

# Transport for the North Rail North Committee Agenda

<b>Date of Meeting</b>	<b>Wednesday 07 June 2023</b>
<b>Time of Meeting</b>	<b>11.00 am</b>
<b>Venue</b>	<b>The Queens Hotel, New Station Street, City Square, Leeds, LS1 1JP</b>

### 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
<b>1.0</b>	<p><b>Welcome and Apologies</b></p> <p>The Chair to Welcome Members and the public to the meeting.</p> <p><b>Lead:</b> Chair</p>	
<b>2.0</b>	<p><b>Appointment of Chair and Vice Chairs of Rail North Committee</b></p> <p>Members to appoint a Chair and a Majority and Minority Party Vice Chair to the Rail North Committee.</p> <p><b>Lead:</b> Julie Openshaw</p>	5 - 6
<b>3.0</b>	<p><b>Declarations of Interest</b></p> <p>Members are required to declare any personal, prejudicial or disclosable pecuniary interest they may have relating to items on the agenda and state the nature of such interest.</p> <p><b>Lead:</b> Chair</p>	
<b>4.0</b>	<p><b>Minutes of the Previous Meeting</b></p> <p>To consider and approve the minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.</p> <p><b>Lead:</b> Chair</p>	7 - 16
<b>5.0</b>	<p><b>Operators Business Plans</b></p> <p>To consider the overview of the process for shaping train operator business plans for the 2024/25 financial year.</p>	To Follow

	<b>Lead:</b> David Hoggarth	
<b>6.0</b>	<p><b>Infrastructure and Future Service Development</b></p> <p>To consider the update on the development of infrastructure across the rail network in the North, and with it associated train service enhancements and changes.</p> <p><b>Lead:</b> Charlie French</p>	17 - 26
<b>7.0</b>	<p><b>Rail North Partnership Operational Update</b></p> <p>To consider the update on operational rail matters.</p> <p><b>Lead:</b> Gary Bogan</p>	27 - 34
<b>8.0</b>	<p><b>Date and time of next meeting</b></p> <p>The date and time of the next meeting – Wednesday 13 September 2023 11.00am via Teams</p>	
<b>9.0</b>	<p><b>Exclusion of the Press and Public</b></p> <p>To resolve that the public be excluded from the meeting during consideration of item 10 on the grounds that:</p> <p>(1) It is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during such item(s), confidential information as defined in S100A(2) of the Local Government Act 1972 (as amended) would be disclosed to them in breach of the obligation of confidence; and/or</p> <p>(2) it / they involve(s) the likely disclosure of exempt information as set out in the Paragraphs [listed below] of Schedule 12A of the Local Government Act 1972 (as amended) and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	
<b>10.0</b>	<p><b>Private Minutes of the Previous Meeting</b></p> <p>To consider the approval and signature of the private minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.</p> <p><b>Lead:</b> Chair</p>	35 - 38

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<b>Meeting:</b>	Rail North Committee
<b>Subject:</b>	Appointment of Chair and Vice Chairs of Rail North Committee
<b>Author:</b>	Julie Openshaw, Head of Legal
<b>Sponsor:</b>	Darren Oldham, Rail and Roads Director
<b>Meeting Date:</b>	Wednesday 7 June 2023

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**1. Purpose of the Report:**

1.1 To appoint a Chair and one or two Vice Chairs of Rail North Committee.

**2. Recommendations:**

2.1 That Rail North Committee receives nominations for the roles of Chair and Vice Chair(s) respectively and selects a member to undertake each role.

**3. Main Issues:**

3.1 Councillor Liam Robinson chaired the Rail North Committee for a considerable period of time, with his resignation from his position with Transport for the North, Rail North Committee needs to select a new Chair and consider Vice Chair arrangements.

3.2 Historically, Transport for the North's Constitution has not made reference to the Chairship of Rail North Committee, nor has there been a Vice Chair, though the Constitution does make provision for the Chairship of Board and other committees. Rail North Committee is nonetheless permitted to elect a Chair and Vice Chair, and with the resignation of the previous Chair, clearly an alternative Member needs to be elected to this role. It would be advisable to also have Vice Chair arrangements in place. Rail North Committee is able to select its own Chair. Rail North Committee may also choose to appoint a Vice Chair, or, if preferred, a Majority Vice Chair and a Minority Vice Chair, similar to the arrangement with Transport for the North Board.

**4. Corporate Considerations*****Financial Implications***

4.1 There are no financial implications.

***Resource Implications***

4.2 There are no resource implications.

***Legal Implications***

4.3 Legal implications are covered within the report.

***Risk Management and Key Issues***

4.4 There are no risk management issues.

***Environmental Implications***

4.5 There are no environmental implications.

***Equality and Diversity***

4.6 There are no equality and diversity issues.

***Consultations***

**5. Background Papers**

5.1 None.

**6. Appendices**

6.1 None.

<b>Glossary of terms, abbreviations and acronyms used</b>
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None.
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# Rail North Committee Minutes

22 February 2023  
Microsoft Teams

**Present:**

Lord Mcloughlin (Chair)

**Attendee**

Mayor Andy Burnham

Cllr Rupert Swarbrick  
Cllr Keith Little

Cllr Cllr Steve Foulkes  
Mayor Steve Rotheram  
Mayor Jamie Driscoll  
Cllr Richard Hannigan  
Mayor Oliver Coppard

Cllr Jonathan Dulston  
Cllr Susan Hinchcliffe  
Mayor Tracy Brabin

**Local Authority**

Greater Manchester Combined  
Authority

Lakeland  
Lakeland

Liverpool City Region

Liverpool City Region

North of Tyne Combined Authority

South of Humber

South Yorkshire Mayoral Combined  
Authority

Tees Valley

West Yorkshire Combined Authority;

West Yorkshire Combined Authority;

**Partners in Attendance:**

Steve Montgomery  
Nick Donovan  
Matthew Golton

First Group  
Northern  
Transpennine Express

**Officers in Attendance:**

**Name**

Gary Rich  
Charlie French  
Adam Timewell  
Chris Roberts  
Charlie French  
Gary Bogan  
Darren Oldham  
David Hoggarth  
Emma Young  
Caroline Young  
Jonathan Brown

**Job Title**

Democratic Services Officer  
Investment Planning Manager  
Head of Programme – Northern Trains  
Head of Programme - TPE  
Investment Planning Manager  
Rail North Partnership Director  
Rail and Road Director  
Head of Strategic Rail  
Senior Solicitor  
Senior Project Manager  
Strategic Rail Lead

**Item   Item**  
**No:**

## **1. Welcome and Apologies**

- 1.1 The Deputy Monitoring Officer proposed that as the previous Chair of the Committee had stepped down from Transport for the North and as there is no Vice Chair and a new Chair is yet to be appointed, the Chair of the Transport for the North Board Chair this meeting of the Committee.

The Committee agreed to this proposal.

- 1.2 Apologies were received from Cllrs Brown, Shore, Duncan, Waltham and Gannon.
- 1.3 The Chair placed on record his thanks to the outgoing Chair, Cllr Robinson, for all his hard work and commitment to the Committee and Transport for the North during his time as Chair and a Member.

## **2. Declarations of Interest**

- 2.1 There were no Declarations of Interest.

## **3. Minutes of the Previous Meeting**

- 3.1 The minutes of the Consultation Call held on 15 November 2022 were considered for their accuracy.

### **Resolved:**

That the minutes of the Consultation Call held on 15 November 2022 be noted.

## **4. Chair and Vice Chair of Rail North Committee and Rail North Partnership Board Membership**

- 4.1 Members received the report of the Head of Legal. The Chair anticipated that this matter would be resolved by the time the Committee meets again in June.

### **Resolved:**

- 1) That the report be noted.
- 2) That Rail North Committee approves the change of one of the Transport for the North's representatives on the Rail North Partnership Board from David Hoggarth to Darren Oldham.

## **5. Rail North Partnership Operational Update**

- 5.1 Members received the report from the Director of the Rail North Partnership. Representatives from each of the Train Operating Companies were then invited to provide an update.

- 5.2 Mr Steve Montgomery provided an update on the current situation regarding Avanti. A recovery plan had been put in place last year and improvements are being seen, although there are challenges. He explained that the three trains an hour between Manchester and London had been restored. He informed the Committee that attempts are being made to bring more stability to the timetable although there is volatility on certain days and difficulties at the weekends due to terms and conditions. Avanti is working with the Trade Unions on these issues.

He then addressed the issue of drivers and stressed that rather than simply a shortage of drivers, the issue is a shortage of drivers who are deemed competent on the routes and drivers who have been restricted from duties due to long term sickness. He stated that the number of productive drivers is however increasing and that this is leading to a reduction in the number of cancellations. He added that the next issue they needed to address is punctuality and delays to services.

- 5.3 Mr Matthew Golton provided an update regarding Transpennine Express. He informed the Committee that the recovery plan has been submitted to the Department for Transport and explained that it sets out how TPE intends to resume reliable services. The plan sets out a series of actions and interventions across TPE which need to be delivered to return long term stability and reliability back to services. This includes measures to increase the number of available train crew to complete essential training, improving workforce relations, restoring reliability and rebuilding customer and stakeholder confidence.

The recovery plan assumes that there is no driver overtime working available and the target without that is to reduce crew related cancellations by up to 60% until the end of June. He pointed out that should there be any further industrial action then this will impact on the rate of training as well as the recovery.

He acknowledged that he and his team recognise that the current situation is unacceptable, and that faster improvement and recovery is required.

Regarding Sunday services, he explained that TPE is in discussion with the Department for Transport and the Rail North Partnership about how they can be restored to an acceptable level.

- 5.4 Mr Nick Donovan provided an update on Northern. Following the December 2022 timetable change approximately 3,000 additional services per week have been running and these are not reliant on rest day working. He then highlighted that during period 11 only 3.8% of services had been cancelled, including "on the day" cancellations, which is commensurate with the England and Wales average.

Mr Donovan updated on the current sickness levels within Northern; there are some local hot spots with high levels of sickness,

which is causing some issues on delivery. On Sunday services, he explained that 95% of crews on the west side of the business do not have Sundays included in the working week which impacts on the resilience of delivery on Sundays.

He stated that the resourcing position of Northern is in a healthy, with 1,790 competent drivers and a further 160 drivers in training.

- 5.5 Mayor Driscoll criticised the number of cancelled services by Transpennine Express (TPE) and the length of time it has taken to put a recovery plan in place. He also questioned whether the Government should renew its contract, highlighting the operational issues within TPE. Concerns were expressed that the situation is discouraging people from using the railways.
- 5.6 Mayor Coppard supported Mayor Driscoll's comments, questioned the confidence that communities can have in the recovery plan and requested regular updates on this. He questioned why a modern day railway is so reliant on rest day working in order to deliver services.
- 5.7 Mayor Rotherham highlighted the economic impact that unreliable train services have on northern economies. He commented that people no longer visit Liverpool at weekends because they cannot be certain of their return journeys. The economic problems are being created by a lack of a recovery plan and he questioned whether this is being built into the thinking, and how the plan will be monitored.
- 5.8 Mayor Brabin also highlighted the impact on the economy and the cost to the West Yorkshire economy of £2 million per week and the wider northern economy of £8 million per week. She had attended a presentation delivered by Mr Golton and stated that there was nothing in the 75 page document which convinced her that there is a recovery plan which would serve the people of West Yorkshire in the way they need to be served. She asked Mr Montgomery whether he is confident with the plan.
- 5.9 Mayor Burnham stated that this is not first time there has been these issues with TPE and that this illustrates structural issues within the organisation. He highlighted a similar timetable collapse in late 2019 where there was a huge loss of service. He observed that the parent company has never prioritised TPE and provided it with adequate resources and a plan to deliver what is required.

He stated that in the previous week prior approximately one third of timetabled services were cancelled which has a massive impact on lives. He expressed concern at the damage that this is causing with people more likely to use their cars causing irreversible behaviour change and creating greater congestion.



He added that this situation is also one for the DfT to address, as operators are working within their parameters and that better is achievable if everyone including government work together.

5.10 The Chair stated that the eyes of world will be on Liverpool during the Eurovision song contest and how people are serviced over that particular time will be of great importance.

5.11 In response Mr. Montgomery stated that TPE is also unhappy with the current situation and apologised for the current levels of service. Driver training is an area which is particularly challenging for them.; drivers were recruited in the lead up to the planned timetable changes but delays occurred due to the Covid pandemic . He offered reassurance that they are trying to act as quickly as possible and expedite matters but improvements are unlikely to be seen until the drivers currently undertaking training complete their training and begin to become available.

Regarding Liverpool, he stated that services are more reliable but more intermittent than previously. Plans are being made for the Eurovision Song Contest and they have been working with officers to make sure services are better for this time.

On rest day working Mr Golton explained that they want to move away from reliance on this. On customer care, he said that he is in discussions exploring what can be done to put additional presence in places that require more.

5.12 Cllr Little asked if a full timetable is to be resumed in May and if so, can be sustained. He thanked Northern for their solid performance in the area.

Mr Golton stated that that the increase from 35-40 services on a weekday would be deferred until December.

5.13 Cllr Hinchcliffe asked if TPE has been "hollowed out" by the parent group.

Mr Montgomery stated that TPE has had a lot of additional resources in and this had been the case for the last year.

5.14 The Chair stated that the discussions had been frank and the Committee had expressed their concerns and the very strong feelings of the people of the North about the service they are currently receiving. He stated that the service has not been acceptable.

5.15 The Head of Strategic Rail stated that following these discussions a recommendation could be formulated for the March Board which will focus on getting the recovery plan contractualised as the key driver to getting more progress, a desire for quicker timelines to restore services, monitorable and measurable milestones, compensation for passengers and the longer term actions around the training academy to

get that pipeline in place as well as having sufficient funding for TPE and the flexibility to develop and grow new markets.

- 5.16 Mayor Burnham stressed the urgency of this matter and that the Committee's concerns should be escalated particularly in view of the fact that the plan can be improved.

**Resolved:**

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.

**6. Manchester Task Force Update**

- 6.1 Members received the report of the Investment Planning Manager who highlighted the key points within the report.

- 6.2 Mayor Burnham expressed concern about the bottleneck in Manchester City centre which is major concern for the whole of the North and has been flagged as a concern by the Greater Manchester Transport Commissioner and officers at Transport for Greater Manchester.

He explained that the improvements proposed to infrastructure in Manchester City centre are not keeping pace with the extra services that Transpennine Route Upgrade will feed into the city centre, so there are additional passenger and freight services that will come into the city as a result of the TransPennine Route Upgrade.

He stated that there is little confidence that the necessary work will be done to enable those services to be absorbed without displacing local services or causing major disruption. In order to illustrate his point he likened on the situation to a new motorway ending in a car park. Whilst supporting the Transpennine Route Upgrade, he stated it will only be of benefit if Manchester City Centre can safely and reliably accommodate the extra traffic that it will generate, but a plan has not been seen for this.

He stated that the plan has not been thought through and that it impacts on existing parts of the railway with the result that the big step forward does not arrive, but see massive disruption and which could lead to history repeating itself.

- 6.3 Mayor Coppard raised the issue of capacity and specifically the upgrade to the Hope Valley line stating that it will not deliver the improvements in service required for the people of South Yorkshire, particularly the third fast train to Manchester and the connectivity between Sheffield and Manchester Airport. He highlighted the importance of the connections

between Sheffield and Manchester and was concerned that these would not be resolved until late 2020s or early 2030s which is not good enough. Cllrs Hannigan and Hinchcliffe also raised the issue of lack of connectivity between their areas and Manchester./Mr Golton stated that he has asked for a fresh look at how greater connectivity is restored to Manchester Airport and will reach out to Members.

- 6.4 The Head of Strategic Rail stated that an invitation to the next Committee will be issued to the industry to allow provision for an update on the current position with the Manchester task force proposals. Network Rail is working on a piece of advice which is due to be completed in March. He hoped that this will provide clarity to the Committee and allow it to measure the position against the set objectives. He also suggested revisiting the advice made several years ago due to there now being more schemes in the pipeline and much more information about the schemes; now is a good time to refresh the long-term strategy for Manchester.
- 6.5 The Chair stated that the capacity at Manchester will be essential. He highlighted the excessive problems with Leeds station and is keen to avoid the same problems building up in Manchester.

**Resolved:**

- 1) That the early positive indications from the implementation of the December 2022 timetable change, with recognition of the significant effort by all parties to enable its introduction be noted
- 2) That the Committee notes that the Department for Transport has advised Ministers to move the Configuration State 2 infrastructure schemes into delivery
- 3) That the progress with the development of infrastructure upgrades at Manchester Oxford Road and Manchester Airport in Configuration State 3 be noted.

**7. East Coast Mainline**

- 7.1 Members received the report of the Strategic Rail Lead. The Chair informed the Committee that the paper is for information.
- 7.2 Cllr Hinchcliffe commented on the Leeds Study terms of reference and as the delay in their publication is delaying progress she requested that the Government be pressed to publish them because this is vital for the economic future.

**Resolved:**

- 1) That the Committee notes the updated East Coast Main Line Blueprint

- 2) That the views of the Committee be noted on the future use of the Blueprint so that it achieves maximum value
- 3) That the Committee notes the position on the Leeds HS2 Study and other East Coast Main Line issues.

## **8. Strategic Rail Report**

- 8.1 Members received the report of the Rail Strategy Manager who highlighted the key elements of the report.

### **Resolved:**

That the approach to the Strategic Rail Report be noted and the Committee endorse it as a supporting document for the Strategic Transport Plan.

## **9. North West Regional Business Unit Proposal**

- 9.1 Members received the report from the Head of Strategic Rail who highlighted the key points within the report.

### **Resolved:**

- 1) That Committee approves the establishment of a North-West Regional Business Unit
- 2) That the Committee notes that the establishment of Business Units was highlighted to the December 2022 Transport for the North Board consultation call as one of the 'quick wins' on rail reform that the North can take ahead of full implementation of the planned rail reform.

## **10. Transport for the North Rail Business Plan and Member Contributions 2023/24**

- 10.1 Members received the report and the Head of Strategic Rail highlighted the key points of the report.

### **Resolved:**

- 1) That the Committee endorses the approach set out in the report to the 2023/24 draft Rail Business Plan
- 2) That the Committee notes the Department for Transport funding allocation for 2023/24 and 2024/25
- 3) That the Committee approves the approach to the 2023/24 Member Contributions as outlined in this report.

## **11. Exclusion of the Press and Public**

To resolve that the public be excluded from the meeting during consideration of items 12 and 13 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.

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

12.1 The private minutes of the Consultation Call held on 15 November 2022 were considered for their accuracy.

### **Resolved:**

That the minutes of the Consultation Call held on 15 November 2022 be noted.

## **13. Train Operator Business Planning**

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

### **Resolved:**

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

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<b>Meeting:</b>	Rail North Committee
<b>Subject:</b>	Infrastructure and Future Service Development
<b>Author:</b>	Charlie French, Investment Planning Manager
<b>Sponsor:</b>	David Hoggarth, Head of Strategic Rail
<b>Meeting Date:</b>	Wednesday 7 June 2023

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**1. Purpose of the Report:**

- 1.1 This report updates Rail North Committee on the development of infrastructure across the rail network in the North, and with it associated train service enhancements and changes.
- 1.2 This report also includes updates on the progress and next steps for infrastructure development and service changes in Manchester delivered through the Manchester Task Force, providing an assessment of the effectiveness of the December 2022 timetable change.
- 1.3 The report then seeks input to the revised Statutory Advice for Manchester in recognition of the progress which has been made through the collaborative efforts of the Manchester Task Force.

**2. Recommendations:**

- 2.1 The Committee is recommended to:
  1. Note the progress of development of infrastructure schemes in the North, and the collaborative approach being undertaken by the industry working with partners and operators to drive the investment needed to support economic growth
  2. Welcome the successful delivery of Manchester and North West Transformation Programme Configuration State 1 infrastructure and implementation of the December 2022 timetable change
  3. Welcome the commitment from the Department for Transport to fund delivery of infrastructure in Configuration State 2 alongside the continued development of Configuration State 3
  4. Endorse the proposed update to Transport for the North's Statutory Advice for Manchester for consideration by Transport for the North's Board.

**3. Main Issues:**

- 3.1 Infrastructure development is critical to unlocking the potential of the North by increasing network capacity, helping to address areas of congestion, establishing new connections and bringing communities together by reducing journey times. Experience in the north (e.g May 2018) has highlighted the importance of integrating service changes with infrastructure for example through Blueprints for Manchester and East Coast Main Line led by Transport for the North.
- 3.2 The coordinated development of both track and train is essential for the realisation of benefits, ensuring operational changes coincide with delivery of infrastructure, including consideration of any changes in resources, trains, stabling and potential training requirements.

- 3.3 The Rail North Committee plays a vital role in setting the priorities and direction for the industry to create a network fit for the future.
- 3.4 Transport for the North's Strategic Transport Plan identifies the strategic priorities for the region, which includes delivery of Northern Powerhouse Rail in full, as well as the Transpennine Route Upgrade and HS2, which enable the enhancement of passenger and freight services across the region. To succeed, immediate priorities for development need to effectively integrate, working towards a coordinated end state for the network.
- 3.5 The work of the Manchester Task Force can be considered best practice in this regard with the development of the Blueprint for Manchester which sets out configuration states for the network from now to the arrival of major schemes into the region in the 2030s and 2040s, informing near term decisions in the context of a long-term strategy. Collaboration between industry and partners has helped shaped the blueprint and continues to inform decisions about future configurations. With Configuration State 2 now funded and moving to delivery, attention can turn to determining and integrating the resulting service changes. Meanwhile the development of schemes within Configuration State 3 continues with a key element being the remodelling of Manchester Oxford Road station and options for Manchester Piccadilly.
- 3.6 This paper updates on the progress of work in both Manchester and in other parts of the network including the East Coast Mainline and the work by the industry to develop an indicative train service specification for 2032 coinciding with the completion of the Transpennine Route Upgrade and other major programmes.

### **Indicative Train Service Specification for 2032**

- 3.7 Transport for the North is supporting Network Rail's review of the interrelationship between planned rail infrastructure investments and the future timetabling of passenger and freight services across the North over the next decade. The idea is to consolidate all the infrastructure changes planned over the next decade and establish a new baseline timetable that both fits the infrastructure and delivers the improvements intended.
- 3.8 The timetable is the industry's key offer to passengers, freight operators, and stakeholders. Any transformational change to it in the North of England can only be delivered via an integrated portfolio of investment and consideration of associated operational changes (including requirements such as trains and stabling).
- 3.9 The review by Network Rail is designed to support analysis of the railway system at a future point in time to help inform the decisions that deliver transformational change. Rail North Committee will be able to provide guidance on timetable options developed by the industry in advance of any significant change.
- 3.10 Transport for the North plays a crucial role in ensuring the timetable which is ultimately implemented delivers against the priorities identified in our Strategic Transport Plan.

### **East Coast Mainline**

- 3.11 Infrastructure interventions on the East Coast Mainline are designed to deliver increased capacity and ease congestion, supporting service enhancements and improved train service performance.
- 3.12 The East Coast Mainline is of strategic importance providing both North/South and East/West connectivity, and there are key dependencies between improvements on the route, on feeder lines, and for benefits realisation from schemes including Transpennine Route Upgrade and Northern Powerhouse Rail.



- 3.13 To coordinate activity and align infrastructure delivery with service intervention, a Blueprint has been developed identifying activity from now to mid 2030s, and which includes route upgrades, rolling stock changes and station developments, considering them alongside milestones from major schemes.
- 3.14 This integrated approach enables informed decision making and clearly identifies interdependencies and intervention points supporting effective development and delivery. This consolidated view is helping to inform Network Rail's work on the indicative train service specification for 2032.

## **Manchester**

### **December 2022 Timetable Change**

- 3.15 The December 2022 timetable change was designed by the industry working through the Manchester Task Force (including Transport for the North and TfGM) to provide a new baseline structure to the North West timetable to deliver immediate improved reliability and performance, facilitated by investment in infrastructure including platform extensions and the introduction of new train maintenance depots and carriage sidings.
- 3.16 Whilst the timetable reduced connectivity in some areas, a key aim of the change was to reduce congestion, and modelling predicted a reduction of 20% in delays. Evaluation of the train service performance since the timetable change against statistics from December 2019 has been undertaken which shows:
- Average delays across all service groups have reduced by 40% in comparison with 2019/20
  - Performance of trains arriving within 3 minutes of booked time for Northern's Manchester services and TransPennine Express overall has improved by 8-12%
  - Northern's reactionary delays in Manchester resulting from network congestion have reduced by 40%, exceeding modelling expectations
  - Peak capacity is maintained for passengers into Manchester.
- 3.17 These performance improvements have been achieved despite the timetable change having been implemented against a backdrop of unprecedented challenges for the railway industry, dealing with the ongoing consequences of the Covid-19 pandemic and industrial action, with some service groups yet to be reintroduced and ongoing performance challenges.

### **Manchester and North West Transformation Programme**

- 3.18 Cross industry collaboration by the Manchester Task Force (formed of representatives from the Department for Transport, Network Rail, Northern, TransPennine Express, Transport for the North and Transport for Greater Manchester) has resulted in the development of the Blueprint for Manchester which has refined the plans and identified alternative solutions for addressing the problems in/around Manchester, optimised for efficiency and value. As a result of this work, it is now widely agreed by members of the Task Force that Package C is no longer the optimal solution for Manchester.
- 3.19 The Blueprint for Manchester (which has been shared previously with this Committee) identifies packages of infrastructure improvements designed to address capacity issues and improve train service performance, enabling more services to be operated without impacting punctuality and reliability. Each package forms part of a configuration state, which marks an intervention point at which the benefits of the infrastructure enhancements are realised through timetable changes with assumed timescales.

- 3.20 The December 2022 timetable change marked the first intervention point, establishing a baseline timetable which saw service groups amended with compromises needed, including changes to origins and destinations, frequencies, and stopping patterns to operate a robust service that passengers could rely on.
- 3.21 £72.3m has been secured from the Department for Transport for the delivery of Configuration State 2 with the intent for works to take place between now and 2025, including:
- Salford Crescent Platform 3
  - East of Manchester Victoria Turnback
  - West of Manchester Victoria Turnback
  - Manchester Victoria Passenger Capacity Improvements.
- 3.22 This package of work is focused on delivering infrastructure in North Manchester, and following its completion, timetable changes can be implemented which will see additional services able to operate through North Manchester, increasing capacity whilst providing added resilience to the network.
- 3.23 The options for the timetable change aligned to the implementation of each configuration state will be identified through the Manchester Task Force and Rail North Committee will be asked to provide direction on priorities, continuing to balance the need to maintain performance whilst providing additional capacity and connectivity.
- 3.24 Ahead of decisions on timetable change, Transport for the North working with partners will be undertaking work to evaluate connectivity to/from Manchester Airport, including to/from South Yorkshire.
- 3.25 In parallel with the delivery of Configuration State 2, Network Rail is continuing to develop schemes identified within Configuration State 3.
- 3.26 A critical element of Configuration State 3 is the redevelopment of Manchester Oxford Road. There is a consensus through the Manchester Task Force on the scheme that needs to be delivered at Manchester Oxford Road. Solutions have been identified and modelled which address the capacity constraints caused by the current layout of the station. This includes providing extended through platforms accommodating longer trains, and an improved layout which reduces conflicting moves by those trains accessing the bay platform. Addressing the constraints at Manchester Oxford Road is a key enabler to increasing capacity on the Castlefield Corridor.
- 3.27 Network Rail submitted a Transport and Works Act Order application in 2014 which sought to secure the land required for the construction of Manchester Oxford Road under the plans within the previously promoted Package C. With the refinement of plans, Network Rail has evaluated the relevance of the current Transport and Works Act Order and has determined that to progress development of Manchester Oxford Road, the previous Order needs to be withdrawn and replaced.
- 3.28 It should be noted that a Transport and Works Act Order is not a commitment to deliver a scheme, but forms part of the planning process associated with the delivery of a proposed scheme.
- 3.29 The business cases for schemes identified within Configuration State 3 and Configuration State 4 continue to be developed through the Manchester North West Transformation Programme and Manchester Task Force with cross industry input to ensure a robust case can be made to Treasury for the investment. Transport for the North will continue to support the development of these

business cases by providing local insight and data with the intent of maximising the benefit of any investment and securing the best possible outcome for passengers.

### **Transport for the North Statutory Advice**

- 3.30 With significant progress made recognising the completion of Configuration State 1, the commitment to the delivery of Configuration State 2 and the continuing development of Configuration State 3, it is both timely and appropriate for Transport for the North to update its Statutory Advice to the Secretary of State in relation to Manchester.
- 3.31 Previous Statutory Advice issued in February 2020 referred to 'Package C' which included plans to remodel Manchester Oxford Road station and construct Platforms 15 and 16 at Manchester Piccadilly, and identified 'other' infrastructure enhancements, recommending delivery of all these schemes in full. Through the work of the Manchester Task Force many of these schemes, including those contained within Package C, have either been delivered, superseded, or changed priority.
- 3.32 In this context it is recommended that the revised Statutory Advice recognises benefits of collaboration through the Manchester Task Force, and the evolutionary approach which has been taken by this group to refine proposals and determine the best possible outcome for Manchester. As a result, it seeks to avoid specifying outputs, recognising that as the programme is developed and refined, the solutions required may change, and instead specifies the outcomes that are needed.
- 3.33 The revised Statutory Advice highlights the continued need for investment in infrastructure in Manchester to address the capacity constraints which are limiting the North and creating significant operational challenges, within the context of major rail schemes arriving in the region including HS2 and Northern Powerhouse Rail which require careful integration to maximise the benefits of investment.
- 3.34 The revised Statutory Advice also draws attention to the strong return to rail across the North, and the need for significant and sustained investment if the railway is to keep pace with passenger and freight demand, realise the benefits of major schemes, and support modal shift with both decarbonisation and economic benefits for the region.
- 3.35 The Committee is requested to endorse the revised Statutory Advice for Manchester for consideration by Transport for the North's Board and to note the progress which has and continues to be made in the development and delivery of infrastructure and train service performance improvements in Manchester.

## **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 develop and deliver schemes are subject to Department for Transport and Treasury approval.

### ***Resource Implications***

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

### ***Legal Implications***

- 4.4 Transport for the North has power to offer statutory advice to the Secretary of State. There are no other 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 any timetable changes and infrastructure enhancements 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 Environmental Impact Assessment Directive and therefore does stimulate the need for Strategic Environmental Assessment or Environmental Impact Assessment (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.

## **5. Background Papers**

- 5.1 There are no background papers to this report.

## **6. Appendices**

- 6.1 Appendix 1 Manchester Statutory Advice Update.

This appendix is the draft of the revised Statutory Advice for Manchester for review. This draft has been shared with partners for review and comment, however it remains subject to change based on feedback from partners, and as it progresses through the governance process.

Dear Secretary of State

## **Transport for the North's Statutory Advice for Manchester**

An effective, well planned, and reliable transport network for the North is a fundamental part of everyday life – connecting people to jobs, health, education, and leisure opportunities, connecting businesses to each other and employees, and allowing the efficient movement of goods and services.

As a sub national transport body our role is to advise Government on the priorities for investment in the North's transport system, informed by our local knowledge, expertise and evidence, and with a particular focus on connecting places across the North.

The evidence base upon which Transport for the North has prepared its revised Strategic Transport Plan is clear: investing in the transformation of the North's connectivity is a necessary condition for realising its economic potential, improving social inclusion, and reducing transport's environmental impact.

The constraints on the rail network in the Greater Manchester area continue to be a significant blocker to realising the transformation of rail services across the North for both passengers and freight.

The creation of the Manchester Task Force has enabled progress to be made in addressing some of those constraints by bringing together the industry and partners. In this regard, the Manchester Task Force acts as an exemplar of the benefits of a collaborative approach and as such could be used to inform other aspects of the rail reform agenda ahead of the formal establishment of Great British Railways.

Notwithstanding the progress made to date with the successful introduction of the December 2022 timetable, nor the commitment of £72.3m toward delivery of the next phase of infrastructure improvements, the work of the Manchester Task Force demonstrates a need for further improvements. That need derives from an evidence-based assessment of on-going constraints in the Greater Manchester area (including, but not limited to the Castlefield corridor). Specifically, it shows that improvements will be required to address key bottlenecks, including Manchester Oxford Road, and to enable the delivery and effective integration of planned investment in HS2, the Transpennine Route Upgrade, the Hope Valley Upgrade and Northern Powerhouse Rail alongside local partner aspirations.

### **Future Demand**

The importance of the North's rail services is reflected in the strength, and pace, of the recovery post pandemic. Notwithstanding changes in travel patterns and disruption resulting from industrial action, revenues have returned, as has growth, and with it overcrowding and performance issues.

The evidence underpinning the revised Strategic Transport Plan establishes the need to plan for and deliver significant growth in use of the rail network across

the North if we are to deliver agreed economic, environmental, and social outcomes, including the legal requirement to achieve net zero.

To achieve the modal shift and decarbonisation benefits associated with those outcomes it remains necessary to plan for significant expansion of the rail offer beyond existing commitments already made by Government. This includes the need to further address constraints within the Greater Manchester area that will not otherwise be addressed by those commitments. Indeed, additional investment in the Greater Manchester area and at the North's other key major rail hubs will be required to realise the full benefit of those commitments, delivering benefits across the North.

### **An Outcome Focused Approach**

Based on the evidence available, it is Transport for the North's recommendation that the Government should plan for and deliver improvements in the Greater Manchester area in an expedient manner that will benefit the North as a whole, by:

1. **Increasing Capacity on the Castlefield corridor** with no less than 16 trains per hour each way able to operate reliably between Ordsall Lane Junction, Castlefield Junction and Manchester Piccadilly. The Castlefield corridor should remain designated as congested infrastructure until the point at which this is achieved.
2. **Enabling a reliable performance**, specifically ensuring that performance consistently achieves the national average for T-3, T-15, and cancellations as a minimum, providing a dependable service for passengers.
3. **Restoring and improving rail connectivity to/from Manchester Airport** to the rest of the North, including rail access to/from Sheffield, Bradford, Chester and North Wales.
4. **Providing the capacity for growth** to accommodate the increase in passenger and freight services that are required to achieve agreed economic, environmental, and social outcomes as set out in the revised Strategic Transport Plan.

Furthermore, it is Transport for the North's recommendation that this will require:

1. An on-going commitment by the Department for Transport to the work of the Manchester Task Force and with it the Manchester and North West Transformation Programme, appropriately (revenue) resourced, and with a remit to align its activity with the development and delivery of committed major schemes already in the pipeline.
2. A commitment from the Department for Transport to maintain the 'Blueprint for Manchester' as the mechanism by which the need for future improvements is identified on a collaborative basis with Transport for the North and its partners.

3. A commitment from the Department for Transport to work with Transport for the North and its partners to use the Blueprint as the basis for taking forward a pipeline of investment that is managed and delivered as a co-ordinated programme.
4. Acknowledgement of the extent to which the need to address capacity issues in/around Stockport is required to enable the committed outcomes for the Hope Valley upgrade to be realised, additional local rail services to be introduced, and to maintain operation of existing local rail services during the construction phase of HS2 Phase 2B. Based on the evidence available it is arguable that the Stockport area should be formally identified as congested infrastructure.
5. The Department for Transport to ensure that it formally seeks, in a timely way, the views of Transport for the North and its partners when choosing how to balance the interdependencies between Transpennine Route Upgrade, Northern Powerhouse Rail, HS2 and services on the rest of the North's rail system.

The Manchester Task Force demonstrates the added value of collaborative working in the manner advocated as part of the Government's Rail Reforms. It shows that it is possible to develop viable and affordable solutions and to oversee their implementation in a practical and pragmatic way. The benefits of this collaborative model will be promoted for other network congestion hotspots that have impacts across the North including Leeds, Sheffield and York.

The evidence base is clear that continuing to prioritise the need to address the remaining constraints in the Greater Manchester Area is not only critical to the successful delivery of committed investments, but to enabling agreed outcomes for the North to be realised.

Transport for the North remains committed to working with the Department for Transport, through the Manchester Task Force and Manchester and North West Transformation Programme, with a view to delivering these recommendations.

This letter supersedes Transport for the North's statutory advice in respect of the Greater Manchester rail network submitted in February 2020.

Yours faithfully,

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<b>Meeting:</b>	Rail North Committee
<b>Subject:</b>	Rail North Partnership Operational Update
<b>Author:</b>	Gary Bogan, Rail North Partnership Director
<b>Sponsor:</b>	Darren Oldham, Rail and Road Director
<b>Meeting Date:</b>	Wednesday 7 June 2023

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**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.
- 1.2 Representatives from Northern Trains, TransPennine Trains (TPT) and the government's Operator of Last Resort will attend the meeting.

**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.
- 2.2 It is recommended that Committee members discuss the current issues with representatives of the industry attending the meeting.

**3. Overview:**

- 3.1 A summary of performance for the last 6 months for TPE and Northern is included as Appendix 1. Performance continues 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.
- 3.2 As discussed at previous meetings, for performance to improve to sustainable levels, the training backlog must be addressed and this needs to be managed alongside the ongoing impact of industrial action, sickness and the loss of rostering flexibility previously afforded by driver Rest Day Working (RDW).
- 3.3 In the North of England further strikes took place on 1 and 3 February 2023, 12, 13 and 31 May 2023, 2 and 3 June 2023.
- 3.4 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 TPT to ensure there are appropriate recovery plans in place and hold the operators to account for delivery against them.
- 3.5 Despite these challenges, there continues to be strong growth in the north, particularly in the leisure markets. The three Network Rail major stations, Manchester Piccadilly, Leeds and Liverpool Lime Street have seen weekend recovery in the leisure market exceed demand seen in 2019 (pre-covid). Weekday recovery remains suppressed, especially Mondays. The recovery across the combined three Network Rail managed stations in the north is well ahead of the combined Network Rail managed stations in London for both weekdays and weekends. Members will be provided with an update on Northern's approach to growing the railway and developing new products and promotions to attract more customers as the market changes.

#### **4. TransPennine Express**

- 4.1 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 and timetable changes. The Secretary of State decided that TPE should be transferred to the Operator of Last Resort (OLR) having decided that, despite TPE's efforts to sort out the underlying problems, a reset is required to deliver the step change required. The formal announcement was made on 11 May 2023, since when the focus was to ensure as smooth a handover as possible. The new operator is called TransPennine Trains Limited (TPT).
- 4.2 Earlier in the year, TPE introduced a formal performance recovery plan aimed at reducing pre-planned and on the day cancellations. The recovery plan is closely monitored for progress. Recent monitoring has seen the plan meeting the baseline trajectory. Planned and on the day cancellations have seen a very positive decline since December 2022. However, the most recent data has seen an increase in cancellations and performance remains broadly in line with the same period 12 months ago.
- 4.3 Securing a Rest Day Working agreement with drivers remains the best way of accelerating the recovery plan. A revised offer was accepted by ASLEF, but, in the light of further local disputes, action short of a strike was implemented thereby ruling out work rest days and overtime work. A verbal update on progress will be provided at the meeting.
- 4.4 The announcement that TPE was moving to OLR included reference to a review of services across the north:
- "The Transport Secretary has asked the Department for Transport to review services in the north to help drive efficiency and find better ways to deliver for passengers across the region. He also asks all interested parties including the northern mayors and Transport for the North to engage with the government on this work".*
- Transport for the North expects to work closely with those undertaking the review to ensure local priorities and evidence and fully reflected in any options developed.
- 4.5 Richard George, Chair of DOHL (the Operator of Last resort) will attend the meeting to provide a verbal update on the transfer of the business, the recovery and plans for the review.
- 4.6 Following a number of uplifts in its December 2022 timetable, TPE did not make any material timetable changes at May 2023. RNP will continue to discuss options for December 2023 with TPT as part of the business planning process and TPE's recovery plan.

#### **5. Northern Trains**

- 5.1 The new timetable commenced on Sunday 21 May 2023, with Northern services staying broadly the same, with only a handful of exceptions: the introduction of an additional semi-fast between Middleborough and Newcastle; a new weekday Sheffield-Cleethorpes daily service (replacing the Saturday-only service); a new Leeds-Chester via Manchester Victoria service on Sundays to support additional Calder Valley capacity during Transpennine Route Upgrade works; and a number of other minor alterations. A proposed change of operator for services between Huddersfield and Castleford was not able to take place, and therefore a replacement bus will continue to operate. In working with RNP to develop the timetable, Northern has worked to make sure its planning supports long-term value for a sustainable future, given industry cost challenges. The central focus

has been on resilience, prioritising as reliable a service as possible for passengers.

- 5.2 Appendix 1 indicates that Northern's operational performance continues to be below target in some areas. Traincrew-related incidents continue to be the primary cause of cancellations. 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. A Performance Action Plan is in place to work towards addressing these issues. However, a radical improvement is dependent on the resolution of wider environmental pressures, and this will remain a challenge until at least 2024, given the parallel training challenge.
- 5.3 Transport for the North, DfT and RNP are working with Northern on their Performance Improvement Plan. This plan will examine specific key KPIs which have been contributing to underperformance on certain elements most notably self-caused train cancellations and provide targeted mitigation plans for specific issues in order to deliver sustained good performance and more certainty for passengers where services are disrupted.
- 5.4 The Secretary of State has confirmed funding for the full Northumberland Line scheme and Northern and Rail North Partnership continue to work with Network Rail and Transport for the North partners in the North East to launch services on this line in summer 2024. Northern have recommenced their early years recruitment programme. Adverts for the roles are currently live, ready for a September 2023 start.

### **Rail Academy/Skills for Rail Project**

- 5.5 RNP has held discussions with partner skills leads, train operators and colleges to identify how a comprehensive skills programme for careers in rail can be developed and delivered.
- 5.6 The first stage of the potential programme, a rail-focussed basic skills package that would be delivered by local authorities as part of their skills remit, would also aim to reach out to communities and groups that currently do not consider a career in rail, to increase the diversity of the workforce and promote rail as an attractive career.
- 5.7 The second stage of the programme would see colleges and other facilities in a hub-and-spoke configuration delivering classroom-based (including virtual reality and simulators) training. The programme currently is not predicated on building new facilities. The third and final stage of the programme is in-train route and traction knowledge development, which will be delivered by the employing operator.
- 5.8 Following the move of TPE into OLR, RNP is now discussing with DOHL how the programme, which was originally put forward by Northern, might be extended to include its other operators.

## **6. Other operators**

### **Avanti West Coast**

- 6.1 Avanti West Coast (AWC) has made significant performance improvements since its December 2022 timetable uplift.
- 6.2 AWC has increased the number of services by more than 40%, including restoring three trains per hour on the Manchester route.
- 6.3 Reliability has improved significantly, for the last few months cancellations AWC is responsible for reduced to below 1.5%, and more than 93% of all trains arrived within 15 minutes of their planned time.

- 6.4 Weekday tickets are available 12 weeks in advance, and weekend 8 weeks.
- 6.5 AWC is halfway through its £117m Pendolino refurbishment and is preparing for the introduction of a new £350m fleet of electric and bi-mode Hitachi trains.
- 6.6 Despite strikes, AWC supported the Eurovision Song Contest, on the Sunday helping more than 6,000 passengers travel from Liverpool.
- 6.7 AWC has introduced Travel Companion, a dedicated Whatsapp channel providing real-time support to disabled passengers, and Superfare, which enables travellers who are flexible around travel times to access a great range of discounted fares (one-way London to Liverpool £15; Manchester £20).

### **Cross Country Trains**

- 6.8 Over the last three months CrossCountry have enjoyed a particularly strong start to the year with performance and limited cancellations: the only limitations has been challenging service management on the LNE route, but working groups are being formed to work on an improvement strategy.
- 6.9 During the coming weeks CrossCountry will be operating a staged introduction to the May 2023 timetable uplift with additional services between Reading and Newcastle starting from Monday 12 June 2023.
- 6.10 CrossCountry have been working with Network Rail on a series of events to promote rail safety to students throughout the region: alongside the British Transport Police, they are aiming to reduce trespass and anti-social behaviour in hot spot areas.

### **East Midlands Railway**

- 6.11 Sunday 21 May 2023 saw changes to East Midlands Railway's (EMR) timetable. The new timetable sees a number of improvements on EMR's Regional routes, including off-peak Matlock to Nottingham through services, additional services between Leicester and Lincoln, and two trains per hour on the Robin Hood Line on a Saturday.
- 6.12 As part of the timetable change, EMR's Class 180 fleet will be removed from service in line with the current lease agreement end date. The Class 156s will also leave the EMR fleet at this time. Therefore, some formation changes will be made to services, though EMR will continue to safeguard the most popular trains in line with customer demand as much as possible.

### **Lumo**

- 6.13 Lumo continues to see strong passenger growth across the route that it operates, with route performance improved slightly since the last update. Performance issues have been driven by a range of factors, notably external factors such as trespass and animal incursions, as well as more general infrastructure faults.
- 6.14 Lumo's trains remain the most reliable train fleet in its class, with strong partnership working with maintainer Hitachi. The company is also continuing to promote its green credentials compared to similar air journeys, with a report to be released shortly showing the direct comparison on carbon emissions.
- 6.15 The company has gained approval from the Office of Rail and Road to operate 10 carriage trains, with trials commencing shortly.

### **Hull Trains**

- 6.16 Hull Trains has now seen passenger numbers exceed pre-pandemic figures, following a concerted effort to develop the service and respond to the post pandemic passenger travel behaviours. Hull Trains was the only rail company in the 2022/23 financial year to be running at 102% of pre-Covid volumes.

- 6.17 Performance has been affected by a range of external factors, notably trespass, cable theft and animal incursions, as well as infrastructure faults such as broken rails and overhead line issues. The train fleet continues to be class-leading in terms of reliability and miles per casualty.
- 6.18 Work has commenced on a £1.2m investment to improve Howden station platform accessibility, with an innovative system being installed to raise the platform level. This will benefit all passengers and rail operators and includes the installation of tactile paving surfaces. The project is due for completion in early July 2023. Hull Trains is also considering a number of other investment projects as part of its infrastructure investment fund.

## **7. Corporate Considerations**

### ***Financial Implications***

- 7.1 There are no direct financial implications to TfN arising from this report.

### ***Resource Implications***

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

### ***Legal Implications***

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

### ***Risk Management and Key Issues***

- 7.4 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***

- 7.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (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***

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

## **8. Appendices**

- 8.1 Appendix 1 – Performance update.

### **Glossary of terms, abbreviations and acronyms used**

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
h.	TSSA	Transport Salaried Staffs' Association
i.	OLR	Operator of Last Resort

**Glossary of terms, abbreviations and acronyms used**

j.	ORR	Office of Rail and Road
j.	TPT	TransPennine Trains Ltd
k.	DOHL	Department for Transport OLR Holdings Ltd

## 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)
- P\*-codes (% of trains pre-planned cancellation)

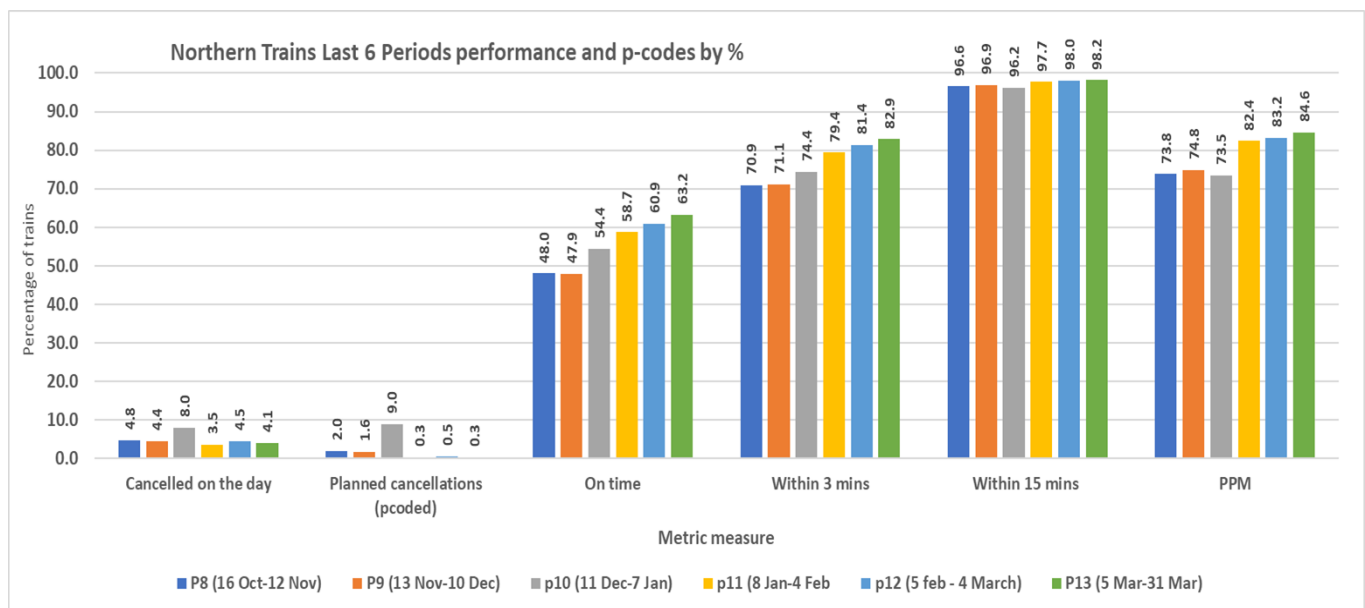
TPE continue to reduce train services through implementing planned service reductions before 22.00 hours the previous day and these services do not reflect in the overall performance of cancellations but are referenced in the performance charts below as a percentage of trains p coded.

Northern P\*-coded trains have significantly reduced over the past 3 periods.

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 period dates are included in the charts.

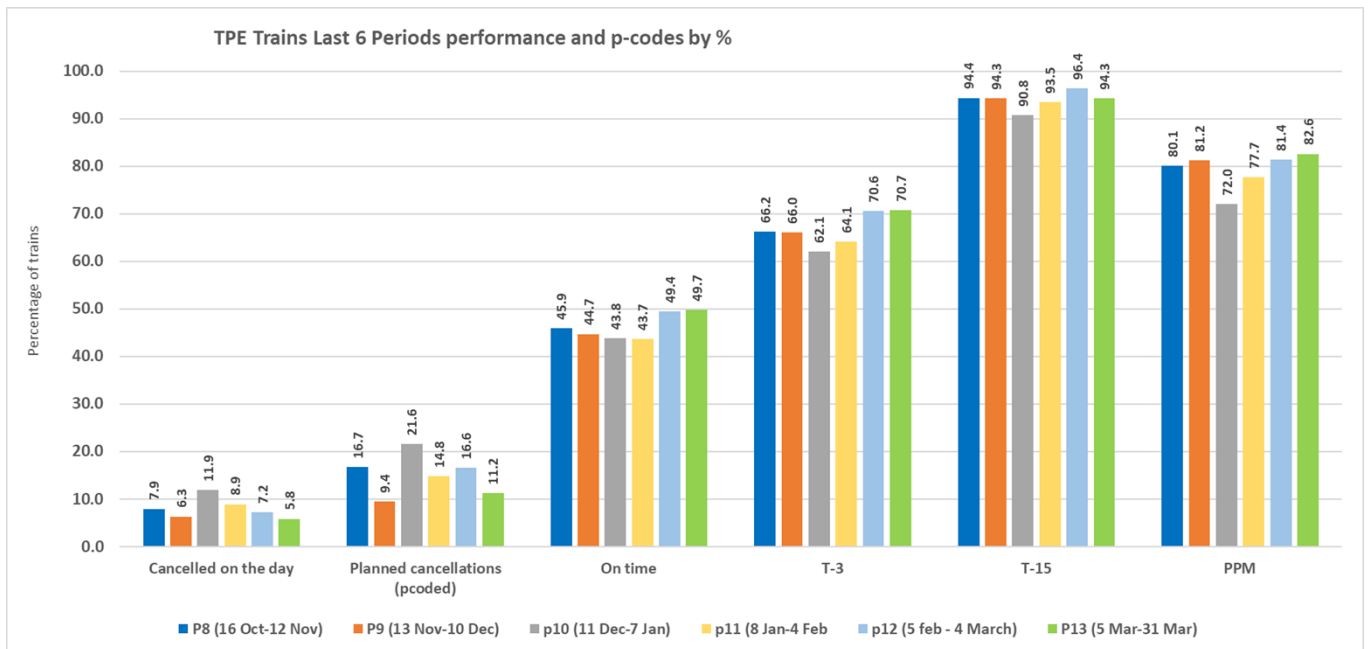
### Northern



Performance across all metrics has improved since period 10. Planned cancellations (p\*-codes) have reduced significantly since period 10.

Although PPM is no longer an official measure; analysis shows that PPM is at its best level over the past 6 Periods.

### TPE



Transpennine Express performance has seen an improvement across all metrics since period 10. since period 10. Cancellations on the day and is at the lowest level for the last six periods.

P\*-coded services peaked at 21.6% in period 10 but since has reduced to 11.2% in period 13.

Although PPM is no longer an official measure; analysis shows that PPM is at its best level over the past 6 Period.



# Agenda Item 10

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

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