.
- 3.8 To inform the development of the WISP, a call for evidence was held between December 2021 and 4 February 2022. Transport for the North submitted a detailed evidence statement setting out its views on several issues identified by GBR. The key points of the Transport for the North submission are:
- The WISP and STP should be aligned to support economic growth in the North;
 - This alignment can extend to financial issues. The WISP should not be entirely focussed on costs – also consider benefits and wider impacts such as social and environmental;
 - Adjustment to the "Green Book" is important. This is key to achieve rebalancing as it allows wider impacts and strategic context to be considered in appraisal. Transport for the North work on the Manchester

Recovery Task Force and East Coast Main Line shows the value of a holistic approach;

- The railway needs to be more efficient and more sustainable. Transport for the North's work has shown the benefits of faster journey times and further electrification is identified in the Transport for the North Decarbonisation Strategy;
- There is considerable opportunity for freight in the North. For example, a W12 cross-Pennine route has significant potential for economic benefits and modal shift;
- The railway needs to be agile. Transport for the North future travel scenarios work is important to inform future planning; and
- Devolution can add value to the WISP. This is particularly important in achieving integration with wider planning and with other modes of travel at local level.

3.9 Transport for the North's WISP submission will shortly be published on the Transport for the North website.

4. Corporate Considerations

Financial Implications

4.1 There are no direct finance implications as a result of this report.

Resource Implications

4.2 Additional resources have been deployed to develop activity on rail reform however this is by redeployment of existing staff resources.

Legal Implications

4.3 There are no apparent direct legal implications as a result of this report.

Risk Management and Key Issues

4.4 There are no direct risk implications as a result of this report. There is a risk that Transport for the North fails to secure an appropriate role in the process that results from rail reform, hence the need to carry out the work set out in this report.

Environmental Implications

4.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the EIA Directive and therefore does stimulate the need for SEA or EIA.

Equality and Diversity

4.6 A full Impact Assessment has not been carried out because it is not required for this report.

Consultations

4.7 This report develops the approach agreed by the Rail North Committee and Transport for the North Board in 2021. This has been informed by consultation and discussion with Partners. Transport for the North's submission to the WISP call for evidence was informed by discussion with Transport for the North Partners.

5. Background Papers

5.1 There are no background papers.

6. Appendices

6.1 There are no appendices.

Glossary of terms, abbreviations and acronyms used (*if applicable*)

Please include any technical abbreviations and acronyms used in the report in this section. (Please see examples below.) This will provide an easy reference point for the reader for any abbreviations and acronyms that are used in the report.

- | | |
|---------|-------------------------------|
| a) GBR | Great British Railways |
| b) STP | Strategic Transport Plan |
| c) WISP | Whole Industry Strategic Plan |

Meeting: Rail North Committee Consultation Call

Subject: Manchester Blueprint for Services and Infrastructure

Author: Chris Mason, Interim Head of Investment Planning

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: 9 March 2022

1. Purpose of the Report:

- 1.1 A report was considered by the Committee at its Consultation Call meeting on 15 December 2021 on work on the Central Manchester congestion hotspot, including the development of the December 2022 timetable as an initial step to address reliability issues. It also covered collaboration with the Department for Transport on the infrastructure solution to support the development of the timetable beyond that initial step; to facilitate the connectivity and capacity needed.
- 1.2 This report is to provide members of the Committee with an update on that work, specifically development of the 'Blueprint' identifying a co-ordinated long-term service and infrastructure solution for the corridor to restore and improve connectivity of train services across the north.
- 1.3 The report also provides an update on the outcome from the round of public consultation in November and December 2021 on the proposed December 2022 timetable and the next steps in implementing the timetable.

2. Recommendations:

- 2.1 Rail North Committee is asked to:
 - 1) Note the Blueprint linking future service changes to infrastructure, showing how the December 2022 timetable change is a stepping stone in the process that also includes enhancements that will support reliability and connectivity improvements; the Blueprint highlights that the Committee will have an ongoing role in the development and prioritisation of proposals.
 - 2) Note the progress on working with the Department for Transport and industry colleagues on developing a pipeline of infrastructure improvements which will be reflected at each stage of development and delivery in the Blueprint.
 - 3) Note the outcome of the second stage of the consultation process on the December 2022 timetable and the steps that the industry is taking to ensure it successfully implemented.

3. Main Issues:

Background

- 3.1 The long-standing issue of congestion in Central Manchester has become even more urgent since Network Rail designated the Castlefield Corridor as 'congested infrastructure' – one of only a small number of pieces of railway nationally to have such a designation. The designation also means that the industry needs to

identify a co-ordinated long-term service and infrastructure solution for the corridor (which is reflected in the ongoing work captured in the Blueprint). In the short-term the number of trains that can use the corridor will effectively be capped and this is reflected in the initial step of the December 2022 timetable change.

- 3.2 The Department for Transport (DfT) established a Task Force (the Manchester Recovery Task Force) to develop solutions to the problem including short-term timetable changes. Transport for the North is a member of the Task Force which allows us to inform its work including drawing on our evidence base and the needs of passengers across the North. Transport for the North's input to the process is overseen by the Rail North Committee. Transport for the North has also been providing support to the business case development, using the TAME team's analytical framework.

The 'Blueprint'

- 3.3 During 2021, Transport for the North successfully made the case for having a tool (previously called a 'Railmap' and now referred to as a 'Blueprint') that linked the ongoing infrastructure development to future timetable changes; thereby showing a pathway to resolving the congestion problems and reflecting the need for a plan to address the 'Congested Infrastructure'. This approach has been accepted by all parties and is being led by the Manchester Recovery Task Force. It is also a template adopted for use elsewhere.
- 3.4 The Blueprint is a living document illustrating coordinated infrastructure investment and future timetable opportunities which will be updated by the Task Force as schemes progress. Transport for the North secured this approach as a way of clearly linking infrastructure to services and showing the way forward from the 2022 timetable. A copy of the first issue of the Blueprint is included as Appendix 1 to this report.
- 3.5 The Blueprint has been developed to cover two main stages, firstly the period up to 2025 and then the period up to 2040 to account for HS2 and Northern Powerhouse Rail, setting out for each stage the major known committed events and infrastructure enhancements, such as major programmes of work and industry train lengthening proposals, along with delivery timescales. The Blueprint also includes future schemes which may still be in development but not yet funded, and other schemes that have an impact upon the immediate Manchester area such as Wigan-Bolton Electrification and Transpennine Route Upgrade (TRU).
- 3.6 The Blueprint should be regarded as a tool to assist Rail North Committee understand the current status of activity and infrastructure enhancements in Greater Manchester and the North West, assist understanding of priorities and funding and how and when service groups can be enhanced at 'points of opportunity', for example through further service changes or the delivery of infrastructure schemes. It thus shows points when Rail North Committee will be requested to provide input (and make decisions) on which amended and additional services should operate and how connectivity is built back and improved.
- 3.7 Decisions on timetable opportunities will also need to consider programmes further afield affecting services across the north. For example, the first tranche of East Coast Main Line upgrades to deliver 7 or 8 paths per hour are due in the same period and the arising capacity allocation will affect services on an east-west axis as well as north-south.
- 3.8 It is proposed that the 'Blueprint' approach is applied as best practice to other programmes where there is a complex interaction between different infrastructure

options and service requirements, such as East Coast Main Line (North of York) infrastructure upgrades and services.

Infrastructure Update

- 3.9 Network Rail has been developing an infrastructure plan for the area which has to date been divided into three tranches covering short, medium and long-term proposals.

Tranche 1 Works

- 3.10 Following DfT confirmation of a development and design funding allocation of £26m which will fund Network Rail to develop Tranche 1 to Full Business Case and further development of Tranches 2 and 3, Network Rail have now let design contracts for key Tranche 1 works. This includes the 3rd platform at Salford Crescent, Salford area east facing turnback, new northwest platform at Manchester Victoria and Manchester Airport station platform lengthening and track layout.
- 3.11 These works are clearly indicated on the Blueprint, facilitating the capability from 2025 onwards for improved performance through reduced conflicts and bringing an opportunity to reconfigure the train service.
- 3.12 Enhancements in Tranche 1 of the infrastructure plan also include consideration of turnback facilities on the Manchester to Liverpool line in the Warrington area. These are proposed to provide more flexibility in the timetable, additional calls at some stations along the route and restore cross-Warrington connectivity.
- 3.13 Network Rail have undertaken initial feasibility work and an industry workshop is planned to agree a vision for the route and determine any impact on enabling infrastructure options of the Integrated Rail Plan (IRP) and electrification proposals.
- 3.14 In line with the normal funding process for rail schemes, acceptance of the Full Business Case (by DfT and Treasury) for Tranche 1 works would release the substantive funding for these works. Subsequent tranches will go through a similar process (to receive funding approvals) and the Blueprint will allow progress to be tracked.

Tranche 2 Works

- 3.15 Addressing the congestion and inadequate passenger facilities at Oxford Road station is the core part of Tranche 2. Upgrades to Manchester Oxford Road Station will be delivered in two main stages, starting with those that are deliverable in the short term such as improving the station entrance with a widened gateline and a new gateline with direct access to Platform 4 to improve passenger flows.
- 3.16 Improvements to the passenger environment and customer information will be included in the next design stage in consultation with stakeholders. Network Rail advise that contract award for this design stage is anticipated for April.
- 3.17 Network Rail have started the tender process for the design work for the more significant Tranche 2 infrastructure enhancements, involving a remodelling of the station layout (at Oxford Road) to provide less conflicting train movements, longer platforms and improved passenger circulation. This is intended to provide capacity and reliability improvements in the mid-2020s (as indicated on the Blueprint) specifically to remove existing pathing conflicts due to services terminating at Oxford Road and provide capability for longer trains.
- 3.18 Consultation meetings have been arranged with Manchester City Council on the Town Planning aspects of the proposed works.

- 3.19 Transport for the North will work with Network Rail to ensure the benefits of the Oxford Road upgrades are clearly conveyed to the public and that these works represent an early visible demonstration of progress with the required improvements to the rail infrastructure in Central Manchester. Transport for the North will also continue to pursue a holistic approach to station development with partners, so that both active travel and multi-modal provisions are considered in development of station improvements.
- 3.20 Manchester Piccadilly station is a major hub at the heart of an internationally recognised city with direct rail links to the region's major international airport and identified as a major station on the HS2 network. Work is underway to address the passenger circulation and congestion problems at Piccadilly Platforms 13 and 14.
- 3.21 The plans include improvements to passenger facilities, access and circulation arrangements and active information systems to help guide passengers to the right location at the right time, particularly in the event of disruption. This is likely to include additional lifts, escalators and further improvements to signage and real time information designed to assist both regular and infrequent travellers to best effect recognising their different needs.
- 3.22 Following conclusion of the modelling work commissioned by Transport for the North to identify the additional performance benefits that might result from delivering Platforms 15/16 at Piccadilly at the same time as the Oxford Road scheme for a range of possible train frequencies, the Task Force is producing an overview document that will set out the key conclusions of the technical report and what it means in terms of the overall programme of works to unlock the full benefit and development of the Blueprint, for discussion with Rail North Committee Members.

Broader Tranche 3 Works

- 3.23 The Task Force will develop and consider the case for longer term investment in the Manchester area particularly in the light of IRP, HS2 and asset renewal spending settlements. Although some development funding has been allocated from the £26m, design works are at much lower level of maturity and again further work will be subject to DfT and Treasury approval.
- 3.24 Network Rail have engaged with the HS2 team on interfaces at Piccadilly and the south side of Manchester, including on a potential Platform 0 at Manchester Piccadilly, which may assist in providing additional capacity at Piccadilly where closures are required for some of the more major works.
- 3.25 Work is continuing to identify the costs and challenges to deliver Piccadilly station throat remodelling and the grade separation of the major junctions which will narrow down the scope and allow prioritisation and subsequently development of the funding case.

Integration of Infrastructure Programme with the Blueprint

- 3.26 The infrastructure options are being developed through the Manchester and North West Transformation Programme and to date have evolved in tranches based around grouping of short, medium and long-term major works. As part of the long-term commitment through the Blueprint, the Task Force is developing options for future timetables changes and improvements beyond the initial December 2022 plan.
- 3.27 As the timetable options are supported by combinations of infrastructure works Network Rail have proposed that the infrastructure works are now grouped into programmes of works delivery referred to as 'configuration states', matched to the timetable opportunities. This will be an interactive process that brings

development of the infrastructure fully into line with the Blueprint approach, clearly aligning timetable benefits to enhancements and allowing development of a clear programme of works. This also enables better alignment with TRU works which will affect timetables in Manchester in coming years. There will be a need to ensure that the funding for future services matches the infrastructure changes.

2022 Timetable Development

- 3.28 Development of and progress with the second public consultation on a revised timetable for 2022 led by Train Operators was reported to the Committee at its meeting in December 2021. Train Operators received over 800 responses to the consultation from stakeholders and individuals.
- 3.29 The December 2022 timetable change is a stepping stone in a process that links service development with infrastructure enhancements to support reliability and connectivity improvements. Many of the comments received relate to the overall structure of the timetable, which was the subject of the Phase 1 consultation. The Blueprint indicates how the timetable can be developed in the future to take account of structural issues as and when infrastructure and other changes allow.
- 3.30 Other points raised in the consultation relate to changes in frequency levels, flows related to access to education and specific timings of some evening services. Service frequencies in the timetables reflect the reduced level of demand and changing nature of the market to ensure value for the taxpayer, bearing in mind the industry financial challenge.
- 3.31 As a result of the consultation feedback Northern are planning to make timetable adjustments in the following areas:
- Later Manchester -Cumbria services;
 - Sunday Farnworth calls;
 - Sunday times of first and last trains from Macclesfield and New Mills;
 - Educational flows serving Blackburn/Clitheroe, Lancaster, and New Mills/Rose Hill.

Northern will now begin the standard industry timetable submission process with Network Rail System Operator.

- 3.32 The Task Force is currently finalising the performance modelling of the timetable. Initial outputs appear positive but are subject to further validation and assurance checks. Further tweaks to the timetable are taking place to achieve higher delay reductions. Further analysis and testing may be carried out subject to the outcome of the checks.
- 3.33 The industry has set up regular monitoring of operational readiness for December 2022 which is incorporated into the wider regional and national industry programme management forums. This includes ensuring integration of traincrew, rolling stock, and infrastructure development.

4. Corporate Considerations

Financial Implications

- 4.1 There are no financial implications for Transport for the North as a result of this report.
- 4.2 The requirement for further funding for Network Rail to deliver Tranche 1 schemes beyond Full Business Case and further develop Tranches 2 and 3, which will be subject to DfT and Treasury approval, is referenced in the report.

Resource Implications

- 4.3 There are no direct resourcing implications as a result of this report.

Legal Implications

- 4.4 There are no obvious legal implications arising other than raised within the report.

Risk Management and Key Issues

- 4.5 This paper does not require a risk assessment, however, risks relating to the December 2022 timetable are being identified, assessed managed and monitored through the Task Force.

Environmental Implications

- 4.6 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the EIA Directive and therefore does stimulate the need for SEA or EIA. Any infrastructure proposals to improve the capacity and reliability of the system will be subject to EIA Screening, conducted by Network Rail as part of the consenting process for those projects.

Equality and Diversity

- 4.7 A full impact assessment has not been carried out because it is not relevant to the type of work referenced.

Consultations

- 4.8 A full public consultation was carried out by train operators on the detailed timetable proposals for 2022, as detailed in Section 3 of this report. This was open to any members of the public and Local Authorities to respond to.

5. Background Papers

- 5.1 There are no background papers to this report.

6. Appendices

- 6.1 Appendix 1 – the 'Blueprint' linking investment to future timetables

Glossary of terms, abbreviations and acronyms used

a) DfT	Department for Transport
b) TRU	Transpennine Route Upgrade
c) IRP	Integrated Rail Plan for the North and Midlands

Manchester Rail Blueprint

Spring 2022

Scheme subject to business case

Funded scheme

Next steps for change beyond Dec 2022

Train service improvement opportunities



2021

2022

2023

2024

2025

Re-structured timetable

November 2021
Timetable Consultation for December 2022

Infrastructure to support December 2022 change

December 2022
MRTF Timetable Option B+

Changes on existing network

Castlefield Corridor & Off-peak Options 2024 or 2025
Potential timetable change options not linked to infrastructure

Electrification schemes

Summer 2022
Industry deadline for service reform

Stalybridge electrification
Wigan – Bolton Electrification

Electrification Options 2024 or 2025
Options to reconfigure the train service to enable full electric operation. e.g. Wigan to Stalybridge all EMU.

Interfacing schemes

Manchester – Sheffield capacity increase
Reliability benefits and future options for extra trains

MNTP interventions

Manchester Victoria capacity
Manchester Airport remodelling
Salford Crescent additional platform
Manchester Piccadilly passenger capacity

2025 onwards
Capability for improved performance through reduced conflicts. Options to reconfigure the train service.

Train lengthening

Swap of diesel units
Swap of electric units

Further rolling stock procurement
In line with decarbonisation and post-Covid demand requirements

Manchester Rail Blueprint

Spring 2022



Early 2020s

Mid 2020s

Late 2020s
TRU moves towards completion

Early 2030s
TRU completes, HS2 services start

Service

Improved Timetable

Castlefield Corridor & Off-peak options
2024 or 2025
Potential timetable change options not linked to infrastructure

Train lengthening



Infrastructure

Electrification schemes

Electrification Options
2024 or 2025
Options to reconfigure the train service to enable full electric operation. e.g. Wigan to Stalybridge all EMU.



- Capability for improved performance through reduced conflicting movements and increased flexibility
- Capability to run longer trains to Manchester Airport
- Options to reconfigure the train service to utilise new facilities

MNTP Schemes



Option to increase the frequency of trains, including on TRU route, balanced with the performance impact on other parts of the network – analysis is underway. Service changes to take advantage of longer platforms at Oxford Road.



More wide ranging options to re-design the pattern of services in central Manchester, including services to Manchester Airport



- Options to re-design the pattern of South Manchester and WCML services
- Further electric operation

Meeting: Rail North Committee Consultation Call

Subject: Rail North Partnership operational update

Author: Gary Bogan, Rail North Partnership Director

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Wednesday 9 March 2022

1. Purpose of the report:

- 1.1 To update the Committee on operational rail matters and to ask members to note the information in the report. Representatives from the operators and Network Rail will provide verbal updates and answer any questions at the meeting.

2. Recommendations:

- 2.1 It is recommended that the Committee notes the information in the report.

3. Contract updates:

Northern Trains Ltd

- 3.1 After several weeks of challenging issues around late, short notice cancellations due to crew absences through covid, Northern (and other train operating companies) rolled out an omicron timetable on 4 January 2022, followed by a campaign to advise customers and stakeholders of the amended timetables.
- 3.2 In mid-February 2022 Northern began communicating to stakeholders that it would be extending its current timetable to May 22.
- 3.3 ASLEF (the drivers' trade union) formally withdrew their rest day working agreement on 16 January 2022 as a result of recording a 'failed to agree' for Covid-related arrangements, namely driver spares being allowed to work from home until they were needed for service delivery and the reintroduction of lateral flow testing for close contact. Northern also responded to RMT's letter that requested assurances around a number of issues relating to pay and conditions for its members.
- 3.4 The impact of omicron is visible across most performance indicators for the last period for which we have information (Rail Industry Period 10). Customer journeys and revenue both saw significant drops following a year of reasonably consistent growth up to Period 10. Customer satisfaction (CSAT) in the period was 51% against a target of 78% and net promoter score (NPS) was again negative at -1.9 due to the recent spike in traincrew-related cancellations. However, there is some indication that CSAT is bouncing back thanks to the certainty because of the revised timetable. There are also positive signs on demand and revenue – in the first week of February Northern carried 83,000 more passengers than the previous week, up to 1.34 million, while its revenue was up around 8%.
- 3.5 The results of Northern's annual stakeholder engagement survey showed an 11% increase in headline stakeholder engagement, with 92% of those surveyed saying that Northern builds strong stakeholder relationships – the highest ever result achieved. Also, the Institute of Customer Service recently ranked Northern the

'most improved' operator in the rail industry and the sixth-most-improved organisation in the UK from any sector.

TransPennine Express (TPE)

- 3.6 TPE continues to plan for May 22, December 22 and May 23 timetables against the background of uncertainty due to the deferral of the planned East Coast Mainline timetable changes at May 22.
- 3.7 Demand continues to recover with leisure markets strong and above pre-covid levels at the weekend, however the return to commuting patterns remains slow. TPE's customer volumes are at only two-thirds of pre-covid levels and recovery of those volumes has been further impaired due to the omicron variant.
- 3.8 Industrial relations (IR) issues with ASLEF and RMT, and the impact of the omicron variant on demand for travel, led to the introduction of a revised timetable from 10 January 2022 to ensure a resilient timetable for customers. That timetable has provided greater certainty but has been affected by local spikes in covid cases, which impact on traincrew resource.
- 3.9 RMT called a series of Sunday strikes over issues including pay for February and March, and this action has now been extended into June and will also cover some Saturdays and overtime working. For the first dates, TPE aimed to run 26% of a 'normal' Sunday timetable (around 50 of 200 services). RNP requires TPE to run a robust and reliable timetable, with a major focus on ensuring passenger communication is as extensive as possible. On these Sundays TPE made ticket acceptance arrangements, including with First Bus for local station calls in the West Yorkshire Combined Authority area. For future action, TPE is looking to maintain its current Sunday service and is considering how to address other action.
- 3.10 Despite disruption from storms and engineering works, to date TPE has run a large majority of its planned strike-day services, carrying around 30,000 passengers each day (in addition to those travelling with other operators through ticket acceptance arrangements).
- 3.11 TPE is currently conducting its annual stakeholder survey, the results of which are due during March 2022. In February 2022 TPE won Train Operator of the Year, Rail Business of the Year and (for its public reassurance campaign as covid restrictions were eased) Marketing and Communications Excellence awards at the Rail Business Awards.

Other operators

Avanti/West Coast Main Line

Service increases

- 3.12 In response to falling demand and reduced resources as a result the omicron variant, a 4 train per hour (tph) timetable was introduced for January 2022 and February 2022, with 1tph Manchester and London via Macclesfield and Stoke-on-Trent and 4 four additional services each way throughout the day operating via Crewe and Wilmslow.
- 3.13 As Covid restrictions have eased and the impact of omicron has reduced, more people have been travelling, so Avanti West Coast has increased service levels in line with rising demand. From Friday 18 February 2022 to Friday 25 February 2022, a small increase was made to the number of morning and evening weekday services operated. Additional Friday services were also reintroduced in response to high demand on Fridays. From Monday 28 February 2022 Avanti West Coast moved to a 6tph timetable, with 2tph operating between Manchester and London.

This timetable is expected to remain in place until the national timetable change on Sunday 15 May 2022.

East Midlands Railway (EMR)

Timetables

- 3.14 EMR restored a substantial number of EMR Regional Sunday services (33 trains) and EMR Intercity weekday services (8 trains) on 27 February 2022. This increase leaves only 13 Sunday services still omitted from the timetable and takes EMR to 96% of its May 2021 timetable level of Sunday service across the network, while EMR Intercity weekday services are fully restored.
- 3.15 The timetable uplift is facilitated by EMR's formal resolution of its dispute with the RMT, which has affected numerous EMR Regional Sunday services. This resolves a 13-year Senior Conductor dispute.
- 3.16 EMR hopes to further step up its timetable in December 2022, although there is a national shortage of diesel rolling stock, which is particularly acute in the Midlands and the North. The late introduction of new trains on other parts of the network prevents a cascade of more Class 170s into EMR, which in turn prevents EMR releasing more of its legacy fleet types to Northern Trains to restore services in their own timetable.

Investment on the Barton-on-Humber Line

- 3.17 EMR is spending more than £400,000 upgrading and refreshing 12 stations along the Barton-on-Humber line.
- 3.18 The works, which aim to improve the overall station environment and travelling experience for customers, include the installation of passenger electronic help points and new and refreshed benches, signage and platform information, while metal fencing will be repainted, timber fences will be stained and brick shelters and columns will be painted.
- 3.19 EMR expects the work to be finished by late spring.

London North Eastern Railway (LNER)/East Coast Main Line

- 3.20 In preparation for beginning services to Reston in the Scottish Borders later this year, in February 2022 a 9-car Azuma from Edinburgh stopped at Reston, the first LNER train in 58 years. The train carried a specialist team which performed a series of safety checks (validation exercise), including checking the physical stepping distances between the train and platform for all 18 passenger doors and confirming access and sighting requirements have been satisfied from a customer, driver and onboard perspective.

CrossCountry

- 3.21 Since 27 November 2021 CrossCountry has had no Rest Day Working (RDW) agreement with ASLEF, so from 29 November has planned daily cancellations, including the 1427 Manchester Piccadilly – Bournemouth, 1927 Manchester Piccadilly – Southampton and 0714 Reading – Manchester Piccadilly. It has also been unable to operate its 7-car high speed trains HSTs on Scotland – Leeds – Birmingham – Plymouth, instead running 4 or 5-car Voyagers. Saturday has seen some part-cancellations with trains terminating at Newcastle rather than Edinburgh on some services. CrossCountry has arranged for customers' tickets will be accepted on other services.
- 3.22 CrossCountry saw passenger volumes dip again in December due to omicron but was able to avoid changes to its long-distance services timetable.

- 3.23 RMT train managers and senior conductors had planned strikes on 19 February and 5 March. These were called off on 18 February, and there is currently no further action planned.
- 3.24 From Monday 28 February CrossCountry is again operating the service level planned in response to the RDW situation; this level of planned cancellations will apply until there is a resolution to the RDW issue.
- 3.25 CrossCountry's latest passenger volumes figures (w/e 19 February) show average loadings on long-distance services is slowly recovering, to 60-70% of pre-covid volumes. Leisure travel remains dominant, with greater recovery in shorter-distance leisure and commuting markets, while longer-distance travel for both work and leisure is taking longer to recover, with daily commuting just below 50% and business travel at around 30% of pre-covid levels.
- 3.26 CrossCountry is working with DfT on its May 2022 timetable and strategic planning work for May 2023 and beyond timetable changes has begun. For May 2022 CrossCountry will restore some direct Manchester – Bristol services. It restored more calls at Chesterfield in the December 2021 timetable in response to stakeholder feedback.

4. Timetable updates

May 2022

- 4.1 As reported to the committee in December 2021, the plan for the May 2022 timetable change is to maintain recent high levels of overall performance, provide sufficient capacity to support passengers but remain responsive to changing passenger needs.

TPE May 2022 timetable adjustments

- 4.2 In the light of the ongoing pandemic, winter sickness and IR-induced training backlog and the ongoing loss of driver rest day working, TPE has considered the levels of service it can realistically provide at the May 2022 timetable change.
- 4.3 TPE achieved more than 12,000 days of driver training during calendar year 2021 and would like to deliver around 17,000 days of training in 2022 to support the December 2022 changes relating to the Manchester area and other timetable changes, to support TRU, to train new entrants and to successfully clear all the backlog of route and traction training.
- 4.4 TPE has been taking advantage of the reduced timetable introduced in January 2022 to undertake training in vacated train paths and has achieved a marked pick-up in training since January 2022.
- 4.5 Given the levels of absence (higher since covid), the withdrawal of rest day working by drivers and the ongoing industrial action by conductors, TPE has concluded that it needs to it will need to introduce some of the service reinstatements in its planned May 2022 timetable gradually.
- Liverpool-Glasgow: the current service is 2 southbound and 1.5 northbound. TPE proposes to expand this to 2.5 services in each direction (compared with a 'full service' of 3.5 services in each direction as previously envisaged);
 - On the South route, there will be a build-up to the full hourly service between Manchester and Cleethorpes. Trains will run hourly for most of the day, but 2 trains each day (in each direction) will not be reintroduced until later in the year to support the training programme;
 - Scarborough services will continue to operate as a shuttle, rather than being extended through to Manchester Victoria as previously envisaged; and

- The planned extension of the current Manchester Airport – Redcar Central service to Saltburn will now be introduced in two phases. At the May 2022 timetable change, the first TPE train of the day from and the last train of the day to Redcar Central will be extended to Saltburn. At the December 2022 timetable change the full hourly service to/from Saltburn will be introduced.

4.6 TPE will monitor its training programme outputs and seek to re-instate more services later in the year to match passenger demand/growth and in particular to support the holiday season.

4.7 TPE is also developing options for

- Extra York – Scarborough shuttles all week; and
- Extensions of some York – Scarborough shuttle services at weekends to Manchester.

TPE believes these adjustments to the May timetable will support service resilience and improve its ability to implement key service changes. It is aiming to complete training and restore full service as soon as possible. RNP will monitor the situation and ensure full scheduled service is returned as soon as possible.

December 2022

4.8 Focus on December 2022 is planned for the introduction of the Manchester Recovery Task Force (MRTF) timetable. There is a report on this meeting's agenda on MRTF and progress on December 2022.

May 2023

4.9 The current planning assumption for the May 2023 timetable change is the implementation of a new East Coast Mainline timetable. Significant work is being undertaken to review the feedback received from the consultation and the operational readiness to deliver an improved, achievable new timetable that responds to the feedback. Further details will be provided to the committee once the industry as a revised proposal.

5. TransPennine Route Upgrade (TRU)

5.1 Following the first major blockade of the TRU programme in July/August 2021, operators continued to work collaboratively to deliver good customer experience.

5.2 The operators and Network Rail take a 'plan-do-review' approach to each disruption, and these earlier 'lighter' disruptions are proving invaluable in evolving and developing their customer handling plans in preparing for more significant disruptions.

5.3 No major blockades are planned for 2022; most TRU disruption is focussed around weekends between April 2022 and September 2022. Operators will continue to work collaboratively to efficiently deploy customer delivery managers (a shared cross-industry resource) and use relevant customer plan to maintain the best customer experience.

6. Performance

6.1 The graphs below highlight the train performance for Northern and TPE.

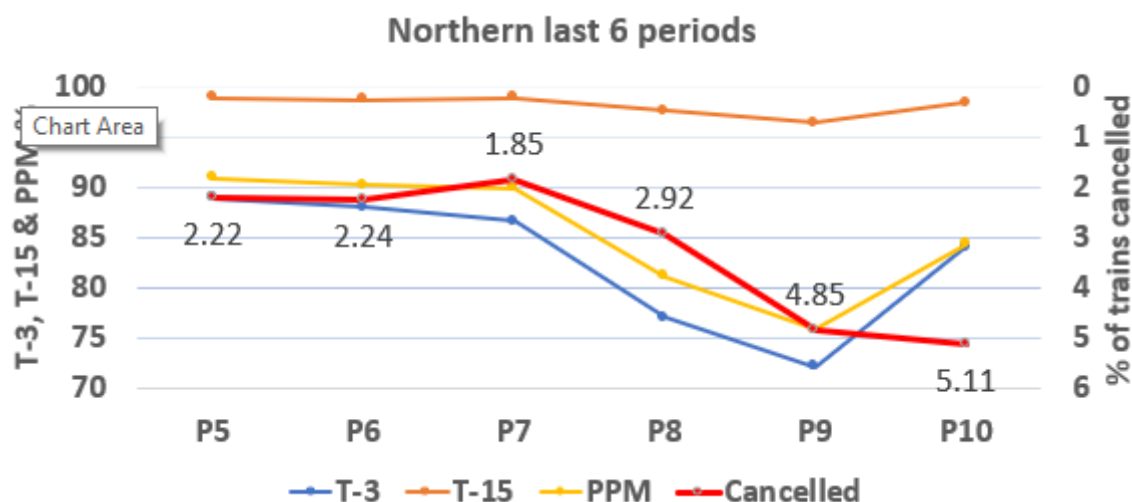
The data is reported under the new performance metrics:

- T-3 (arriving within 3 minutes);
- T-15 (arriving within 15 minutes); and
- Cancellations (% of trains cancelled without prior notice v scheduled to run).

6.2 Although public performance measure (PPM) is no longer a reporting metric, it has been included as a visual guide (data for PPM is extracted from the Office of Rail and Road webpages).

6.3 Metric targets are seasonal and from P7 and are therefore lower due to seasonal effects of autumn and winter. Consequently, dips in performance are expected during this period, especially P8 and P9.

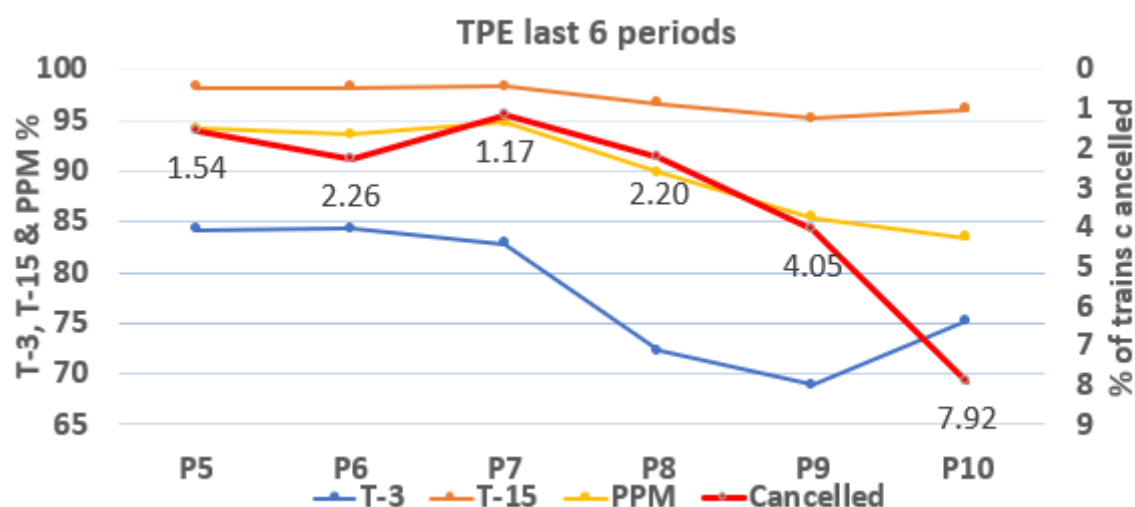
6.4 **Northern**



Performance remained stable until the end of P7.

The proportion of trains running to T-15 has remained high throughout the last 6 periods - in the high 90s%. T-3 dipped significantly since P7 due to autumn leaf fall and several severe weather instances but bounced back in P10 to mid-80% region. While PPM is no longer an official measure, analysis shows that the PPM tracked T-3 and currently sits mid-80%. The percentage of trains cancelled also tracked T-3 because of autumn and severe weather and has remained at just over 5% at the end of P10.

6.5 **TPE**



6.6 TPE performance was stable until the end of P7.

- 6.7 T-15 has remained consistently high throughout the past 6 periods. T-3 shows a significant downward trend from end of P7. PPM follows the same trend and cancellations increased significantly to a peak of 7.92% at the end of P10.
- 6.8 The main reason for the downward trend of T-3 and PPM is autumn leaf fall and severe weather. Cancellations suffered through autumn leaf fall and severe weather up to P9 and spiked in P10 due to driver rest day working agreement ending.
- 6.9 At the last meeting, Rail North Partnership agreed to routine reporting of service quality information. This will be included in future updates as it becomes available.

7. Corporate Considerations

Financial Implications

- 7.1 There are no direct finance implications as a result of this report.

Resource Implications

- 7.2 There are no direct resourcing implications as a result of this report.

Legal Implications

- 7.3 There are no apparent legal implications arising as a result of this report.

Risk Management and Key Issues

- 7.4 The impact on TfN's objectives in particular risk (TCR09: The long-term effect of Covid-19 on the viability of train services and future investment decisions)

Environmental Implications

- 7.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the EIA Directive and therefore does not stimulate the need for SEA or EIA.

Equality and Diversity

- 7.6 No implications

Glossary of terms, abbreviations and acronyms used

Please include any technical abbreviations and acronyms used in the report in this section. (Please see examples below.) This will provide an easy reference point for the reader for any abbreviations and acronyms that are used in the report.

- a) TRU - Transpennine Route Upgrade
- b) TfN - Transport for the North
- c) TPE - TransPennine Express
- d) RNP - Rail North Partnership

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Agenda Item 8

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Agenda Item 9

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