

Transport for the North Rail North Committee Consultation Call Agenda

Date of Meeting	Tuesday 31 May 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	<p>Welcome and Apologies</p> <p>The Chair to welcome Members and the public to the meeting.</p> <p>Lead: Chair</p>	
2.0	<p>Declarations of Interest</p> <p>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.</p> <p>Lead: Chair</p>	
3.0	<p>Minutes of the Previous Meeting</p> <p>To consider and note the minutes of the previous meeting</p>	5 - 10

	<p>as a correct record and to consider any requests for updates on matters contained therein.</p> <p>Lead: Chair</p>	
4.0	<p>Strategic Transport Plan Update</p> <p>To consider the report of the Head of Rail Specification and Delivery; to receive an update on how Transport for the North intends to update its vision and objectives for rail building on the first two Long Term Rail Strategy documents published in 2015 and 2018.</p> <p>Lead: David Worsley</p>	11 - 14
5.0	<p>RNP Operational Update</p> <p>To receive an update on rail operational matters and updates from the operators and Network Rail.</p> <p>Lead: Gary Bogan</p>	15 - 22
6.0	<p>ECML Services and Infrastructure</p> <p>To consider the report of the Interim Head of Investment Planning; to provide the Committee with an update on development of a revised East Coast Main Line timetable and on the work developing a Blueprint for development of services and infrastructure on the East Coast Main Line.</p> <p>Lead: David Hoggarth</p>	23 - 30
7.0	<p>Exclusion of the Press and Public</p> <p>To resolve that the public be excluded from the meeting during consideration of Items 8,9,& 10 on the grounds that:</p> <p>(1) It is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during such item(s), confidential information as defined in S100A(2) of the Local Government Act 1972 (as amended) would be disclosed to them in breach of the obligation of confidence; and/or</p>	

	(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>	31 - 32
9.0	<p>Manchester Recovery Task Force Update</p> <p>To consider the report of the Interim Head of Investment Planning.</p> <p>Lead: Mark Livock</p>	33 - 46
10.0	<p>TOC Business Planning</p> <p>To consider the report of the Rail North Partnership Director.</p> <p>Lead: Gary Bogan</p>	47 - 54

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Rail North Committee Consultation Call Minutes

**Wednesday 09 March 2022
Virtual**

Present:

Attendee	Local Authority
Cllr Liam Robinson (Chair) Mayor Andy Burnham	Liverpool City Region; Greater Manchester Combined Authority;
Cllr Daren Hale Cllr Charles Edwards Mayor Jamie Driscoll Cllr Don Mackenzie	Hull; Lakeland; North East; North Yorkshire;

Also in Attendance:

Name	Job Title
Richard Harper Nick Donovan Matthew Golton	Northern Transpennine Express

Officers in Attendance:

Name	Job Title
Martin Tugwell Chris Roberts Gary Rich Julie Openshaw Adam Timewell Rosemary Lyon Gary Bogan David Hoggarth	Chief Executive Commercial Manager - TPE Franchise Democratic Services Officer Head of Legal Head of Rail Service Outputs Legal and Democratic Services Officer Rail North Partnership Director Strategic Rail Director

**Item Item
No:**

1. Welcome and Apologies

- 1.1 The Chair welcomed Members and the public to the meeting and apologies were received from Mayor Jarvis, Cllr Hinchcliffe and Cllr Browne.

2. Declarations of Interest

2.1 There were no declarations of interest.

3. Minutes of the Previous Meeting

3.1 The notes of the Consultation Call held on 15 December 2021 were considered for their accuracy.

Resolved:

That the notes of the meeting held on 15 December 2021 be noted.

4. Rail Reform Next Steps

4.1 Members received the report from the Strategic Rail Director who highlighted the key points within the report.

4.2 Mayor Driscoll expressed his support and the North East's keenness to be involved. He also highlighted the importance of the priorities outlined in the report.

4.3 The Chair stated that the Strategic Rail Director will arrange for e-mails to be sent out requesting volunteers for the working group.

Resolved:

- 1) That progress on developing a proposition for implementing rail reform in the North be noted;
- 2) That the Committee agrees to establish a Working Group to act as a sounding board for the officer Programme Board and advise the Committee as appropriate;
- 3) That the main points of the Transport for the North submission made to the Whole Industry Strategic Plan consultation which had closed on 4 February 2022 be noted.

5. Manchester Blueprint for Services and Infrastructure

5.1 Members received the report from the Strategic Rail Director who highlighted the key points within the report. Members also received an update from Mr. Richard Harper on the current situation with the Blueprint.

5.2 Mr. Harper explained that the Taskforce is working towards three objectives; the improvement and recovery of performance, ensuring that performance levels remain high and exploring opportunities to improve capacity and connectivity. He highlighted the December 2022 timetable as fundamental to achieving these goals.

He further explained that the December timetable will look to balance the needs of recovery and performance against the needs of passengers. He recognised that difficult compromises have been made and stated that the timetable will form a solid basis and build on the good performance delivered during Covid.

On the issue of service changes, he explained that there are many options on the table and that difficult choices will need to be made.

- 5.3 Mayor Burnham stated that the Blueprint is a step forward and that having visibility into the 2040s is important. However, he raised a number of concerns including the vagueness of the Blueprint with regard to timings and funding, downgraded timetables and lack of investment in infrastructure. He believed that this represents a managed decline of the railway post pandemic which will lead to a car-led recovery from the pandemic.

He highlighted the fact that the all the stations in Manchester are in need of modernisation.

The Chair agreed with Mayor Burnham, stating that the Blueprint is a step forward but is still not good enough. He highlighted the “bounce back” in the North for train travel and explained that services need to be expanded and the infrastructure that is required put in place.

In response the Strategic Rail Director stated that the message from the Committee was a strong one that will be taken back to the Taskforce. He explained that the vision needs to come out clearly regarding Manchester’s railways and the plan for them.

- 5.4 Mr. Harper re-assured the Committee that the Blueprint is not operating towards a managed decline scenario. He explained that there is a range of propositions being considered across the network to take place over a number of years which are locked into a number of other major schemes. He further explained that the Blueprint is helping to lay the foundations in readiness for NPR.

He highlighted that the vagueness on ongoing projects is due to further work being required in order to turn the development work and propositions into a programme of work. The industry is working with DfT on this.

- 5.5 The Chief Executive reminded the Committee that the Castlefield Corridor has been formally identified as a congested corridor; this, he explained, has regulatory implications and acts as driver for partners working together. He outlined the importance of the Blueprint being a living document allowing the ambitions of the North to be used to shape work going forward and is keen for TfN not to lose these ambitions.

- 5.6 Mayor Burnham requested that the Blueprint should include a date as to when this designation on congested infrastructure should end as a result of the relevant infrastructure being in place.
- 5.7 The Chair supported this and requested that this be a standing item on the Committee's agenda.
- 5.8 On behalf of Cllr Hinchcliffe the Chair asked for clarification on the Rail Network Enhancements Pipeline (RNEP) publication process.
- 5.9 The Chief Executive was unable to provide a date as to when the RNEP will be published as it is a Government document, but confirmed that officers are working with partners to make the case for the various investments.

Resolved:

- 1) That the Committee notes the Blueprint linking future service changes to infrastructure, showing how the December 2022 timetable change is a milestone in the process that also includes enhancements that will support reliability and connectivity improvements and that the Blueprint highlights that the Committee will have an ongoing role in the development and prioritisation of proposals;
- 2) That the Committee notes 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) That the Committee notes 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.

6. RNP Operational Update

- 6.1 Members received the report from the Director of the Rail North Partnership. Before inviting the operators to update the Committee he explained that at the last meeting operators were able to report on positive "bounce back", however this has been affected by Covid-19, staffing and training issues and significant weather events.
- 6.2 Mr. Nick Donovan provided the Committee with an update on progress for Northern. He explained that whilst there is a recovery there is continued suppressed demand on the network. He also highlighted the impact of financial restraints and the current industrial relations within the industry. He emphasised the importance of the need for Northern to modernise behind the scenes.

Mr. Donovan highlighted demand patterns which were 26% below pre-Covid levels with commuter demand suppressed to 38% demand recovery; however the recovery is strongest within the leisure market.

The Committee was also provided with an update on timetabling changes and driver training.

- 6.3 Mr. Matthew Golton updated the Committee on demand patterns for TPE. He explained that customer demand is currently two thirds of where it was pre-pandemic and that pre bookings have increased as Covid restrictions have been lifted. He highlighted that the leisure market is at or above pre Covid demand levels whilst the commuter market is below pre Covid market levels.

He explained that from June 2021 and through the Autumn, TPE had its best performance levels, but increased Covid cases and winter sickness amongst staff, industrial relations and poor weather made service delivery difficult during the winter months. He highlighted the current training drive and new recruitment within TPE and updated Members on the current position with regards to the industrial relations, as well as timetable planning. The Committee were also updated on fleet changes for the future.

- 6.4 Members raised issues relevant to their own Constituent Authorities.

- 6.5 Cllr Hale highlighted the importance of reliability and resilience on the network and explained that limited capacity will not encourage casual users to consider modal shift. He enquired as to whether the timetable changes will be returning or whether Covid will impact on the plans./Mr. Donovan stressed the importance to Northern of providing certainty on the delivery of the customer promise and ensuring that timetabled trains be delivered. He further explained the need for them as operators to have confidence in the delivery of the timetable with an important factor being the resolution of the industrial relations issues.

Mr. Donovan explained that the reduction in Covid measures had improved matters particularly in relation to driver training.

Regarding the relationship between suppressed demand and trains not running he explained that for Northern, routes have got the same frequency of service as pre- Covid and some of these have suppressed levels of demand on these routes.

Mr. Golton explained that they are beginning to make progress with driver training although there is a significant backlog.

- 6.6 Cllr Edwards questioned the decision-making process on which services to withdraw first when trains need to be cancelled on the day. He requested a commitment for decent rail replacement services when this happens.

Mr. Donovan explained that these decisions are made by the control team who consider a number of criteria before making a decision.

- 6.7 The Chair thanked Mr. Donovan and Mr. Golton and asked that they passed on the thanks of the Committee to their teams.

Resolved:

That the report be noted.

7. Exclusion of the Press and Public

To resolve that the public be excluded from the meeting during consideration of Items 8 & 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.

8. Private Minutes of the Previous Meeting

- 8.1 The private minutes of the meetings held on 15 December 2021 were considered for their accuracy.

Resolved:

That the minutes of the meetings held on 15 December 2021 be noted.

9. Train 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.

Meeting:	Rail North Committee
Subject:	Strategic Transport Plan: Rail Strategy
Author:	David Worsley, Head of Rail Specification & Delivery
Sponsor:	David Hoggarth, Strategic Rail Director
Meeting Date:	Tuesday 31 May 2022

1. Purpose of the Report:

- 1.1 This report outlines how Transport for the North intends to update its vision and objectives for rail building on the first two Long Term Rail Strategy documents published in 2015 and 2018. The rail elements will be fully integrated within Transport for the North's new *Strategic Transport Plan (STP)*, due to be completed in the Spring of 2023, and elaborated in a number of Policy Position Statements which will be gradually published alongside the new Plan.

2. Recommendations:

- 2.1 It is recommended that Committee discusses the approach to the rail elements of the Strategic Transport Plan outlined in this report and supports the proposed approach.

3. Main Issues:Background

- 3.1 Transport for the North published the previous *Long Term Rail Strategy* in January 2018. This document identified 21 Strategic Gaps which indicated areas in which it was felt that the North's railway network required improvements. This led to the formulation of 21 Conditional Outputs, which were broadly defined goals for positive changes which could be made; these were further grouped in to five themes (known as the five Cs), namely Connectivity, Capacity, Customer, Communities and Cost-effectiveness. More specific aspirations (such as minimum end-to-end speeds for particular types of train services, or desirable frequencies) were encapsulated in twelve Desirable Minimum Standards.
- 3.2 Since the previous *Strategic Transport Plan* was published, there have been a number of developments which must be reflected in our future planning, including:
- 1) The problems following the introduction of the May 2018 timetable (and the subsequent *Blake Jones Review*) have focussed more attention on to train punctuality and reliability. Further work has identified the Castlefield corridor in Manchester and the East Coast Main Line as areas of particular concern, and stressed the importance of infrastructure investment at key hotspots and aligning infrastructure delivery with service proposals;
 - 2) The pandemic and resulting changes in travel behaviour have introduced a larger element of uncertainty regarding future rail demand, but the North

has grown back more quickly than other parts of the country with a particular focus on the leisure market;

- 3) Transport for the North will need to restate its vision of the end state of the North's rail system following the publication of the Government's *Integrated Rail Plan* (IRP) in November 2021. The IRP has confirmed funding for some elements of TRU, HS2 and NPR, and the updated strategy will need to both maximise the benefits of the committed schemes and also highlight the case for further phases as part of an adaptive pipeline;
- 4) The formation of the Great British Railways Transition Team has signalled the beginning of the reintegration of track and train in the future structure of the railway industry; and
- 5) Transport for the North has published its *Transport Decarbonisation Strategy* for the North of England which sets clear ambitions goals to decarbonise the transport network by 2045.

3.3 Transport for the North has a statutory duty to produce a Strategic Transport Plan on behalf of the North of England. The first Strategic Transport Plan was approved by the Transport for the North Board and adopted in February 2019. In September 2021, Transport for the North Board agreed that Transport for the North should commence work on a new programme of work to seek adoption of the new STP no later than Spring 2024. The high-level timeline we are working to is as follows:

- Complete sign-off to evidence base and policies – December 2022
- Board approval of draft STP2 – Spring 2023
- Statutory 12-week consultation – Summer 2023
- Board approval of final STP2 – December 2023
- Publication of STP2 – January 2024

3.4 There are a number of factors that will need to be reflected in the revised strategy. These include:

- 1) Our analysis should anticipate both demand recovery from the pandemic, and Transport for the North's continued aspiration for transformational growth thereafter;
- 2) Our work will be evidence-led, particularly drawing upon the wealth of information and knowledge that Transport for the North's own tools (NoTMS, NoRMS and NELUM) can provide, and the data that local partners can provide on stations and post-pandemic recovery;
- 3) Environmental sustainability continues to be a key issue, especially following the publication of Transport for the North's *Transport Decarbonisation Strategy* and the Government's Net Zero decarbonisation strategy;
- 4) Our planning will cover Transport for the North's comprehensive geography, including urban and rural areas, links to the Midlands, Wales and Scotland, any areas served by Northern or TransPennine Express services, and long-distance travel and Union connectivity;
- 5) We will consider all former rail franchises and open access operators which run trains in the North of England;
- 6) We will continue to encourage modal shift to rail in both passenger and freight markets (e.g. through electrification or journey time improvements);

- 7) We will address all aspects of the passenger experience, including trains, rail infrastructure, stations, and station environs;
- 8) We will consider cost-effectiveness in any recommendations; and
- 9) Our final plan shall be closely aligned to Great British Railways' *Whole Industry Strategic Plan*, and will thus be accepted by the industry, with engagement with GBR having driven a high degree of consistency.

3.5 Areas where specific work is likely to be needed to update the rail strategy include decarbonisation, freight, blueprints for infrastructure and service development (a concept developed by Transport for the North initially for Manchester and the ECML), reliability, journey times, fares and ticketing.

3.6 In a number of these areas Network Rail and GBRTT already have significant responsibilities, which mean that in the normal course of their duties, they should be able to make a major contribution to planning in these fields. Transport for the North, Network Rail and GBRTT are committed to build on the existing close links and shared interests with a strengthened working relationship, to avoid duplication and inefficiency. This will allow us to focus on the other topics, in which we have the greatest opportunity to add value.

Issues

3.7 A number of areas for Rail North Committee's discussion have been identified:

- 1) Do you agree that Transport for the North's rail vision and objectives should be part of the Strategic Transport Plan, rather than a standalone document?
- 2) Should any additional reports be produced? For example, an industry-facing document specifically about rail?
- 3) Should our rail strategy adopt a holistic approach, covering both track and train and the integration of both HS2 and NPR?
- 4) Should the plan have a short or long-term focus, given that the *Integrated Rail Plan* has changed the timescales for many projects, whilst the Rail Networks Enhancement Pipeline has yet to be announced?
- 5) How can we take forward the Northern Transport Charter's previous ideas on "putting the passenger first"?

4. Corporate Considerations

Financial Implications

4.1 There are no financial implications arising directly from this report.

Resource Implications

4.2 There are no direct resourcing implications arising from this report.

Legal Implications

4.3 Transport for the North has an obligation to prepare a transport strategy for its area under Regulation 5 of the Sub-national Transport Body (Transport for the North) Regulations 2018; this is known as its Strategic Transport Plan. There are no other apparent legal implications arising from this report at this stage.

Risk Management and Key Issues

4.4 A risk has been included on the Transport for the North Corporate Risk Register in relation to the embedding the Strategic Transport Plan across programmes.

Environmental Implications

- 4.5 Transport for the North's refreshed Strategic Transport Plan will be subject to an Integrated Sustainability Appraisal, which will include consideration of the full suite of evidence that is drawn upon by that document.
- 4.6 Passenger rail and rail freight, has an essential part to play in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around reducing private car vehicle mileage and HGV mileage.

Equality and Diversity

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

Consultations

- 4.7 Transport for the North's partners have been informally consulted on our approach and will have the opportunity to provide further input as the proposition evolves.

5. Background Papers

- 5.1 None

6. Appendices

- 6.1 None

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) DfT Department for Transport
- b) EIA Environmental Impact Assessment
- c) GBR Great British Railways
- d) IST Integrated & Smart Travel
- e) LTRS *Long Term Rail Strategy* (published by Transport for the North in January 2018)
- f) NELUM Northern Economy & Land Use Model
- g) NoRMS Northern Rail Modelling System
- h) NorTMS Northern Transport Modelling System
- i) NPIER Northern Powerhouse Independent Economic Review
- j) NPR Northern Powerhouse Rail
- k) NTC Northern Transport Charter
- l) RNP Rail North Partnership
- m) STP *Strategic Transport Plan* (published by TfN in February 2019)
- n) TfN Transport for the North
- o) TPE TransPennine Express

Meeting: Rail North Committee

Subject: Rail North Partnership Operational Update

Author: Gary Bogan, Rail North Partnership Director

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: Tuesday 31 May 2022

1. Purpose of the Report:

- 1.1 To update the Committee on operational rail matters, including performance, and to ask Members to note the information in the report. Representatives from Northern, TransPennine Express (TPE) and Network Rail will be in attendance at the meeting.

2. Recommendations:

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

3. Contract updates:

3.1 Overview

Train operations in the North (and elsewhere) continue to be impacted by a number of factors including higher than average levels of sickness, training backlogs caused by covid and a number of Industrial Relations (IR) issues including ongoing and potential future strikes. Rail North Partnership continues to work with the operators to improve the robustness of the service to passengers and oversee operators' plans to recover services back to the planned timetable.

3.1 Northern Trains Ltd

This has been a difficult period for Northern, driven by a combination of stakeholder and media reaction to the publication of the May 22 timetable, which rolls over the current service patterns and included some further service reductions, and customer concerns around cancellations and crowding.

The end of emergency rostering on 20 March 2022 brought some relief to daily cancellations, providing a reduction from an average of 98 per day to around 38 per day. This is still a high level of cancellations, coming as it does on top of an already heavily curtailed timetable, as compared to December 2021. General sickness absence continues to impact here, although Northern is tracking at around the operator average in this regard.

Customer survey (NPS and CSAT) results were below target in March due to these operational challenges but improved in April (CSAT on target) due to reduced cancellations.

The immediate period ahead may be impacted by Industrial Relations issues. RMT union notified Northern of its intention to ballot members in late April, closing on 24 May 2022. Northern's management are working on their plans in the event either ballot returns a positive vote for industrial action, discussing the multiple possible scenarios and developing contingency plans around them. Discussions

are ongoing with ASLEF over specific issues in the North West, but it is likely that there will be some impact on services until a resolution is found. Northern is also in discussions over the introduction of a rest day working agreement with ASLEF to help reduce the training backlog.

Revenue has continued to recover, particularly Advanced Purchase (AP), with a return to 98% of levels seen in the peak Autumn (pre-Omicron) period. This is driven by the leisure market with off-peak revenue now back above pre-COVID levels. Commuter recovery continues to show slower growth at 39%, up 2% between P12 and P13 (periods covering February 2022 through March 2022). This is the first year that Northern has achieved more than £50m in advance-purchase revenue. The improving weather and school holiday demand should boost the strong leisure market further.

Northern has worked closely with the National Citizen Service for a number of years supporting young volunteers on a range of projects which have significant social impact on communities across the region. On 19 April 2022, 20 of these young volunteers had the opportunity to share their latest work, a short film to raise awareness and need to report Unwanted Sexual Behaviour, with MPs in Westminster.

Northern won the Silver Whistle Award for passenger operator performance achievement and was shortlisted at the Women in Rail awards in two categories.

Northern recently completed the installation of 100 defibrillators, meaning there are now 184 installed on Northern stations

3.2 **TransPennine Express**

TPE introduced the May 22 timetable on 15 May 2022, with the planned increase of services of 33 (to 309 services per day, Monday to Friday) including the restoration of the majority of Manchester-Cleethorpes services and the introduction of two additional Berwick – Edinburgh 'shuttles'. Due to the continuing absence of a Rest Day Working (RDW) agreement for drivers and the RMT conductor strike action, there continue to be cancellations against the new timetable. Until a new agreement with ASLEF is secured, and until the RMT strike action ends, the performance picture is unlikely to improve.

RMT initially called 4 consecutive Sunday strikes on 13, 20 and 27 February 2022 and 6 March 2022 over issues including pay. The strike dates have since been extended through to mid-June and, on Bank Holiday weekends, will now include strikes on Saturday. On those strike days TPE is trying to run 26% of a 'normal' Sunday timetable (around 50 of 200 services) using management volunteers on trains and stations.

TPE continues to engage with the unions to seek resolution to the issues highlighted above.

TPE also continues to suffer from above historic rates of sickness absence across the business, but particularly for drivers and conductors. Due to a combination of issues driver absence has been as high as 20% against a historic level of around 5%. This illness level is also a significant contributor to cancellations.

TPE continues to plan for the December 22 and May 23 timetables against the background of uncertainty due to the deferral of the planned East Coast Mainline timetable changes.

Despite the performance issues, demand continues to recover with leisure markets strong and above pre-COVID levels at the weekend, though the return to

commuting patterns remains slow. TPE's customer volumes are at only 75% to 80% of pre-COVID levels, although recovery of those volumes has been further impaired due to the omicron variant and the IR problems necessitating a reduced timetable and causing additional cancellations.

3.3 **TransPennine Route Upgrade (TRU)**

Work during 2022 is focused around weekends between April 2022 and September 2022, with some disruption planned over the Jubilee bank holiday weekend in the Manchester Victoria area. However, whilst 2022 is a period of 'lighter' disruptions, the operators continue to work collaboratively to refine and develop Customer Handling plans and deployment of Customer Delivery Managers (an industry resource), in preparation for the more disruptive periods expected from 2023 onwards.

3.4 **Other Operators**

CrossCountry

CrossCountry's focus has been set on contingency planning for any potential industrial action over the next few months. It is still experiencing an impact on performance in the region due to a lack of Rest Day Working agreement. The operator is continuing to work to resolve this issue.

CrossCountry is also working to plan for the May 2023 timetable. For May 2022, it made minor amendments, which include an extension of services into Edinburgh. It also recently collaborated with Northern and organised a revenue protection Focus Day to help tackle fare evasion. Given its success, the operator plans to run similar events in the near future.

CrossCountry continues its support of Community Rail Partnerships across the network. It recently delivered over £250,000 in funding to various partnerships and has now opened up the Community Engagement Fund to further support projects throughout the year.

Avanti (West Coast Partnership)

Passenger demand continues to grow on all routes, driven primarily by leisure travel focused on weekends, with business and commuter travel returning at a slower rate, albeit increasing particularly since Easter to around 70% of pre-COVID, however some routes are performing stronger, notably the Anglo-Scottish route which has recovered to over 100% of pre-COVID demand, followed by Liverpool at 82%.

In response to passenger trends, changes were introduced as part of the national timetable change on 15 May 2022, with services on the London to Manchester route increased to three trains per hour in most hours. Direct services between London Euston and Holyhead have been increased to four trains per day in each direction with an additional direct London Euston to Chester return service to supplement these. Liverpool has retained its one train per hour service as it has throughout the pandemic.

The residual impact of COVID continues to affect traincrew availability and the training of new employees; short-term changes are necessary in response to heightened absence levels, and as a result, between May 2022 and September 2022, a small number of services on the Manchester to London via Stoke-On-

Trent route and a number of direct hourly Euston – Chester services have been withdrawn. These will be re-introduced from September.

The £117m programme to refurbish its fleet of Pendolino trains is progressing well, with the first three units now returned to service.

On Tuesday 17 May 2022, the West Coast Partnership brought together over 150 industry experts and senior politicians to discuss the future of rail at its second annual virtual stakeholder conference.

East Midlands Railway (EMR)

On 16 May 2022, EMR introduced its latest timetable change, which sees the re-introduction of several services on EMR Regional lines, including seasonal Sunday services on the Cleethorpes – Barton-on-Humber route, and additional services on the Liverpool-Norwich line – leaving only one service still omitted from the route, the 0851 departure from Liverpool.

On the Intercity route, EMR will no longer service stations between Sheffield and Leeds.

Having come to agreements on a number of disputes with the RMT, EMR are no longer facing any formal disputes with unions at present.

Regarding the ballot for National Rail Strikes, EMR is standing up its crisis command to help get ready for potential strike action.

Over 2,000 EMR staff have been issued with a new uniform, which can be seen at stations and on-board services now. The new EMR uniform has designed to be more easily identifiable to customers.

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, who also need these trains in order to restore services in their own timetable. EMR is continuing to work with the Department for Transport and other train operators to release trains.

LNER (London North Eastern Railway)

LNER is investing £800,000 into station waiting rooms across the East Coast route. Berwick upon Tweed, Darlington, Wakefield Westgate and Retford were the first stations to have their waiting rooms refurbished, with Doncaster, Durham, Grantham, Peterborough, Newark Northgate, Newcastle and York to follow.

First Hull Trains

Hull Trains has resumed a full timetabled service since providing a reduced service following the Omicron COVID wave at the start of the year. Leisure passenger numbers are strong and recovered, however the business passenger market remains markedly lower than pre-pandemic levels.

Recent innovations have seen improved refund and compensation systems, delivering a faster service to customers, while to support the local leisure market and visitor economies, by bringing people into Hull and Doncaster, the operator

launched new leisure return fares for stations between Hull and Doncaster, reducing existing fares by 50%.

Hull Trains now offers a reduced 2-hour Passenger Assist booking window for disabled customers, granting more flexibility and reassurance to those with a greater need of assistance during their journey.

Hull Trains has been shortlisted for 'Fleet Achievement of the Year' and 'Outstanding Team of the Year' at the forthcoming National Rail Awards.

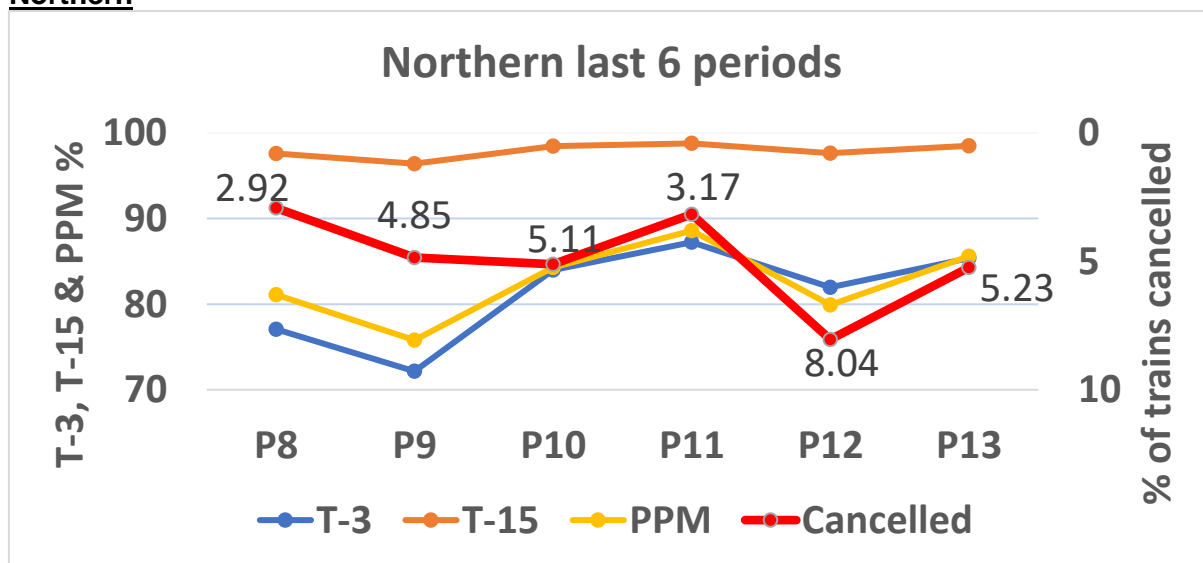
3.5 Performance update

The graphs below highlight the train performance for both Northern and Transpennine Express. The data is reported under the new performance metrics:

- T-3 (arriving within 3 minutes)
- T-15 (arriving within 15 minutes)
- Cancellations (% of trains cancelled v scheduled to run)

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).

Northern

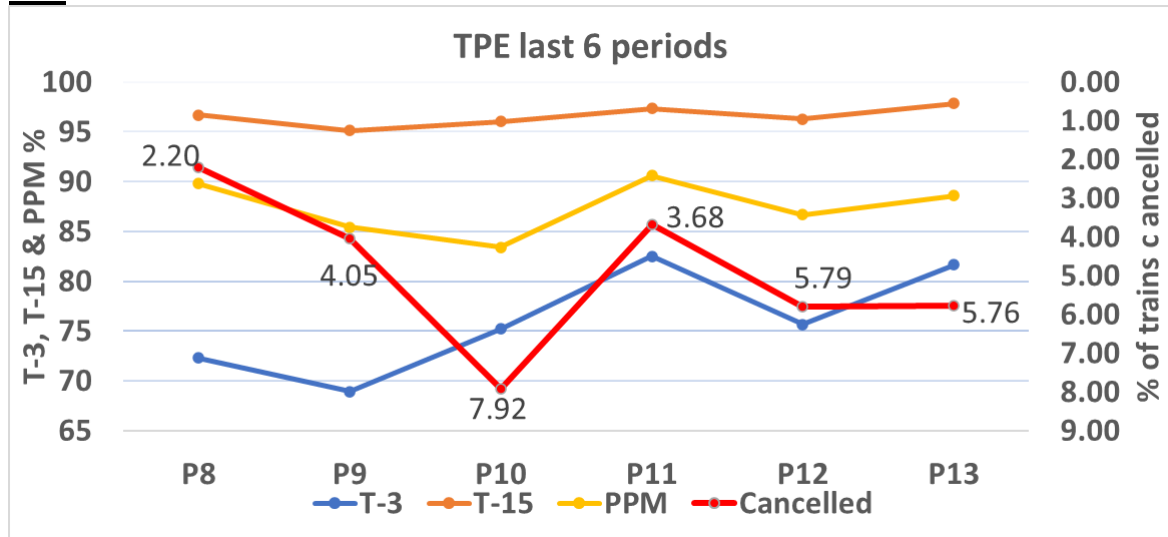


Performance improved from period 9 and the emergency timetable introduced during period 10 further helped with performance stability.

The proportion of trains running to T-15 and T-3 saw a significant improvement from period 9. However, cancellations have remained high since period 9 and spiked at 8.04% in period 12. Instance of COVID-19 absence and isolations impacted performance from period 11 to the end of period 13.

PPM is no longer an official measure; analysis shows that the PPM tracked T-3 and currently sits mid 80%.

TPE



Transpennine Express performance was stable until the end of P8. T-15 has remained consistently in the 80% range throughout the past 6 periods. However, T-3 tracked mostly under 75% with a slight improvement in period 11 and 13. PPM follows the same trend and cancellations increased significantly to a peak of 7.92% during P10.

The main reason for the downward trend of cancellations is due to Driver rest day working agreement ending and the impact of COVID-19 absence and isolations.

4. Corporate Considerations

Financial Implications

4.1 There are no direct financial implications arising from this report.

Resource Implications

4.2 There are no direct resourcing implications to Transport for the North arising from this report.

Legal Implications

4.3 There are no apparent legal implications arising from this report.

Risk Management and Key Issues

4.4 Risk implications are included 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 not stimulate the need for SEA or EIA. Passenger rail has an essential part to play in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around reducing private car vehicle mileage.

Equality and Diversity

4.6 There are no equality or diversity issues arising from the report.

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) TPE | TransPennine Express |
| b) NTC | Northern Transport Charter |
| c) NPS | Transport Focus National Passenger Survey |
| d) CSAT | Customer SATisfaction Survey |

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Meeting:	Rail North Committee
Subject:	East Coast Main Line Services and Infrastructure
Author:	Chris Mason, Interim Head of Investment Planning
Sponsor:	David Hoggarth, Strategic Rail Director
Meeting Date:	Tuesday 31 May 2022

1. Purpose of the Report:

- 1.1 To provide the Committee with an update on development of a revised East Coast Main Line timetable and on Transport for the North's work with partners to develop a Blueprint for development of services and infrastructure on the East Coast Main Line on the same model as that being successfully applied to the Manchester congestion hotspot
- 1.2 To provide the committee with an update on the Leeds Area Study.

2. Recommendations:

- 2.1 That the Committee notes the update on industry work to introduce a revised timetable on the East Coast Main Line.
- 2.2 That the Committee notes the work to develop a Blueprint to restore connectivity to and from the north of the East Coast Main Line on the same model as that being successfully applied to the Manchester congestion hotspot and the need to develop appropriate member and officer level governance arrangements
- 2.3 That the Committee notes the update on the Leeds Area Study.

3. Main Issues:

Background

- 3.1 The East Coast Main Line (ECML) links the North East to almost all other parts of the UK but suffers from constraints and unreliability that places a limit on the number of passenger and freight trains that can serve the region, constraining future growth. Transport for the North, Authorities and businesses in the North East have been seeking an increase in the capacity of the northern end of the East Coast main line for some time.
- 3.2 Various studies have identified infrastructure options to increase capacity. Some, including works to allow larger freight containers to use the Northallerton–Eaglescliffe route to access Teesport rather than reverse at Darlington, are progressing towards delivery.
- 3.3 Other interventions are currently in development, such as the remodelling of Darlington Station which, combined with alterations to services which currently cross the main line at Darlington, will also release capacity for further services.

Timetable Development

- 3.4 Following recent investment through the ECML upgrade programme, mainly at the southern end of the route, a third London North Eastern Railway (LNER) service per hour between London and Newcastle was proposed in the May 2022 Consultation timetable. Whilst this investment is welcomed, this additional service

was at the expense of an existing northeast – northwest service which reduced connectivity across the north and also had a number of other impacts on local services and reduced calling patterns at some stations in the North.

- 3.5 Transport for the North made a robust response to the 2021 timetable consultation which contributed to the decision by the industry to develop alternative proposals. The Transport for the North priorities included:
- Greater emphasis on East-West connectivity;
 - Resolving main line local station calls (to maintain connectivity); and
 - Retaining the existing 2 trains per day to/from Bradford.
- 3.6 The earliest that any alternative proposals could be implemented is May 2023 and a decision to implement the changes would need to be made in the summer of 2022. At the time of writing revised proposals had not been published by the industry although Transport for the North is aware that a number of options are under development. Once available, Transport for the North will undertake a qualitative assessment of the revised proposals including a comparison with the previous (summer 2021) proposal. This will include a high-level assessment against the priorities highlighted in paragraph 3.5 above.
- 3.7 In the meantime, Transport for the North commissioned Atkins to undertake an assessment of previous options to ascertain whether additional East-West services could be accommodated alongside the industry proposals and if not, what the barriers to implementation would be. The technical work demonstrated that whilst it may be theoretically possible to accommodate *some* additional east-west services within the industry timetable, it was not possible to create a consistent (every hour of the day) timetable with an even spread of services around the clockface and even then, there would need to be adverse changes to some local connections.
- 3.8 The overarching conclusion of the work supports the case for additional infrastructure investment in the East Coast Main Line, particularly North of York.
- 3.9 The Integrated Rail Plan (IRP) , published in November 2022 sets out the intent to develop infrastructure enhancements to support 7 or 8 trains per hour North of York. The IRP proposes:
- Improvements at York;
 - Extending the current 4-track railway to end just north of Northallerton, rather than just south of the station as at present;
 - An additional through platform on the eastern side of Darlington station, with bays to reduce the number of local services that cross in front of fast trains, which is consistent with the existing proposals being developed by Network Rail with Tees Valley Combined Authority;
 - Upgrading the Stillington route to allow more freight use, and restoring a 3rd track north of Chester-Le-Street and a former chord at Bensham to enable a greater degree of segregation between freight and fast passenger trains; and
 - Lengthening some of the bay platforms at Newcastle to enable NPR trains to terminate in the station.

Strategic Outline Business Case Development

- 3.10 Transport North East (TNE) approached Network Rail (NR) to fund development of a Strategic Outline Business Case (SOBC) for interventions to uplift capacity from 6 trains per hour (tph) to 7/8 tph pending development of proposals in the Integrated Rail Plan (IRP). TNE, Transport for the North and NR shared costs for this study equally. Results from this work are expected by July 2022.

- 3.11 Infrastructure improvements considered in the SOBC include:
- extensions to bay platforms at Newcastle to accommodate 5-car LNER trains;
 - the works at Bensham tunnel and re-instatement of Bensham curve to reduce the number of freight movements from the north needing to cross the ECML on the flat to access Tyne Yard; and
 - works to the Stillington route to allow more freight trains to use that route complementing the scheme in development to upgrade the Northallerton – Eaglescliffe route and together allowing a continuous route for freight away from the ECML, although this would increase freight journey times and reduce the ability to switch to fully electric haulage.
- 3.12 Also included is the extension of the current 4-track ECML to end just north of Northallerton with reconstruction of platforms on the new extended slow lines and grade separation to better segregate fast trains and slower trains calling at Northallerton enroute to Middlesbrough and beyond.
- 3.13 The projects covered by the SOBC work is being put forward for fast-tracking as an IRP deliverable. Early progress with enhancements identified in the IRP is critical to improve the capacity and resilience of the route and unlock local growth plans.
- Development of a Blueprint Linking Infrastructure to Service Development.
- 3.14 Transport for the North as led the development of a Blueprint based on the work with DfT in Manchester. This includes a new form of collaboration linking infrastructure development to future timetables, setting out committed events/infrastructure enhancement and the best information about future schemes in a pipeline of improvements driven by service needs. The Blueprint shows the co-ordinated long-term service and infrastructure solution to restore and improve connectivity.
- 3.15 This approach is proposed as best practice for programmes with complex interaction between different infrastructure options and service requirements. DfT are also supportive of this approach.
- 3.16 The draft Blueprint for ECML North has been developed by Atkins on behalf of Transport for the North from the contents of the IRP, studies undertaken by/collaborative discussions with partners and the DfT to support the needs of the people and industries in the East and North East. Key studies and inputs include:
- Transport for the North’s Strategic Transport Plan & Long-Term Rail Strategy;
 - Atkins ECML May 2023 & ‘ESG’ Timetable Analyses;
 - Network Rail East Coast Main Line Route Study (Dec 2017) and the Transport for the North-led response; and
 - proposed Northern Powerhouse Rail Leeds to Newcastle corridor interventions.
- 3.17 The current draft Blueprint, which is subject to further development, is attached as Appendix 1. Transport for the North has shared a copy of this draft with Network Rail and DfT. Collaborative engagement will continue with partners, Network Rail and DfT to enable continuous development of the Blueprint.
- 3.18 Transport for the North has also approached Network Rail to take ownership of development of the Blueprint and delivery of the infrastructure with progress to be monitored through programme boards and collaboration with partners.

Governance

- 3.19 Given the stage of timetable development and urgency of re-instating connectivity, joint governance of this programme needs to be put in place as a matter of urgency. TNE wrote to the Minister of State on behalf of the North East Joint Transport Committee and North of Tyne Combined Authority to seek their support for the formation of an ECML Integrated Rail Programme Board (North East) or similar, in relation to the major ECML interventions outlined in the IRP.
- 3.20 The aim of the proposed Board would be to provide a forum for government Ministers and local leaders to have joint oversight of the development and delivery of the improvements identified for the North East section of the ECML.
- 3.21 The proposed Board would include senior representation from Network Rail, Transport for the North and any neighbouring authorities who may wish to participate. This forum will give confidence to all sides that the improvements progress to an agreed plan and are integrated as far as possible with local plans and investments, as well as industry plans, to bring the widest possible benefit. A response is currently awaited.
- 3.22 Transport for the North will work with the DfT and member authorities to develop the full governance structure which will include a clear definition of the purpose of the Board and outcomes required, how input will be provided from both Member and officer level to influence development of the Blueprint and ensure Members are briefed on progress with ongoing development and delivery and decisions required.

Leeds Area Study

- 3.23 The Government's Integrated Rail Plan (IRP) published in November 2021 commits to look at the most effective way to run HS2 trains to Leeds including the most optimal solution for Leeds Station capacity and starting work on the West Yorkshire Mass Transit System. To support this activity, studies will be carried out over the next 18 months guided by Terms of Reference set by the DfT. At the time of writing, these Terms of Reference had yet to be published.
- 3.24 To support the study, West Yorkshire Combined Authority has established a Leeds Area Studies Board. This Board will steer and provide oversight for the studies covering extension of high-speed services to Leeds, Leeds station network capacity and better Bradford connections, as set out in the IRP. This Board is chaired by Network Rail and includes partners from West and South Yorkshire, Government Departments, East Midlands Councils and Midlands Connect. Transport for the North plays a key role in this Board, recognising the importance of Leeds station to services across the north and further afield.
- 3.25 This Board has now met twice. It will operate within the Terms of Reference set by Government and will commission work including analytical work where appropriate. Transport for the North will support this including through its analytical capability. An important role for the Board is to ensure that short term investment and land-use decision making is enabled in line with the direction of the studies. Whilst there is considerable interest in how HS2 and Northern Powerhouse Rail will serve Leeds, there are existing capacity and reliability issues that also need to be addressed.

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 Further funding will be required for Network Rail to develop and deliver the infrastructure schemes including business cases, which will be subject to DfT and Treasury approval.

Resource Implications

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

Legal Implications

- 4.4 Consideration will need to be given as to any potential consequential changes to the governance provisions in Transport for the North's Constitution to reflect the formation of the Leeds Area Studies Board, and the potential ECML Integrated Programme Board and the co-sponsorship arrangements as outlined in the report. There are no further apparent 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 delivery of infrastructure will be identified, assessed, managed and monitored by Network Rail. A risk is included on the Transport for the North Corporate Risk Register in relation to future timetable changes.

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.
- 4.7 Delivery of the blueprint will encourage growth of travel by rail services and contribute to environmental targets through reduction in journeys by road.
- 4.8 Any specific environmental issues will be picked up in the development and delivery of individual infrastructure interventions.

Equality and Diversity

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

Consultations

- 4.10 Consultations will be carried out by the appropriate body in development of the infrastructure works and on timetable changes through industry processes.

5. Background Papers

- 5.1 There are no background papers to this report.

6. Appendices

- 6.1 Appendix 1 – East Coast Main Line (North) Draft Blueprint

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) DfT | Department for Transport |
| b) ECML | East Coast Main Line |
| c) IRP | Integrated Rail Plan |

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

d) LNER	London North Eastern Railway
e) NR	Network Rail
f) SOBC	Strategic Outline Business Case
g) TNE	Transport North East

Additional Acronyms in Appendix 1:

h) BDI	Bradford Interchange
i) Cap/perf	Capacity/performance
j) DAR	Darlington
k) DON	Doncaster
l) EAG	Eaglescliffe
m) EDB	Edinburgh
n) ESG	Event Steering Group
o) ETCS L2	European Train Control System Level 2 ('in cab' signalling')
p) FBC	Final Business Case
q) GRA	Grantham
r) HGT	Harrogate
s) HPL	Hartlepool
t) HUD	Huddersfield
u) HUN	Huntingdon
v) KGX	London Kings Cross
w) LDS	Leeds
x) LSI	Line Speed Improvement
y) MAN	Manchester
z) MBR	Middlesbrough
aa) NCL	Newcastle
bb) NTR	Northallerton
cc) OBC	Outline Business Case
dd) PSU	Power Supply Upgrade
ee) SUN	Sunderland
ff) TRU	Transpennine Route Upgrade
gg) TT	Timetable
hh) TVCA	Tees Valley Combined Authority
ii) W'walton	Woodwalton
jj) YRK	York

ECML Services and Infrastructure - Appendix 1

ECML TRANCHE 1 – MID 2020s

ECML TRANCHE 2 – AROUND 2030

ECML TRANCHE 3 – MID 2030s

ECML Route

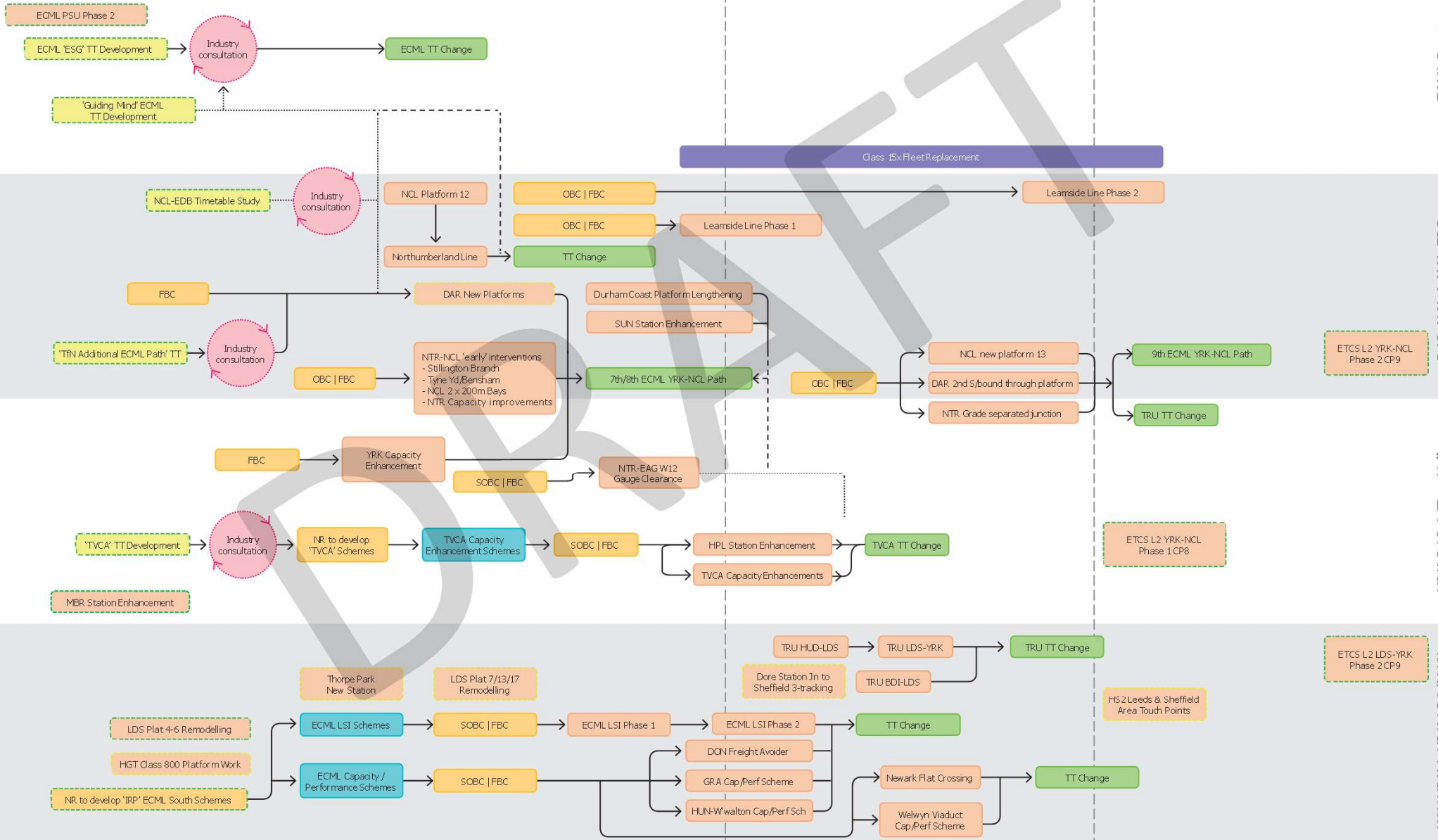
ECML Route

Page 29
YRK-DAR & Tees Valley

DAR-NCL & NCL-EDB

KGX-YRK & YRK-LDS/IAN

YRK-DAR & Tees Valley
KGX-YRK & YRK-LDS/IAN



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Agenda Item 8

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Agenda Item 9

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