

Transport for the North Rail North Committee Agenda

Date of Meeting	Tuesday 15 November 2022
Time of Meeting	11.00 am
Venue	Virtual

Filming and broadcast of the meeting

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

Item No.	Agenda Item	Page
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. Lead: Chair	5 - 12
4.0	The Future of Rail in North Members to be provided with an overview of rail issues in the North and to consider recommendations for the improvement of services. Lead: David Hoggarth	13 - 20
5.0	Rail North Partnership Operational Update To receive an update on rail operational matters and updates from the operators and Network Rail.	21 - 30

	Lead: Gary Bogan	
6.0	Manchester Task Force To consider the report of the Interim Head of Investment and Planning and to receive an update on readiness for the December 2022 timetable change and progress with infrastructure development. Lead: Chris Mason	31 - 36
7.0	East Coast Mainline Update To consider the report of the Partnership and Programme Manager. To provide an update on the revised East Coast Mainline timetable proposal, progress with development of infrastructure and to note the position on the Leeds Area Study. Lead: Caroline Young	37 - 40
8.0	Resilience and Reliability Delivery Plan To consider the update of the Rail Strategy Manager on the work undertaken by Transport for the North to develop a Reliability & Resilience Delivery Plan, setting out short-term infrastructure enhancements to improve the resilience of the network. Lead: David Worsley	41 - 46
9.0	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: <ul style="list-style-type: none"> (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. 	
10.0	Private 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. Lead: Chair	47 - 50

11.0	Train Operator Business Plans To consider the report of the Rail North Partnership Director. Lead: Gary Bogan	51 - 54
-------------	---	---------

This page is intentionally left blank

Rail North Committee Minutes

**31 May 2022
Virtual**

Present:

Attendee

Cllr Liam Robinson (Chair)
Cllr Craig Browne
Mayor Andy Burnham

Cllr Richard Hannigan
Cllr Charles Edwards
Cllr Keith Little
Mayor Jamie Driscoll
Mayor Oliver Coppard

Cllr Heather Scott
Cllr Susan Hinchcliffe

Local Authority

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

South of Humber;

Lakeland;

Lakeland;

North East Combined Authority;
South Yorkshire Mayoral Combined
Authority;

Tees Valley;

West Yorkshire Combined Authority
and York;

Also in Attendance:

Matthew Rice
Tricia Williams
Matt Golton
Mark Livock
Richard Harper

Network Rail
Northern
Transpennine Express

Officers in Attendance:

Name

Martin Tugwell
Gary Rich
Julie Openshaw
Chris Mason
Gary Bogan
David Hoggarth

Job Title

Chief Executive
Democratic Services Officer
Head of Legal
Interim Head of Investment
Rail North Partnership Director
Strategic Rail Director

**Item Item
No:**

1. Welcome and Apologies

- 1.1 The Chair welcomed Members and no apologies were received. He then specifically extended a welcome to new Committee Members Mayor Coppard and Cllr Ieronimo.

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 9 March 2022 were considered for their accuracy.
- 3.2 Cllr Scott stated that she had sent apologies for the meeting, and these had not been recorded.

Resolved:

That subject to the recording of Cllr Scott's apologies that the minutes of the Consultation Call held on 9 March 2022 be noted.

4. Strategic Transport Plan Update

- 4.1 Members received the report from the Strategic Rail Director who outlined the key points of his report.
- 4.2 Addressing the issue of short term or long-term Mayor Burnham stated the need for a short term focus if it is going to be meaningful. He expressed concern about investment in the railway in the North until the end of the decade. He informed the Committee that it is his understanding that no significant capacity enhancements are planned for Central Manchester until the end of the decade. He further stated that in order for the plan to be meaningful it has to set out what the Committee needs as a minimum basic level of service.

Mayor Burnham believes that a plan is needed which should include a timeline outlining minimum expectations and providing completion dates.

- 4.3 Cllr Hinchcliffe requested an additional point be included on levelling up. She explained that some decisions made regarding the railway are bad for disadvantaged places and she wants to ensure that there is more local understanding on these decisions. She suggested that the point include consulting with local stakeholders when making decisions.
- 4.4 Cllr Browne suggested that a mix of short, medium and long-term deliverables need to be included in order to hold decision makers to account. He also stated that the documents need to reference putting passengers first and not customers.

- 4.5 The Chair agreed with the comments of Members. He explained that the document needs to be a visionary and targeted document focussing on the short, medium and long term with a particular focus on the tangibles setting out what the Committee wants the achievements to be for the next decade and beyond.

Resolved:

That the Committee supports the approach to the rail elements of the Strategic Transport Plan outlined in the report.

5. RNP Operational Update

- 5.1 Members received the report from the Rail North Partnership Director who explained that this had continued to be a difficult period for rail including for the two operators in the North. This is because of high level of staff absence, Industrial Relations issues and the absence of Rest Day Working which had been used to help clear the driver training backlog.

He highlighted a letter that had been received from ASLEF about an error in his previous report to the Committee on the issue of Industrial relations and explained that he will write to Mr. Whelan to clarify his point following the meeting.

- 5.2 Ms. Tricia Williams explained that there is a recovery on rail but demand is suppressed. She stated that the industry is working within financial constraints and is beginning to see some inflationary pressures on costs, and this coupled with industrial relations issues is beginning to impact on service delivery. /She explained that the May timetable has now been introduced with the focus on reliability and certainty for customers including reducing short term cancellations.

She then outlined Northern's progress during the recovery. She explained that demand is now at 88% of pre covid, with commuter demand beginning to improve, and leisure and weekends being the strongest areas of recovery.

She updated the committee on the current situation regarding industrial relations. Members were updated on training which is being impacted by having no Rest Day Agreement. It was highlighted that there were a total of 9000 days to be completed.

- 5.3 Mr. Matt Golton provided an update on TPE's recovery with demand currently 75% of pre covid levels but revenue at 85%.

He then addressed current performance levels and the impact these are having on customers, communities and colleagues. He stated that current performance levels are not acceptable and wants to get back to pre winter performance levels. He outlined the challenges they are facing which include higher than usual sickness levels, loss of driver Rest Day working, the RMT dispute and driver training backlogs.

- 5.4 Mr. Matthew Rice explained that the single biggest impact on performance is the actions of external people, this includes trespassing and theft of copper cable with these having a detrimental impact on services. He informed the Committee that good progress is being made on the Transpennine Route Upgrade (TRU) and on East Coast Main Line enhancements.
- 5.5 Members raised with the operators a number of issues relevant to their areas.
- 5.6 Mayor Driscoll explained that it is the job of Committee Members to develop economic prosperity for their areas and a key element to enabling them to do so is having a functioning transport system which the current situation with the transport system across the North is making this difficult to do. He appealed for there to be adequate investment in the rail industry and urged the Government to fix this because a modern levelled up Northern economy can't be achieved without adequate investment in the rail system.
- 5.7 Cllr Hinchcliffe raised the issue that short term cancellations and reliability issues on TPE are having on people. She also looked for assurances from Northern that the full timetable will be restored by December without any changes or cancellations from existing services and without Covid being used as an excuse. She explained that many people living in the North need to travel into work and therefore time needs to be given for these services to build up their patronage and help local economies to thrive.

In response, Mr. Golton recognised that TPE's performance has been unacceptable. He stated that major reasons for the issues being experienced is due to the loss of flexibility as a result of the dispute with RMT colleagues and the loss of rest day working. He assured the committee that they are working as hard as possible to try and achieve a breakthrough with unions on the industrial relations.

Ms. Tricia Williams stated Northern's commitment to re-instating services, but that they may need be utilised differently [post-covid].

- 5.8 Cllr Browne brought to the attention of the Committee that disabled passengers are being left on platforms at Poynton, he stated that he had received a number of e-mails from residents on this issue. He believes that this is occurring due to a lack of capacity on the trains by the time it arrives in his area.

Ms. Williams stated that she will look into this and get back to him.

Mayor Burnham expressed frustration that the same conversations are being repeated and that the people of the North don't have a reliable railway. He stated that the current issues have been going on for a while

and questioned who is taking responsibility for sorting the situation so that the people of the North can have a reliable rail service.

He further stated the need for consistent performance levels and not one where there are patches of good performance followed by a collapse.

Whilst sympathising with operators that some of the issues being experienced are out of their control he added many aren't. He highlighted the lack of infrastructure and how they are unable to support the timetable ambitions of the Committee. He also questioned what the industry is doing to create a more reliable railway for the North when they are struggling to run reliable services on a reduced timetable.

In response to Mayor Burnham Ms. Williams stated that she is unable to put a timescale on improvements but explained that they are working hard to ensure that there is a focus on training as they believe this is the key to enabling them to work more flexibly and allow them to deploy resources where required in order to restore services.

On the issue of industrial relations she stated this is not in their power but they are working hard to find resolutions to the issues.

- 5.9 Mr. Golton stated that they need to recreate the stability that they had during the summer of 2021 where their performance was excellent. He offered the Committee assurances that they are doing everything they can to achieve this.
- 5.10 On the issue of infrastructure Mr. Rice stated that this is one part of the jigsaw and everyone needs to work together and continue to push for sensible targeted investment and growth.
- 5.11 Cllr Edwards stated that it is the most disadvantaged that are most likely to suffer from cancelled services as they have no other form of transport to use. He highlighted the impact of the industrial action on passengers and requested that the Committee and TfN adopt a robust position on the industrial action that gets all parties around the negotiating table and encourages a way forward that doesn't require industrial action.
- The Chair stated that he wants all parties to get around the table to resolve the issues urgently without placing blame on specific people in order to find a speedy solution.
- 5.12 The Chair highlighted the importance of a strong focus being put on the build back from Covid. On the issue of industrial relations he further stated that it is imperative that the Government steps in, in order to avoid a national strike. He then highlighted the need for the DfT to give to operators more flexibility to negotiate on more local issues. The Committee were informed that the Chair of TfN is due to meet with the Rail Minister and he will be asked to take the messages of the Committee with him in order that these issues can be resolved.

- 5.13 The Chief Executive stated that there is a strong and clear message to give when the Chair meets with the Rail Minister. He explained that Officers continue to have dialogue with DfT and the messages from the Committee would also be relayed to them. This item will also be included on the 30 June Board agenda.

Resolved:

That the report be noted.

6. ECML Services and Infrastructure

- 6.1 Members received the report from the Interim Head of Investment and Planning who highlighted the key elements of the report.
- 6.2 The Chair explained that the Committee are awaiting Government proposals on this issue and once these have been agreed briefings will be held for Officers and Members so that actions can be taken forward quickly.
- 6.3 Mayor Driscoll stated that within the Integrated Rail Plan (IRP) there are a number of mentions of schemes that will increase capacity on the East Coast Mainline to a potential seventh or eighth path however, in order for this to happen all the trains would need to run at the same speed and stop at the same places.
- He further explained that leaders across the area are working on a cross party basis and requested that the Committee endorse the creation of the East Coast Mainline Programme Board.
- 6.4 Cllr Scott stressed the importance of reinstating the timetable following the last consultation as well as the urgency of the upgrade of the line from York.
- 6.5 Cllr Hinchcliffe welcomed the progress that had been made on the proposals to improve capacity on the northern approach to York Station she also welcomed the joint work to develop the joint proposals in Bradford and Shipley to help the commitment for additional services between Bradford and London.
- She requested an update on the publication of RNEP.
- The Strategic Rail Director stated that he has been informed that this will be published soon but has not been given a date.
- 6.6 Mayor Coppard enquired about the Leeds Area study and asked if a deadline had been set. The Interim Head of Investment Planning stated that this should be issued soon however DfT have not published the Terms of Reference.

- 6.7 Mayor Burnham stated that the conversation needs to change and get back to a railway that supports economic growth in all cities and regions in the North. He stated that Ministers need to start re-attending TfN meetings.
- 6.8 The Chair requested that an item on this needs including on the next Board agenda and asked that a Minister or the Secretary of State be in attendance.
- 6.9 The Chief Executive echoed Members comments on the importance of receiving the Terms of Reference for the Leeds Area study. He stated that in order to move this work forward quickly TfN's role on the co-sponsorship Board can be used to make these key points to the DfT.

Resolved:

- 1) That the Committee notes the update on industry work to introduce a revised timetable on the East Coast Main Line.
- 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
- 3) That the Committee notes the update on the Leeds Area Study.

7. Exclusion of the Press and Public

To resolve that the public be excluded from the meeting during consideration of items 8,9 and 10 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 Consultation Call held on 9 March 2022 were considered for their accuracy.

Resolved:

That the private minutes of the Consultation Call held on 9 March 2022 be noted.

9. Manchester Recovery Task Force Update

- 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.

10. Train Operator Business Planning

- 10.1 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 Meeting
Subject:	The Future of Rail in the North
Author:	David Hoggarth, Strategic Rail Director
Sponsor:	Martin Tugwell, Chief Executive
Meeting Date:	15 November 2022

1. Purpose of the Report:

- 1.1 To provide the Committee with an overview of rail issues in the North and set out recommendations for the Committee to consider.

2. Recommendations:

- 2.1 The Committee is recommended to:
1. Seek assurances from the Department for Transport that the train operators in the North will be provided with the flexibility to put in place short term arrangements that could bring about an immediate improvement to performance – including Rest Day Working Agreements.
 2. Seek the support of the Department for Transport to complete the business case for a Training Academy for the North which will ensure there is a pipeline of trained drivers to end the reliance on overtime working and also deliver the growth in services needed.
 3. Work through Rail North Partnership, to continue to hold the train operators accountable for their recovery plans and commitments.
 4. Request the executive to prepare a proposition for consideration by the December 2022 Transport for the North Board that sets out the case for using the existing rail devolution in the North as the basis for rail reform.
 5. Continue to make the case for the funding the North needs to support a growing railway – including revenue budgets for the train operators and capital investment.

3. Main Issues:

Background

- 3.1 A reliable and expanding rail network in the North is essential to today's passengers and businesses. It has also been identified as being essential to unlocking the North's economic potential in a way that is sustainable for the long term. Transport for the North's evidence base shows how today's network needs to be developed and expanded, building on investment identified in the Government's Integrated Rail Plan and HS2.
- 3.2 Since Covid, the North has been at the forefront of the growth back in passenger numbers – regularly outstripping growth elsewhere on the network (at the time of writing major stations in the North stood at 87% of pre-covid demand compared to London stations at 71%). Just last month, Northern reported its third highest revenue week ever indicating the strength of the market and the potential for growth in the future.
- 3.3 However, this growth is being put at risk as over the last few months the North has seen unacceptably poor levels of performance on the network with record levels of cancellations particularly on Avanti West Coast and TransPennine

Express. This disruption has inconvenienced people's daily lives and routines and impacted businesses across the North. Both Avanti and TPE have introduced reduced timetables on their West Coast routes reducing the attractiveness of travel to/from and within the North. This is unacceptable and would not be tolerated in other parts of the country.

- 3.4 Of course, there are reasons for the unreliability and some of these reasons are outside the direct control of the operators, but others are down to them to fix. Rail North Committee has been kept apprised of the issues underpinning the poor performance which include a backlog of driver training following Covid (where training was stopped for a significant period), high levels of sickness which persist in some of the operators, increased numbers of drivers leaving the business and the ongoing and industrial relations issues across the industry including, but not limited to strikes.
- 3.5 The impact on the North's economy is substantial. Transport for the North provisionally estimates that the impact of delays and cancellations on TPE alone could be £2m per week. Whilst Northern hasn't suffered from the same level of cancellations as TPE and Avanti, performance has still been below target and it is operating a reduced timetable which also has an adverse impact on the economy and people's lives.
- 3.6 The contracts for Northern and TransPennine Express are jointly managed on behalf of Transport for the North and DfT by the Rail North Partnership (RNP). The RNP arrangements were the first stage of rail devolution and provide Transport for the North (and its partners) with a greater say on priorities and future plans of operators. These arrangements ensured, for example, that there was greater input to the changes that TPE made on the West Coast services compared with Avanti which is managed by DfT. Whilst the financial framework is, at least for the time being, set centrally by Government, there is a need to ensure that more of the levers sit in the North to deal with current issues as well as shaping future priorities.
- 3.7 It appears that the current level of disruption is not fully understood by decision-makers in London and that there is a tacit acceptance of poor performance in the North in a way which would not be tolerated in London and the South-East. Further devolution, building on the existing Rail North Partnership, appears the only solution to avoid such a situation in the future. Moreover, such an approach would enable the Committee's commitment to 'double devolution' to be realised thereby ensuring that local rail services in city regions can be aligned with the rest of the local transport system.

Tackling the immediate issues

- 3.8 There are many interwoven and structural issues driving the current unacceptably poor performance in the North that underline the need to implement reform of the industry. However, Transport for the North has identified the key actions that can and should be taken by Government to alleviate the issues being faced in the North:
- Providing the train operators in the North with the flexibility to put in place short term arrangements that could bring about an immediate improvement – including Rest Day Working Agreements; and
 - Making an immediate commitment to a Training Academy for the North which will ensure there is a pipeline of trained drivers to end the reliance on overtime working and also deliver the growth in services needed.
- 3.9 Whilst not a 'silver bullet', the immediate issues could be mitigated by providing TPE and Northern with the flexibility to negotiate short-term Rest Day Working

arrangements with the unions. This would not only reduce the current level of cancellations, it would assist with delivery of the long-planned timetable change in the Manchester area from December 2022 by providing more flexibility and resilience. The timetable change is itself a short-term mitigation to improve reliability (at the expense of some connectivity) pending the delivery of long-awaited investment for this key congestion hotspot.

- 3.10 The ability to re-introduce Rest Day Working would also provide the operators with the ability to catch up on the training backlog. This is a key concern not just for the December 2022 timetable change, but also for delivery of the first elements of the £9bn Transpennine Route Upgrade scheme which requires long periods of revised and amended services to keep the North moving.
- 3.11 The length of time to fully train a driver of 18-24 months is contrasted with the notice period for drivers which is usually 6 months. Whilst operators will plan their recruitment on predicted numbers of 'leavers' this can vary considerably. Northern, in particular but also TPE to some extent, act as feeders to other Intercity and freight operators. The long-term solution is to increase the supply of trained drivers which can be deployed across the industry. RNP has begun work with Transport for the North, DfT and the operators to develop plans, originally put forward by Northern, for a Rail Academy for the North. This would be a multi-location training academy for our (and potentially other) operators, which will both offer people across the North the opportunity to develop the skills needed for careers in rail and provide operators with a sustainable supply of skilled staff for future growth.
- 3.12 Through the existing Rail North Partnership arrangement, we will also:
- Continue to monitor and update the recovery plans for Northern and TransPennine Express;
 - Continue to provide Rail North Committee with regular progress reports which demonstrate progress against performance targets and the recovery plans;
 - Work with operators to develop additional passenger mitigations such as better information on cancelled services and additional staff to help passengers during times of disruption; and
 - Hold operators to account for their performance and recovery plans through the existing contractual arrangements. In the case of TPE that would include effectively placing the company 'on notice' that restoring services reliability in line with the agreed recovery plan is a pre-requisite before any consideration of a renewed contract in 2023.

Rail Reform

- 3.13 As highlighted above, many of the issues encountered in the North stem from the fragmented way the industry is currently managed. The well documented problems in the North in May 2018 led to the Williams-Shapps review and the White Paper published by Government in 2021. This set out ambitious plans, which Transport for the North supported, for the creation of Great British Railways (GBR) to act as the guiding mind for the industry and end the fragmentation.
- 3.14 Transport for the North has engaged proactively with the GBR Transition Team, but it has recently been confirmed that the legislation necessary to establish Great British Railways has been delayed. The original plan to establish Great British Railways by April 2024 is now unlikely to happen. Government is looking at elements of the plan that can be delivered without primary legislation, but there is currently no clarity about what will be implemented and when.

- 3.15 Given the pressing need to address the problems in the North highlighted earlier in the report and that fact that we already have the first stage of devolution in the form of Rail North Partnership, the North is well placed to make progress with rail reform by building on the existing arrangements. The work undertaken to date preparing for GBR enables the North to deliver reforms quickly to the benefit of rail users (both passenger and freight) whilst working within the current financial framework set nationally.
- 3.16 It is therefore recommended that Transport for the North and partners look to build on the Rail North Partnership arrangements as the basis for a new proposition: one that reduces the complexity of the rail system whilst retaining a key role for the private sector in growing the railway.
- 3.17 Through Rail North Partnership we already have a regionally-based management team (reporting jointly to DfT and Transport for the North) and the ability to vary fares and services. The combination of Transport for the North's statutory advice role on infrastructure, combined with the Rail North Partnership working arrangements provides the opportunity to join up services and infrastructure. This has become easier through Network Rail attending the Rail North Partnership Board. Taken together with the strong progress made by partner authorities on integrated transport networks, multi-modal ticketing and station improvements, the North could deliver a significant proportion of the planned rail reform benefits immediately.

"Quick wins" could include:

- The creation of **Regional Business Units** across the North using the mechanism in the existing Rail North Partnership Agreement to allow local people more say on how the railways run (a form of '**double devolution**'). This would quickly deliver many of the benefits of 'localisation' sought as part of the rail reform whilst maintaining the strategic overview provided by Transport for the North. It would provide the opportunity for the Mayoral Combined Authorities to have a stronger input whilst continuing to work with neighbouring areas to shape the local network and provide stronger local scrutiny of performance and service delivery;
- The roll out of **Pay as You Go Ticketing** on rail in the North. In publishing the Integrated Rail Plan the Government made a commitment to roll out pay-as-you-go ticketing. Transport for the North and partners could help Government deliver on this commitment with the early integration of bus and tram networks to create a truly multi-modal system. A number of Mayoral Combined Authorities are working to develop detailed local proposals and Transport for the North is providing support to them and other authorities across the North by sharing expertise and technical standards across the North (as an extension of the Connected Mobility Hub work);
- **Fares reform** to make rail travel more affordable and simpler. This would see the North (through RNP) use the fares setting powers already devolved to Transport for the North, initially in the city regions as part of an integrated ticketing offer;
- **Transformed stations and ticket retailing**. This would draw on the work undertaken by partners and with Northern, but also incorporate best practice from initiatives such as the Manchester Stations Alliance and the emerging partnership in West Yorkshire. Work includes harnessing development opportunities around station and integration of land-use planning with station development. The transformation of stations would be delivered in a way that meets the North's needs, rather than following a national approach; and

- A new **growth plan** for the North's Railways based on Transport for the North's revised Strategic Transport Plan underpinned by the updated Northern Powerhouse Independent Economic Review and Decarbonisation Strategy. The revised Strategic Transport Plan will provide an evidence-based strategy for the North's transport system. It will enable the future role of rail as part of that system to be set out. This will simplify the work required to prepare the planned Whole Industry Strategic Plan, as well as ensuring the input into the current rail investment period reflects the North's requirements.

3.18 Using the existing rail devolution arrangements to make progress in the absence of legislation would provide a springboard for further reform and devolution if and when legislation was enacted. The core principles underpinning further reform are suggested to be:

1. **Build on the existing devolved arrangements** through the Rail North Partnership;
2. Include the next stage of '**double devolution**' to provide city regions and other local areas with even greater autonomy to deliver fully integrated public transport networks with common fares and local accountability;
3. The industry structured with a **single region for the North with a single North of England train operator** (to provide economies of scale but internally structured around locally accountable business units);
4. A separately identified **budget for the North** (which the North can prioritise against) with the ability to invest to grow revenue and recycle it in the North;
5. A **statutory role on rail investment**, so that Transport for the North (and partners) are involved at every stage of development and delivery of investment projects; and
6. Transport for the North's statutory **Strategic Transport Plan** to underpin a growth plan for the North which links the role of the railway with wider economic growth, decarbonisation and social exclusion.

Funding

3.19 Fixing the problems and growing the railway in the way set out in this report will require sufficient funding for both rail services (revenue) and infrastructure (capital). Historic under-investment in infrastructure is part of the cause of long-running performance problems across the North (for example congestion hotspots of Central Manchester, the East Coast Main Line North of York and for services passing through Leeds). A later item on this agenda sets out a programme of smaller-scale investment to support better reliability which could be delivered alongside the more substantive investment.

3.20 The Committee had consistently raised concerns that the planned operational budgets for Northern and TransPennine Express are insufficient to support the strong growth back post-covid or the full restoration of the previous quantum of services. There are further significant risks around inflation (which is not factored into train operator budgets) and the impact of the planned Autumn Statement on 17 November 2022. The impact is likely to be cuts to services rather than the growth needed.

3.21 The original Northern and TransPennine Express franchises (back in 2016) were let on the basis of 'invest to save'. Investment in new trains and services was designed to encourage more passengers and reduce the subsidy over time. Covid may have re-set the baseline, but the principle of invest to grow (and reduce the cost to Treasury over time) should continue to underpin our approach. The strong bounce-back post-covid shows the underlying strength of the market for

rail in the North if the offer is right. At the moment Treasury is only focused on the cost side of rail services. It is essential that a broader approach is adopted that allows the North to grow the market and return more revenue which in turn can support more investment in rail.

- 3.22 Transport for the North has commissioned work on the value of rail across the North of England which will be available shortly. Last year Northern undertook a study which demonstrated that for every £1 invested in rail the minimum value to the UK economy is £2.50.

4. Corporate Considerations

Financial Implications

- 4.1 There are no financial implications for Transport for the North as a result of this report. The report highlights the risk that there is insufficient funding for current and future rail services.

Resource Implications

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

Legal Implications

Transport for the North's Constitution will be kept under review in case any amendments are required. Contract management of the train operators is undertaken by the Rail North Partnership in accordance with the DfT's contractual mechanisms.

Risk Management and Key Issues

This paper does not require a risk assessment, however, risks relating to the future of rail services are highlighted. A risk has been included on the Transport for the North Corporate Risk Register in relation to the future viability of rail services and Transport for the North's future role.

Environmental Implications

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 (where appropriate) to EIA Screening, conducted by Network Rail as part of the consenting process for those projects.

Equality and Diversity

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

Consultations

A consultation is not required on the issues covered in this paper.

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) TPE | TransPennine Express |
| b) NPR | Northern Powerhouse Rail |
| c) RDW | Rest Day Working |
| d) RNP | Rail North Partnership |
| e) GBR | Great British Railways. |

This page is intentionally left blank

fMeeting: 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 15 November 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 FirstGroup, Northern Trains, TransPennine Express (TPE) and Network Rail will attend the meeting. Readiness for the Manchester Task Force-led timetable changes in December 2022 is covered in a separate report.

2. Recommendations:

- 2.1 It is recommended that the Committee notes the information in the report and the actions that Transport for the North and Rail North Partnership (RNP) are taking to ensure operators have robust recovery plans in place and to provide them with support and guidance to respond to current issues in the best way possible for passengers.
- 2.2 It is recommended that Committee members discuss the current issues with representatives of the industry attending the meeting.

3. Overview and Avanti West Coast

Overview

- 3.1 Train operations in the North (and elsewhere) continue to be impacted by industry-wide issues including Industrial Relations (including ongoing and potential future strikes), higher than average levels of sickness and training backlogs caused by Covid. These issues are combining to create a very challenging environment for operators and unacceptable levels of performance and disruption for passengers. For performance to improve to sustainable levels, the training backlog must be addressed and this needs to be managed alongside the ongoing impact industrial action, sickness and the loss of rostering flexibility previously afforded by driver Rest Day Working is having on daily performance through full or part cancellations.
- 3.2 In the North of England further strikes took place on 1, 5 and 8 October 2022. Strikes call for 5, 7 and 9 November 2022 were called off, but the late notice meant services were still disrupted. RMT is balloting TPE conductors for renewal of the strike, and action short of a strike, mandates.
- 3.3 Transport for the North is using its role and influence in the Rail North Partnership (RNP) to seek solutions to the underlying issues as well as short-term mitigations. RNP is using its contractual relationship with Northern and TPE to develop appropriate recovery plans, implement them once approved and hold the operators to account for delivery against them.
- 3.4 Transport for the North and the Mayors of Manchester, Liverpool, South and West Yorkshire and North of Tyne have all sent letters to the Secretary of State asking for action to resolve current performance issues, including giving operators

mandates to negotiate new Rest Day Working agreements. The Secretary of State has suggested a meeting with the Northern mayors to discuss matters.

Avanti West Coast

- 3.5 As a result of a shortage of available drivers, Avanti amended their West Coast services from 14 August 2022 to run four trains an hour from London Euston, one to each of Glasgow, Liverpool, Manchester and Birmingham. Every two hours trains run through to Edinburgh, via the West Midlands. There is a shuttle service between Crewe and Holyhead, plus a through service between Euston and Chester once a day. This amended timetable was in place through September 2022, when more staff allowed Avanti to run more trains at peak times on some services. The company's timetable recovery plan calls for a significant, sustained and reliable increase from about 180 trains per day to 264 trains per day on weekdays as new and retrained drivers become available.
- 3.6 The revised timetable has an adverse impact in the North. While Avanti's contract is not managed through RNP, Transport for the North has met representatives from Avanti and DfT to highlight the impacts on the North and seek reassurances that a plan to restore services at the earliest opportunity is being produced.

4 TransPennine Express and Northern

Recovery Plans

- 4.1 Against a backdrop of stronger recovery of passenger demand in the North, performance remains unacceptable and below target levels (see Appendix 1), due to the impact of sickness, training, industrial action and the loss of driver Rest Day Working flexibility. That said, the recent resolution of a driver rostering disagreement in Northern's Central and West region has resulted in a fivefold reduction in cancellations in the region. Furthermore, the intended December 2022 timetable will see more vehicle miles provided by Northern services than before covid.
- 4.2 RNP has been working with Transport for the North, TPE and Northern to develop robust recovery plans, implement them and hold the operators to account for delivery against them. RNP is working with operators to transform ways of working to provide a sustainable and responsive foundation for growing back reliably and making sure operators have the resources, including through large-scale recruitment, to run reliable services and increase services as resources allow.
- 4.3 RNP continues to work with DOHL (the holding company for the Operator of Last Resort), Transport for the North, DfT and the operators to develop plans, originally put forward by Northern, for a Rail Academy for the North – a multi-location training academy for our (and potentially other) operators, which will both offer people across the North the opportunity to develop the skills needed for careers in rail and provide operators with a sustainable supply of skilled staff for future growth.
- 4.4 Transport for the North has continued to meet with DfT and operators to push for greater clarity on future plans and certainty for passengers where services are disrupted.
- 4.5 RNP has additionally approved TPE's recruitment of additional driver trainees this year, building on its already significant pipeline of trainees.
- 4.6 Operators' recovery will be measured by constant monitoring of performance across the network to see if timetable adjustments are supporting service stabilisation, monitoring of sickness levels to see if trends are improving or

degrading, reporting of recruitment plans and levels of recruitment and driver training progress, through performance dashboards.

- 4.7 A review of South and North TransPennine route timetables is also currently being carried out by RNP with TPE to establish whether selected temporary minor reductions in services may also help stabilise the performance position on those routes.

TransPennine Express

- 4.8 Throughout the year, TPE has seen ongoing high levels of sickness, greater than anticipated levels of drivers leaving the business and a very substantial volume of driver training required to recover from Covid-related competency loss and to meet the demands of enhancement programmes (principally TRU and Manchester Task Force related) and timetable changes.
- 4.9 This has impacted service performance, with the situation compounded by diminished rostering flexibility from the loss of driver Rest Day Working since December 2021 and strike action by each of ASLEF, TSSA and RMT which has impacted the rate at which training can be delivered.
- 4.10 RNP has been working with the operator and stakeholders to resolve the underlying issues and improve the service for passengers including flexibility to facilitate a temporary Rest Day Working Agreement.
- 4.11 As a temporary solution, and subject to strict conditions, TPE introduced a revised timetable from mid-September 2022 for services it operates on the West Coast Main Line. The amended timetable entails reductions in services back to a similar level provided pre-May 2022, complemented by additional bus services in Cumbria and the Scottish Borders. The timetable reduction has not resulted in a consistent reduction in cancellations as hoped but, with several newly qualified drivers due from November 2022, the situation should improve in the run up to the new timetable in December 2022.
- 4.12 There will be a focus on the provision of accurate and timely information to passengers about the changes to be implemented and any issues with delivery of the new timetable.
- 4.13 TPE will continue to work with Transport for the North members and stakeholders to understand the impact of the timetable in practice and consider any improvements or enhancements to better align the passenger offer with passengers' particular requirements or experiences.
- 4.14 TPE will continue to work with RNP, Transport for the North and DfT to monitor and report on its recovery plan to address the underlying issues which have triggered the need for this change.
- 4.15 Looking forward, TPE continues to make headway with its significant driver training programme and is recruiting additional driver trainees. With the May 2023 timetable change, TPE is looking to add additional York – Scarborough services for holiday traffic (Fridays and weekends / bank holidays), as well as extending its Manchester – Huddersfield service to York via Wakefield and Castleford.

Northern Trains Ltd.

December 2022 timetable

- 4.16 The objectives of Northern's December 2022 timetable focuses on 3 key areas:
- Providing a robust and resilient timetable, giving customers certainty;
 - Reintroduction of services where possible, broadly in line with December 2021 levels; and

- Delivery of the significant recast to services as part of Manchester Taskforce (MTF) change.

- 4.17 This results in a timetable which achieves a service increase compared to the current May 2022 plan and delivers the significant recast to services in line with the MTF outcome.
- 4.18 Transport for the North officers were briefed of the changes on the 17 August 2022, with timetables issued directly by Northern soon after.
- 4.19 Committee members received correspondence from Northern on 20 October, confirming the operator's readiness for the timetable change and outlining the phased approach to implementation over the Christmas and New Year period. This approach is to ensure a reliable service from day 1 of the timetable change date and will see 92 services implemented from 3 January.

Performance

- 4.20 Since the May timetable change Northern's services in the North West have been impacted due to a rostering disagreement, coupled with the reduction of flexibility given the wider industrial relations environment along with high absence levels across the business. As of the end of October the rostering dispute has been resolved and the region has seen a fivefold reduction in cancellations and no day before cancellations. It should be noted that while Northern has enough train crew to operate a resilient Sunday service, it still remains outside of the working week for 95% of Central and West drivers and conductors and as such remains largely voluntary. Northern continues to remain focussed on bringing Sundays inside the working week for resilience.
- 4.21 It is acknowledged that there are other areas of Northern with high levels of cancellations, particularly in the North-East which is due to high absence levels. This is being managed through an Action Plan which Northern is preparing.
- 4.22 Northern continues to face challenges due to other operators not running services. While the operator is working to manage the impacts of other operators' delays/cancellations, these are causing impacts on performance for which Northern is not to blame.

Successes

- 4.23 Northern has been nominated for the second time for the best Equality, Diversity and Inclusion Strategy at the Engagement Excellence Awards. Northern has won Best Tourism and Leisure campaign at the Prolific Marketing Awards for Go Do Your Thing. Northern's Safeguarding on Rail Scheme was implemented and successfully accredited by BTP, making Northern the first operator in the North of England (third in the UK) to be accredited.

5 Other Updates

Transpennine Route Upgrade (TRU)

- 5.1 Following publication of the Integrated Rail Plan, TRU programme funding has increased to around £9bn. Work to better connect passengers in the North between Manchester, Huddersfield, Leeds and York is due to be completed in the next 10 years. The programme aims to transform the Transpennine route into a high-performing, reliable railway, bringing more frequent, more reliable, faster, greener trains.
- 5.2 The 76-mile Transpennine line serves 23 stations, crosses over and dips under more than 280 bridges and viaducts, passes through 6 miles of tunnels and crosses 29 level crossings. As well as electrification of the entire route, TRU involves station improvements and a new signalling system.

- 5.3 The programme is funded by the Department for Transport and delivered by Network Rail, working with TPE, Northern, freight operators and combined authorities across the region, as well as the businesses across the North that make up the TRU supply chain.
- 5.4 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.
- 5.5 Communications to staff and public, including around the installation of the first overhead wires, a video of the project vision and Huddersfield station's 175th birthday, are ongoing. After a pause during the funeral arrangements for the late Queen, online/social media and in-station/on-train communications have restarted. Stations beyond the route are being considered for communications given the impacts of works and benefits to passengers.

Cross Country Trains

- 5.6 Over the last three months CrossCountry and the wider rail industry have continued to face the challenges of disruptive industrial action. However, throughout this period performance, delays and cancellations have continued to achieve positive results for the region.
- 5.7 TransPennine has also continued to experience challenges delivering their full timetable, so CrossCountry has maintained our support for our industry partners and passengers by providing ticket acceptance and amending our stopping patterns to serve Reston station on a temporary basis.
- 5.8 As part of its support for those wishing to pay their respects after the sad passing of Queen Elizabeth II, CrossCountry stabled a five-car voyager train overnight at Waverley station so people could rest in comfort and enjoy refreshments ahead of catching morning trains during the events of national mourning.
- 5.9 Finally, CrossCountry have recently launched the UK's first Sustainable Travel Education Toolkit alongside Community Rail's Education Network and Decarbon8 Network. These resources aim to educate Key Stage Two students about sustainable travel as part of the national curriculum. The toolkit is free for everyone to download from the Community Rail Network Website.

East Midlands Railway (EMR)

- 5.10 In December 2022 there will be minor changes to EMR's timetable. This includes some minor re-timings and removal of some non-standard calls on the Liverpool – Norwich services West of Sheffield. These changes are required to support the planned major industry timetable change in the Manchester area.
- 5.11 Prior to suspension of RMT strikes, the next instance of industrial action impacting service levels for EMR was planned to be on Thursday 3, Saturday 5 and Monday 7 November 2022. EMR has extensive contingency plans in place and will run as many services as possible, however this will greatly impact the level of service EMR is able to provide. The passenger advice for strike days is to only travel by rail if absolutely necessary and those planning to travel should expect severe disruption. Customers are advised to plan ahead - especially the first and last trains of the day. Full service information and timetables will be available online shortly.
- 5.12 EMR has signed a National Rail Contract (NRC) with the Secretary of State for Transport, which began on the 16 October 2022. The NRC provides greater stability and certainty for EMR, as it ends the Emergency Recovery Measures Agreement (ERMA) and commences a new 4-year contract, which could be

extended up to 8 years at the discretion of the Department for Transport. The new contract also gives EMR a clearer picture of how performance against objectives will be measured and how these align with their annual business plan.

LNER (London North Eastern Railway)

- 5.13 The latest statistics from the Office of Rail and Road (ORR) show that London North Eastern Railway (LNER) has become the first rail operator to deliver more passenger journeys than prior to the pandemic. The ORR found that relative usage between April 2022 and June 2022 this year was 106.4 per cent of 2019 levels, with LNER being the leading operator for the past five consecutive quarters. LNER has welcomed more than 15 million customers onboard so far this year.
- 5.14 LNER has also been found to have one of the best customer satisfaction ratings among all train operators. Transport Focus recently published the results from its rail user survey which shows overall satisfaction being 92 per cent for LNER. LNER is also second place for satisfaction with value for money, at 74 per cent.
- 5.15 LNER recently opened the first Family Lounge on the UK rail network at London King's Cross Station. The Family Lounge has been specially designed to help make rail more family friendly and to give families a dedicated space to wait for trains, with plenty on offer to keep children entertained and parents relaxed.
- 5.16 More than £400,000 has been raised for LNER's partner charity Campaign Against Living Miserably (CALM) thanks to fundraising activities supported by customers and colleagues. Customers have generously donated £196,997 through Delay Repay compensation and many have donated credit built up through LNER's loyalty scheme, LNER Perks.

First Hull Trains

- 5.17 While Hull Trains has continued to be affected by Industrial Action involving the wider rail industry, passenger numbers have continued to recover post pandemic. Customer behaviour has notably changed however, with leisure travel very much the key driver of demand. As a result, the company has increased capacity on key services around and during weekends, operating more 10 carriage trains to meet demand.
- 5.18 Hull Trains also put on additional carriages during the mourning period for Queen Elizabeth II, so that customers could access London to pay their respects.
- 5.19 At the recent National Rail Awards, Hull Trains were delighted to have been shortlisted in three categories and for their Service Delivery Director, Louise Mendham, to win the Outstanding Personal Contribution award for her amazing leadership and dedication to the company and its staff and customers.
- 5.20 Work is progressing on delivering a £3.6m investment fund, with 2 key projects committed for Howden, including the raising of platforms levels to make them more accessible and a doubling of the station's car park capacity using a sustainable car park surface. Further projects are being finalised aimed at improving passenger infrastructure and will be announced shortly.

6. Corporate Considerations

Financial Implications

- 6.1 There are no direct financial implications arising from this report.

Resource Implications

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

Legal Implications

- 6.3 There are no apparent legal implications arising from this report.

Risk Management and Key Issues

- 6.4 Transport for the North have two relevant corporate risks which are being actively managed - 309 'viability of future train services and future investment decisions' and 311 'future timetables'.

Environmental Implications

- 6.5 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

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

7. Appendices

- 7.1 Appendix 1. Performance Update

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)	RNP	Rail North Partnership
b)	TPE	TransPennine Express
c)	TRU	Transpennine Route Upgrade
d)	NTL	Northern Trains Ltd
e)	NPS	Transport Focus National Passenger Survey
f)	CSAT	Customer Satisfaction Survey
g)	RMT	National Union of Rail, Maritime and Transport Workers
h)	ASLEF	The Associated Society of Locomotive Engineers and Firemen
i)	TSSA	Transport Salaried Staffs' Association

Appendix 1.

Performance update

The charts below highlight the train performance for both Northern and Transpennine Express.

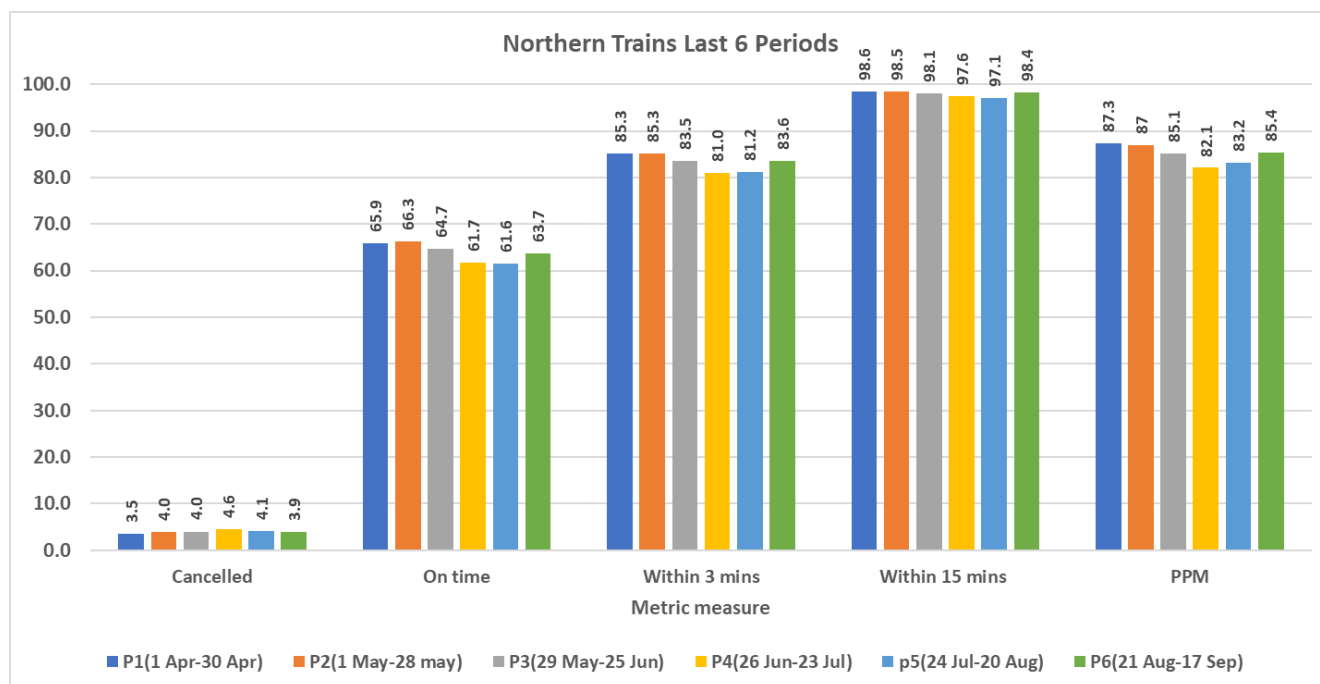
The data is reported under the new performance metrics:

- On-time (arriving within 59 seconds)
- T-3 (arriving within 3 minutes)
- T-15 (arriving within 15 minutes)
- Cancellations (% of trains cancelled v planned to run)

Although Public Performance Measure (PPM) is no longer a reporting metric but is a combination of all metrics, it has been included as a visual guide (data for PPM is extracted from the Office of Rail and Road webpages).

Periods are calculated each 4 weeks and dates are included in the charts.

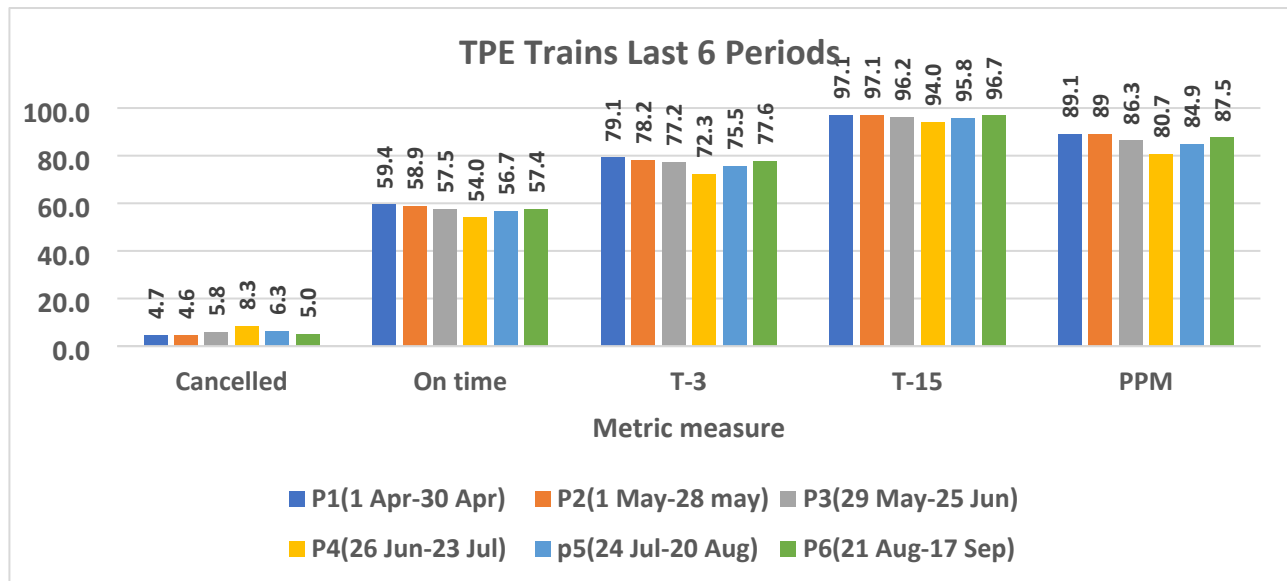
Northern



Performance has seen an improvement for all metrics compared to P4 & P5. T-15 remains consistently in the high 90%. Cancellations stands at 3.9% which is best result since P1.

Although PPM is no longer an official measure; analysis shows that the PPM currently sits at 85.4% which is a four period improvement since P2.

TPE



Transpennine Express performance has seen an improvement for all metrics since to P4. Notably cancellations on the day have reduced to 5%

T-15 has remained consistently in the 90% range throughout the past 6 periods.

TPE continue to reduce train services through implementing planned service reductions before 22.00 hours the previous day and these services do not reflect in the overall performance of cancellations.

This page is intentionally left blank

Meeting:	Rail North Committee
Subject:	Manchester Task Force
Author:	Chris Mason, Interim Head of Investment Planning
Sponsor:	David Hoggarth, Strategic Rail Director
Meeting Date:	15 November 2022

1. Purpose of the Report:

- 1.1 Previous reports to the Committee covered the development of the Manchester Programmes narrative, delivery of the December 2022 Timetable change, progress on infrastructure upgrades, development of future service choices and dialogue with Network Rail on further strengthening governance and coordination.
- 1.2 This report is to provide members of the Committee with an update on readiness for the December 2022 timetable change and progress with infrastructure development in the short and longer terms.

2. Recommendations:

Rail North Committee is recommended to:

- 2.1
 - 1) Note the progress on implementation of the December 2022 timetable.
 - 2) Note the continued progress with development and delivery of the infrastructure upgrades identified in the Blueprint in the short and longer term.
 - 3) Note the next steps including further development of the longer-term infrastructure requirements.

3. Main Issues:December 2022 Timetable Readiness

- 3.1 Industry plans for the December 2022 timetable are now considered by the Manchester Task Force to be robust for implementation. Monitoring of the implementation is being undertaken and reported through the Manchester Task Force.
- 3.2 Northern has nevertheless prepared a mitigation plan to ensure a reliable service from the first day of the timetable change date, based on balancing the availability of traincrew resources to the planned timetable. This involves a phased approach to implementation over the Christmas and New Year period. This approach is to ensure a reliable service from day 1 of the timetable change date and will see 92 services implemented from 3 January.
- 3.3 Where possible this will be aligned to May 2022 service levels. Northern will communicate this to Transport for the North once finalised. Industrial relations issues currently continue to be a broader risk to operations.
- 3.4 TransPennine Express (TPE) is currently reviewing its training progress and plans for any short-term changes required to service levels. TPE will communicate this to Transport for the North once finalised and an update will be given at the meeting of the Committee.

- 3.5 Irlam platform extension works, brought late into the programme, will not be complete by the start of the new timetable. These will be completed approximately 10 days after the timetable change, but this will not stop implementation of the December 2022 timetable.
- 3.6 Network Rail has been working with TPE to determine what mitigations are needed to be in place at Irlam in the short interim period. They have agreed that:
- TPE calls will be made in the 'to Manchester' direction from the timetable change date; and
 - TPE calls in the 'to Liverpool' direction will be shown in the timetable from the 27 December 2022.
- 3.7 Calls at Irlam in the 'to Liverpool' direction are dependent on (a) Network Rail completing the platform works on time, and (b) the safety validation process confirming there remains no additional risks. The safety validation is planned for early in week commencing 19 December 2022.
- 3.8 TPE may be able to allow trains to call immediately after the safety validation, and for the remainder of that week. However, none of these calls would be in the passenger information systems until later as detailed above and the best means of informing passengers of the calls is being considered by the operator.
- 3.9 Platform extension works to allow the operation of 6-car trains have been completed at Oxenholme and Kents Bank and similar work at Staveley and Ulverston should be completed in time for the timetable change date. Expansion of the stabling facility at Barrow and upgrade works at Manchester International Depot also to allow for stabling and operation of 6-car trains are on track to be completed for the timetable change.
- 3.10 Short term works to improve accessibility and safety at platforms 13 and 14 at Manchester Piccadilly are also planned for the quieter period between Christmas 2022 and New Year 2023, with early works commencing from November 2022 and final works from Sunday 22 January to Monday 23 January 2023. These works will give the platforms an even surface, clearer line markings and raised platform edges to make them safer for visually impaired people, and a new drainage system will be installed. This follows renewal of the lifts earlier in the year to improve accessibility for passengers.
- 3.11 Due to the disruptive nature of these works, services will not operate through these platforms between Sunday 25 December 2022 and Tuesday 3 January 2023. A closure will also be required from Sunday 22 January until Monday 23 January.
- 3.12 A brief summary of important changes and impact on train services is as follows, although passengers are being strongly advised to check the arrangements for the specific service and day of travel:
- For most of this period trains that usually call at platforms 13 and 14 will not be able to stop at Manchester Piccadilly station and passengers are being advised to use Manchester Oxford Road or Manchester Victoria to start or end their journey;
 - TPE Services from the east will operate as normal, except the service from Leeds to Manchester Airport which will terminate at Manchester Victoria and will not go to Manchester Airport;
 - Some services from the North West will start/terminate at Preston, with onward connections via other services to Manchester, terminating at Oxford Road for much of this period;

- Rail replacement buses will be in operation to/from Preston, Bolton, Deansgate, Manchester Oxford Road and Manchester Airport for some or all of the period; and
- The hourly service between Alderley Edge and Manchester Piccadilly will not run for some of this period.

- 3.13 Maintenance works are also planned to the main roof at Piccadilly station. Work will be carried out during the closure over the Christmas period from Sunday 25 December until Tuesday 27 December 2022 and the station will be closed again to complete the £1.5m project from Sunday 15 January to Monday 16 January 2023.
- 3.14 This is to enable all of the work to be completed at once instead of creating further disruption for passengers if work was spread over a number of weekends during 2023. Operators are proposing a mixture of amended services and a bus shuttle service between Manchester Piccadilly and adjacent main stations such as Stockport. Northern's proposal to temporarily implement approximately 100 planned cancellations will assist with ensuring these mitigations operate reliably.

Infrastructure Progress

- 3.15 The current focus is on delivery of the critical infrastructure works to support the December 2022 timetable. These are nearing completion with the latest being some significant works at Dalton station to rebuild an entire platform where the engineering possession was handed back early.
- 3.16 Platform extension works have also already been completed at Oxenholme and Kents Bank with works underway at Staveley and works to commence at Ulverston. These works support operators running longer services and therefore providing more capacity on services into and out of Manchester. Issues with platform extensions at Irlam are covered in paras 3.5 – 3.8 of this report.
- 3.17 The report prepared for the September 2022 meeting of the Committee introduced the development by Network Rail of a Manchester Programme Narrative, describing how groupings of infrastructure enhancements in the different tranches combine to deliver a series of 'configuration states'. These will facilitate different train service options across and through the Greater Manchester area at defined points in time which work towards the longer-term requirements (including those specified by Transport for the North) and which are reflected in the Blueprint.
- 3.18 The report also highlighted that increasingly the outputs need to be considered alongside the other major programmes in deliver, specifically High Speed 2 (HS2), Transpennine Route Upgrade (TRU) and Northern Powerhouse Rail (NPR), and not necessarily attributable to one programme. Hence focus is moving from delivery of the three tranches of schemes to delivery of configuration states based on groupings of schemes across the tranches.
- 3.19 After the infrastructure works to support the December 2022 timetable are completed the focus will turn to the works for the next timetable change opportunity in 2024/25. In connection with this, final business cases are being completed for schemes at Salford and Manchester Victoria (including two turnbacks west of Salford Central, a 3rd platform at Salford Crescent, improvements to the passenger footbridge at Victoria and a turnback to the east of Victoria).
- 3.20 These, combined with Wigan – Bolton Electrification, and Manchester Victoria – Stalybridge Electrification being delivered by the TRU programme, will be the next opportunity for a timetable change as well as helping to support delivery of

transpennine services during the significant disruption anticipated during TRU works.

- 3.21 In 2023 (assuming investment approval is received from Treasury) Network Rail will move the schemes at Salford and Manchester Victoria towards delivery and in parallel commence delivery of Wigan – Bolton electrification and Salford Central Platform renewals.
- 3.22 It is anticipated this timetable change opportunity associated with this work will be in 2025, to make better use of rolling stock through maximising the benefits of electrification and the turnback allowing the potential splitting of services to improve performance.
- 3.23 The options for the timetable change and the balance between maintaining performance and additional capacity will be identified through the Manchester Task Force (MTF) and Rail North Committee will be asked to provide direction on priorities.
- 3.24 Business case development continues for the Manchester Oxford Road and Manchester Airport schemes with a target of submitting the final business cases to the Department for Transport in 2023. Both these schemes will allow for longer services to run with more seats and potential for additional 'on track' capacity. Their delivery will work towards a configuration state which would bring another opportunity to alter the timetable structure towards the end of the 2020s as indicated on the Blueprint.
- 3.25 Validation of the preferred option for Manchester Oxford Road will include performance analysis of Castlefield Corridor with a range of service frequencies and testing with and without Platforms 15 and 16 at Manchester Piccadilly. Again, the Task Force will work through the options of how additional capacity may be utilised to understand where it may require additional infrastructure and impacts on operators.
- 3.26 Business Cases will continue to be developed through the Manchester Programme with cross industry input to ensure a robust case can be made to Treasury for the investment. As for the previous configuration state this will be managed through the Task Force and be presented to stakeholders at an appropriate time. Network Rail senior management have confirmed that they will involve Transport for the North as well as other affected authorities in this work.
- 3.27 Infrastructure proposals for the Cheshire Lines Committee route from Manchester to Liverpool via Warrington will be progressed towards Outline Business Case in 2023 on the basis of a route upgrade (electrification and signalling) to enhance the capacity along that route with longer services and more services. Transport for the North will continue to engage with Network Rail to pursue delivery of partner requirements, particularly those in relation to cross-Warrington services, are considered as a core requirement for delivery by this work.
- 3.28 A series of industry workshops have looked at how and when the longer-term major infrastructure capacity schemes such as grade separation of junctions might be developed and delivered, taking into account supply chain capability, rail vehicle age, decarbonisation plans, signalling asset condition, availability of funding and the interface with other major programmes including West Coast Main Line, HS2, TRU and NPR. Further workshops are planned at dates to be confirmed, with Transport for the North and Transport for Greater Manchester to be involved.
- 3.29 Network Rail's Strategic Advice (due March 2023) will then inform the longer-term elements of scope in the programme and how the long-term requirements integrate with other major programmes. Network Rail have confirmed that they

will involve Transport for the North as well as other affected authorities in this work.

Next Steps

- 3.30 Resolution of the short-term operating arrangements at Irlam for calling TPE services and completion of the works to allow calls in both directions week commencing 19 December 2022.
- 3.31 Completion of the final business case submissions in December 2022 to the Department for Transport and Treasury for two turnback sidings, one in the Salford area and the other east of Manchester Victoria.
- 3.32 Development of service options facilitated by the schemes at Salford and Manchester Victoria in conjunction with Wigan – Bolton Electrification and Manchester Victoria – Stalybridge Electrification.
- 3.33 Continuation of development of the schemes and business cases for Manchester Oxford Road, Manchester Airport and Manchester Piccadilly passenger improvements for submission to the Department for Transport in 2023, and associated service change options.
- 3.34 Development of Network Rail's Strategic Advice by March 2023 to inform the longer-term elements in the programme and how they integrate with other major programmes such as HS2, TRU and NPR outputs.
- 3.35 A further report and an updated Blueprint to be brought back to Rail North Committee when the proposals for service choices for the next service change opportunity is at an appropriate stage.

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 Investment decisions to allow Network Rail to deliver Tranche 1 schemes and develop and design Tranche 2 and 3 schemes are subject to Department for Transport and Treasury approval, noting the recent change in Ministerial team and potential Spending Review.

Resource Implications

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

Legal Implications

- 4.4 There are no apparent legal implications arising as a result of this 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 Manchester Task Force. A risk has been 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 by Network Rail 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.
- 4.11 A full public consultation was carried out by train operators on the detailed timetable proposals for 2022. 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 None

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

- | | | |
|----|-----|----------------------------|
| a) | TPE | TransPennine Express |
| b) | HS2 | High Speed 2 |
| c) | TRU | Transpennine Route Upgrade |
| d) | NPR | Northern Powerhouse Rail |
| e) | MTF | Manchester Task Force |

Meeting:	Rail North Committee
Subject:	East Coast Mainline Services and Infrastructure
Author:	Caroline Young, Partnership and Programme Manager
Sponsor:	David Hoggarth, Strategic Rail Director
Meeting Date:	Tuesday 15 November 2022

1. Purpose of the Report:

- 1.1 To provide the Committee with an update on the revised East Coast Mainline (ECML) timetable proposal and progress with the development of infrastructure to facilitate further service enhancements.
- 1.2 To note the position 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 and further infrastructure enhancements.
- 2.2 That Transport for the North writes to Department for Transport to seek inclusion of Transport for the North on the ECML Programme Board.
- 2.3 That the Committee notes the update on the Leeds Area Study.

3. Main Issues:

- 3.1 The East Coast Main Line is West and North Yorkshire's primary link to London and is the first and last leg of links for the North East to almost all other parts of the UK. However, it suffers from constraints and unreliability that places a limit on the number of passenger and freight trains that can serve the region and constraining future growth. Transport for the North, Transport North East and Local Authorities and businesses in the North East have been seeking an increase in the capacity of the York to Newcastle section of the East Coast main line for some time.
- 3.2 Various studies have identified infrastructure options to increase capacity. The Northern Powerhouse Rail preferred option included infrastructure to raise the current 6 trains per hour (tph) up to 9tph between Northallerton and Newcastle. Some elements of the plan are progressing towards delivery including works to allow larger freight containers to use the Northallerton– Eaglescliffe route to access Teesport rather than reverse at Darlington.

Timetable Development

- 3.3 In 2021 a revised timetable, planned to be introduced in May 2022, was consulted upon. It would have provided a third London North Eastern Railway (LNER) service per hour between London and Newcastle but at the expense of an existing northeast – northwest service which would have reduced connectivity across the north, had other impacts on local services, and reduced calling patterns at some stations in the North.
- 3.4 Transport for the North, with input from its partner authorities, made a robust response to the 2021 timetable consultation which contributed to the decision by the industry to develop alternative proposals.

- 3.5 In June 2022, the Department for Transport (DfT) issued to Transport for the North and key partners a further draft East Coast Main Line timetable for review.
- 3.6 Transport for the North's consultants undertook a comparison between the previous timetable (issued in summer 2021) and the one issued for consultation in June 2022. This technical work concluded that whilst the most recent draft timetable provides additional connectivity benefits in some parts of the region, it did not deliver the requirements of all partners and stakeholders.
- 3.7 A Ministerial decision giving direction on whether the proposed timetable will go ahead in 2023 is, at the time of preparing this report, awaited. However, it is understood by Transport for the North that the proposal for May 2023 is to 'roll over' the December 2022 timetable with some minor amendments.
- 3.8 Transport for the North also understands that the next opportunity to implement a significant timetable change is no earlier than December 2023, subject to responses to consultation with stakeholders and timetable performance modelling.
- 3.9 In response to previous consultation there are calls from Transport for the North Constituent Authorities to see the 2tph Manchester to Newcastle service reinstated and for the restoration of the second Cross Country train per hour through South Yorkshire (Reading to Newcastle via Sheffield and Doncaster) to improve East West connectivity.
- 3.10 Governance of ECML infrastructure works is managed via the ECML Programme Board. The ECML Services and Infrastructure report to the May meeting of the Rail North Committee noted that Transport North East had written to the then Minister in relation to setting up an ECML Integrated Rail Programme Board (North East). DfT subsequently indicated that the main governance at officer level would continue to be through the ECML Programme Board and that Transport for the North should be able to participate in this.
- 3.11 Transport for the North and Transport North East (TNE) have co-funded with Network Rail the development of a Strategic Outline Case for a package of interventions needed to raise the capacity from 6 trains per hour to 7 or 8. The study has shown that the interventions required to uplift capacity to 7tph would also enable 8tph with no additional infrastructure works required.
- 3.12 The Strategic Outline Case has demonstrated that the economic case is challenging, however the case has been approved by DfT. The project is progressing to the Outline Business Case (OBC) and incorporated within the governance of the overall Integrated Rail Plan (IRP) development. Further work is required to drive down costs and enhance the benefits so that the OBC presents the best case possible. It is the expectation that the package of measures can be an early outcome of the IRP, enabling the full reintroduction of the two train per hour TPE services plus the capacity for an extra service yet to be determined.
- 3.13 From discussions with DfT, Transport for the North understand that infrastructure changes required on the ECML north of York are now included within the IRP Delivery Programme being delivered by the DfT and there is a commitment to deliver the 7th/8th path on the ECML to provide additional capacity.
- 3.14 The ECML between York and Newcastle is part of the Northern Powerhouse Rail (NPR) network and it is important that it is planned so that the Integrated Rail Plan NPR outputs can be achieved, and these are overseen by the NPR Sponsor Board to ensure consistency with the wider NPR Programme. The key difference between the IRP interventions and the NPR preference network is the reopening of the Leamside Line to act as a parallel Freight route thus freeing up capacity for a 9th path (identified as an NPR service in the NPR development work).

- 3.15 Transport for the North continues to support cross-industry work alongside West Yorkshire Combined Authority and City of Bradford Metropolitan District Council to increase the number of LNER services by up to 6 per day between Bradford, Leeds, and London. The plan remains for these services to be delivered in time for Bradford hosting UK City of Culture in 2025 and work on infrastructure changes to support this is ongoing.

Leeds Area Study

- 3.16 The Government's Integrated Rail Plan was published in November 2021 and 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. The HS2 to Leeds Study will be guided by Terms of Reference set by the DfT. These Terms of Reference have yet to be published.
- 3.17 To support the study, West Yorkshire Combined Authority has established a Leeds Area Studies Board. The 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. The 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.

4. Corporate Considerations

4.1 Financial Implications

There are no financial implications for Transport for the North as a result of this report.

4.2 Resource Implications

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

4.3 Legal Implications

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.

4.4 Risk Management and Key Issues

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.

4.5 Environmental Implications

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.

4.6 Equality and Diversity

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

4.7 **Consultations**

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 There are no appendices to this 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) NPR | Northern Powerhouse Rail |
| c) ECML | East Coast Main Line |
| d) IRP | Integrated Rail Plan |
| e) Tph | Trains per hour |

Meeting: Rail North Committee
Subject: Reliability & Resilience Delivery Plan
Author: David Worsley, Rail Strategy Manager
Sponsor: David Hoggarth, Strategic Rail Director
Meeting Date: Tuesday 15 November 2022

1. Purpose of the Report:

- 1.1 The Reliability & Resilience Delivery Plan examines how poor performance of the passenger train operators who run services within Transport for the North's geography is one of the major reasons why the North's railway network can be seen as requiring improvement in comparison with the rest of the country. This report summarises work undertaken by Transport for the North to develop a *Reliability & Resilience Delivery Plan*, setting out short-term infrastructure enhancements to improve the resilience of the network.

2. Recommendations:

- 2.1 Transport for the North has worked with staff from Network Rail and the Train Operating Companies to identify a set of 121 small and medium-sized interventions which could be progressed individually, but which together would make a significant difference to rail reliability in the North.
- The Rail North Committee is therefore recommended to:
- a) Note the work that has been undertaken by Transport for the North on small-medium infrastructure schemes;
 - b) Endorse the approach to improving reliability set out in this paper; and
 - c) Endorse seeking devolved funding from Government, potentially through Network Rail, to address the resilience and reliability of the network as outlined in this report.

3. Main Issues:

Background

- 3.1 Since the problems associated with the May 2018 timetable change, the performance and reliability of train services has become a key focus of stakeholder concern. This has been reinforced by the recent work of the Manchester Task Force, which has highlighted how poor train performance can undermine the other objectives of the industry (e.g. providing connectivity and capacity, and supporting economic growth). However, the current railway long-term planning system operates in a way which is not conducive to performance issues being given high priority, for the following reasons:
- Network Rail's strategic planning process has been generally focussed upon capacity improvements (on a "predict and provide" basis), with the elements of reliability and resilience as a supporting consideration;
 - Network Rail's renewals programme renews assets like-for-like (in modern form) in most instances, with little upgrading to replace like with better;
 - Relatively small, individual interventions that would improve reliability and/or resilience fall through the gaps, and are not picked up through the renewals process; and

- The timescales through the strategic planning process are extremely lengthy, and improvement interventions can take upwards of four years to be delivered even when there is a strong case.

3.2 Prior to the pandemic, performance had been identified as a key “levelling up” issue. In the last quarter before coronavirus struck (2019-20 Q4), all but one of the 8 Train Operating Companies (TOCs) which operate significantly in the North (i.e. excluding Merseyrail) had a lower “on time” percentage than all but one of the 15 TOCs which largely operate outside Transport for the North’s geography. There was therefore very little overlap, with Northern TOCs being almost uniformly the worst-performing.¹ During the pandemic, train performance improved significantly (due to fewer train and passengers), but in early 2022 there were signs of a reversion to the pre-covid situation, with the 7 TOCs whose performance deteriorated the most in the year to March 2022 (including Northern and TransPennine Express) all running services in the North.²

3.3 Transport for the North’s research into the issue of poor performance has revealed a number of additional points:

There is a strong correlation between train performance and customer satisfaction. Data for Autumn 2021 showed that 7 TOCs (including Northern and TransPennine Express) experienced an “on time” percentage below 70% across the period, but none of those TOCs generated a customer satisfaction score (as measured by Transport Focus) higher than 89%, whereas 8 higher-performing TOCs did. As customer satisfaction will be key to encouraging passengers back to rail and achieving modal shift in future, performance is thus a key issue; and

There are many causes of poor train performance and train delays generally. The statistics produced by Network Rail classify the original causes of delays in to 11 categories, but no single category accounts for more than about one-sixth of delay minutes. The top three categories for Northern and TransPennine Express combined (during 2019 to 2022) were vehicle problems (17.7%), failure of signalling and other “non-track” assets (12.5%) and issues (such as trespass and accidents at bridges) classed as originating externally (10.8%).

3.4 Accordingly, with no single over-riding cause of delay, Transport for the North has taken the view that pursuing many relatively small schemes intended to address specific local or tactical issues would make a substantial difference for performance. This is not a substitute for the more substantial investment needed in congestion hotspots (such as Leeds, Manchester, Sheffield and the East Coast Main Line) but can be delivered generally more quickly. With this in mind, Transport for the North has worked with staff from the TOCs, Freight Operating Companies (FOCs) and Network Rail to generate and prioritise a list of such schemes.

3.5 The list included in the draft *Reliability & Resilience Delivery Plan* comprises 121 specific interventions which would improve performance. These are spread around Transport for the North’s geography, with 46 in the North West, 42 in Yorkshire & the Humber, 9 in the North East and 9 outside of the North (as they would benefit performance in the North). Meanwhile, the interventions have been categorised into 18 types of improvement, with the most common including enhancements to platform layouts or equipment (31), linespeed increases (26), improvements to signalling and interlocking (26), enhancements to station

¹ Office of Rail and Road, *Passenger Rail Performance: 2019-20 Quarter 4*, 21st May 2020, p. 9, Fig. 3.1

² Office of Rail and Road, *Passenger Rail Performance: 1 January to 31 March 2022*, 26th May 2022, p. 11

approaches (14), improvements to track (12) and modifications to maintenance facilities (10).

- 3.6 Of the 121 interventions, 13 have been identified as priorities, which could be enacted in shorter timescales and thereby produce benefits relatively quickly. These include improvements at Leeds and Manchester Piccadilly Stations, in the Buxton and Glossop areas, at Preston and Lancaster Stations, and on the branch lines to Ilkley, Colne and Blackpool South. Appendix 1 gives further details of how the schemes were identified and the scope and purpose of the priority schemes.
- 3.7 Network Rail have recently initiated a review of their strategic planning procedures in the light of the government's five objectives for the railway industry, as outlined in the call for evidence for the Whole Industry Strategic Plan. These objectives include "meeting customers' needs" and "levelling up and connectivity", and thus directly relate to the issues described above. Better train performance would also contribute to the objectives of "delivering financial sustainability" and "contributing to long-term economic growth". Network Rail have advised Transport for the North that smaller schemes such as those identified in the *Reliability & Resilience Delivery Plan* would not normally be included in a long-term process such as the Rail Network Enhancements Pipeline (RNEP) but could be progressed through the Route Enhancements teams.
- 3.8 Network Rail is now initiating a resilience strategy for the Eastern Region, and as a first step Transport for the North has shared the reliability and resilience work with the team that is leading that (under Network Rail's Head of Strategic Planning who leads on region-wide issues). North West & Central Region are also now looking at performance and resilience issues and have also recently asked that Transport for the North share the work with them. It should be noted that one early suggestion on collaborating on building business cases for specific performance schemes is that Network Rail could provide estimates of the capital expenditure involved in these schemes, whilst Transport for the North could calculate the socio-economic benefits and revenue that they would generate, thereby jointly producing a cost-benefit analysis for the Economic Case.

4. Corporate Considerations

Financial Implications

- 4.1 There are no direct funding implications for Transport for the North. Preliminary work has been undertaken within previously allocated budget. Transport for the North is not funded for delivery of the schemes and the report proposes seeking devolved funding for this purpose.

Resource Implications

- 4.2 Any resource implications to Transport for the North as a result of this paper will be considered as part of Transport for the North's forthcoming annual business planning process.

Legal Implications

- 4.3 There are no apparent Legal implications as a result of this report.

Risk Management and Key Issues

- 4.4 There are two related Transport for the North corporate risks which are actively being managed: 309 (viability of train services) and 311 (future timetables).

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. 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 and road freight miles.

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 Transport for the North's partners have been informally consulted on the approach (via Officers' Reference Group and Strategic Oversight Group) and will have the opportunity to provide further input as the proposition evolves.

5. Background Papers

- 5.1 None

6. Appendix

- 6.1 Appendix 1 - Identification of Priority Schemes.

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	<i>Long Term Rail Strategy</i> (published by Transport for the North in January 2018)
f)	NERMU	North East Rail Management Unit
g)	NPIER	Northern Powerhouse Independent Economic Review
h)	NPR	Northern Powerhouse Rail
i)	NTC	Northern Transport Charter
j)	RNP	Rail North Partnership
k)	STP	<i>Strategic Transport Plan</i> (published by Transport for the North in February 2019)
l)	Transport for the North	Transport for the North
m)	TPE	TransPennine Express
n)	TOC	Train Operating Company
o)	FOC	Freight Operating Company
p)	RNEP	Rail Network Enhancement Pipeline.

Appendix 1: Identification of Priority Schemes

Transport for the North has regular progress meetings with TransPennine Express, Northern Trains and Network Rail. The purpose of these meetings is to discuss additional interventions that would improve reliability of train services and improve resilience of the network infrastructure, and to agree which interventions require further investigation by the TOCs or Network Rail, or in some instances both.

Identification of new potential interventions will be a continuous process (at the performance improvement meetings), and those that should be taken forward will be agreed between Transport for the North, Network Rail and the TOCs. Transport for the North also engage with our partner Local Transport Authorities to discuss and agree additional interventions that should be considered for further discussion with Network Rail and the TOCs.

DfT's EAST (Early Assessment & Sifting Tool) sifting tool process is recognised as a tool to quickly evaluate and sift interventions and has therefore been adopted for this purpose. EAST has been designed so that it can be applied without having to obtain detailed evidence as is usually required to support feasibility studies. This flexibility allows options to be considered at an early stage of development. For Transport for the North's *Reliability & Resilience Delivery Plan*, EAST was used to identify the highest priority interventions. These are shown in the table below.

Priority Reliability & Resilience Schemes

Item	Scheme detail	Scheme benefits
Lancaster Station	This scheme is intended to solve the signalling overlap issues at Lancaster Station, which delay trains arriving in to Platform 3 from the south when other services are arriving or departing from Platforms 1 & 2.	<ul style="list-style-type: none">• More punctual arrivals at Lancaster from the south• More flexibility in station operations
Astley Level Crossing	This scheme will investigate the speed restriction at Astley Level Crossing (between Patricroft and Newton-le-Willows) and how this restriction can be raised, thereby completing a 2013 project.	<ul style="list-style-type: none">• Reduced journey times• Added resilience in the timetable
Selby Swing Bridge	This scheme will investigate opportunities to improve the reliability of the swing bridge operation.	<ul style="list-style-type: none">• Reduced cancellations and delays when the bridge mechanism (or associated safety equipment) fail
Keadby Canal Bridge	This scheme will investigate opportunities to improve the reliability of the bridge operation.	<ul style="list-style-type: none">• Reduced cancellations and delays when the bridge mechanism (or associated safety equipment) fail
Mickle Trafford to Helsby	Installation of an intermediate block signal between Mickle Trafford and Helsby.	<ul style="list-style-type: none">• Improved flexibility and capacity
Blackpool South Line	This is a performance enhancement scheme at Moss Side Level Crossing, which will have treadles installed to remove the need for the train to always stop.	<ul style="list-style-type: none">• A 2 to 3 minute journey time reduction (which can be taken as a performance benefit) per round trip

Menston	This proposal involves local resignalling in order to deliver intermediate block signals which will reduce headways and improve performance.	<ul style="list-style-type: none"> • Improved performance • Potential increased frequency in future
Preston Platform 0	This scheme will upgrade the Parcels Platform to passenger operation in order to provide additional slow lines platform capability and flexibility for terminating services.	<ul style="list-style-type: none"> • Improved platform capacity • Improved performance through operational flexibility
Chaffers Level Crossing	This scheme comprises a further upgrade to Chaffers Level Crossing (near Nelson) in order to remove the need to come to a standstill on approach.	<ul style="list-style-type: none"> • Journey time reduction • Performance improvement
Turton Level Crossing	This requires an upgrade to the crossing in order to increase the linespeed, thereby reducing the time taken to traverse the single line section between Bromley Cross and Darwen.	<ul style="list-style-type: none"> • Journey time reduction • Performance improvement
Glossop & Hadfield Linespeed Improvement	This scheme will increase linespeeds around Dinting (and through to Glossop and Hadfield) in order to reduce journey times and improve performance.	<ul style="list-style-type: none"> • Journey time reduction • Performance improvement
Buxton	This scheme will provide a crossover and signalling in order to enable arrivals into Platform 1 (and the middle road) without the need to shunt, thereby maximising operational flexibility.	<ul style="list-style-type: none"> • Improved performance • Operational flexibility
Leeds/ Manchester Piccadilly	This scheme will explore the feasibility of hand-held devices used to complement TRTS (train ready to start) equipment, and implement them if appropriate.	<ul style="list-style-type: none"> • Improved performance • Improved safety

Document is Restricted

This page is intentionally left blank

Agenda Item 11

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

Document is Restricted

This page is intentionally left blank