

Transport for the North Rail North Committee Consultation Call Agenda

Date of Meeting	Tuesday 14 November 2023
Time of Meeting	11.00 am
Venue	Virtual

Filming and broadcast of the meeting

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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 the approval and signature of the minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein. Lead: Chair	5 - 14
4.0	Rail Accessibility Task and Finish Group To agree the Terms of Reference for the Task and Finish Group to develop a prioritised action plan. Lead: David Worsley	15 - 18
5.0	Ticket Office Next Steps To consider the update outlining the outcome of the public consultation on Ticket Office closures and the next steps	19 - 22

	that Transport for the North intends to undertake. Lead: Caroline Young	
6.0	East Coast Mainline December 2024 Timetable For the Committee to consider the proposed timetable changes. Lead: Jonathan Brown	23 - 38
7.0	Future Infrastructure and Service Development To consider how the recent announcement cancelling HS2 Phase 2 impacts existing programmes across the North of England, and how this affects the sequencing of delivery and identification of investment schemes. To consider the immediate activity of Transport for the North and the wider industry in response to the Government announcement as well as the next steps needed. Lead: Charlie French	39 - 44
8.0	Rail North Partnership Operational Update To receive an update on rail operational matters and updates from the operators and Network Rail. Lead: Gary Bogan	45 - 52
9.0	Transport for the North Business Plan and Member Contributions 2024/25 To consider the update on the Strategic Rail elements of the draft Transport for the North Business Plan 2024/25 and the Department for Transport's funding allocation for 2024/25. Lead: David Hoggarth	53 - 56
10.0	Exclusion of the Press and Public To resolve that the public be excluded from the meeting during consideration of Items 11 and 12 on the grounds that: (1) It is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during such item(s), confidential information as defined in S100A(2) of the Local Government Act 1972 (as amended) would be disclosed to them in breach of the obligation of confidence; and/or (2) it / they involve(s) the likely disclosure of exempt information as set out in the Paragraphs [listed below] of Schedule 12A of the Local Government Act	

	1972 (as amended) and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.	
11.0	Transpennine Express Recovery: Nova 3 Options To consider the options and seek Members views based on Transport for the North's analysis. Lead: Caroline Young	57 - 62
12.0	Manchester Configuration State 2 Service Options For the Committee to consider the update and options. Lead: Adam Timewell	63 - 74

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Rail North Committee Minutes

Wednesday 13 September 2023
Virtual

Present:

Attendee	Local Authority
Mayor Andy Burnham (Chair)	Greater Manchester Combined Authority;
Cllr Craig Browne	Cheshire & The Potteries;
Cllr Rupert Swarbrick	Lakeland;
Cllr Mark Ieronimo	North of Humber;
Cllr Paul West	North of Humber;
Mayor Jamie Driscoll	North of Tyne Combined Authority;
Cllr Tim Mitchell	South of Humber;
Cllr Stephen Harker	Tees Valley;
Cllr Susan Hinchcliffe	West Yorkshire Combined Authority;

Partners in Attendance:

Tricia Williams	Northern
Chris Jackson	TransPennine Express

Officers in Attendance:

Name	Job Title
Martin Tugwell	Chief Executive
Gary Rich	Democratic Services Officer
Julie Openshaw	Head of Legal
Adam Timewell	Head of Programmes Northern
David Hoggarth	Head of Strategic Rail
Charlie French	Investment Planning Manager
Darren Oldham	Rail and Road Director
Gary Bogan	Rail North Partnership Director
Caroline Young	Senior Project Manager
Joanne Barclay	Senior Solicitor
Angela Harwood	Senior Solicitor

**Item
No:**

Item

1 Welcome and Apologies

- 1.1 The Chair welcomed Members to the meetings and apologies were received from Mayor Coppard, Mayor Rotherham, Cllr Robinson and Cllr Duncan.

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 7 June 2023 were considered for their accuracy.

Resolved:

That the minutes of the meeting held on 7 June 2023 be noted.

4 Transpennine Trains Recovery Plan Outcomes

- 4.1 The Chair introduced the item and acknowledged the difficult task that Mr Jackson and his team have inherited in order to improve the organisation, and he noted that they are getting to grips with the difficult issues. Whilst recognising the situation that they are taking over he referred to the difficulties that people of the North have been experiencing over a number of years with the railways. He stated that whilst the Committee is supportive of what they are trying to achieve he sought reassurances that any changes made in order to help them secure improvements will not turn into permanent service reductions or deterioration in service permanently.
- 4.2 Members received the presentation from Mr Chris Jackson who highlighted the key points within his presentation.
- 4.3 The Chair expressed on behalf of the Committee his appreciation to Mr Jackson for his openness and stated that the logic for what they are trying to do is clear. He believed that the presentation justified the call from the Committee to place TPE into operator of last resort measures. /The Chair sought a guarantee that any services temporarily removed will be replaced by the December 2024 timetable change.
- 4.4 Mayor Driscoll highlighted the improvement in industrial relations and plans for economic growth. /He requested the plans and details on how full service will be restored, particularly in ensuring more than one train an hour travels from the North East to Liverpool.
- 4.5 Regarding incentivising the public to use trains, Cllr Hinchcliffe sought assurance that should they go down this route that they will be able to tolerate the increased demand. She also sought reassurance that they would not run three-car trains. Regular reviews were requested to help facilitate a return to full service more quickly than by a year's time.

She then expressed concern at the removal of the Nova 3 trains stating that this could hinder the return to a full service. She asked to see the rolling stock plans for the North.

- 4.6 Building on Members comments, the Chair raised a number of issues including service standards and whether the commitment to restore the timetable fully by December 2024 is contingent on anything else. On the issue of rolling stock whilst understanding the reasoning behind the proposal he expressed concern about losing modern stock and it not being replaced. He asked that no final decision be made on the Nova 3s withdrawal until the Committee has been presented with a complete plan for rolling stock across the organisation going forward.

- 4.7 In response to the Committee's comments Mr Jackson stated that he is happy to be held to account on the delivery and performance against the objectives in the plan.

Addressing concerns on the return to a full timetable by December 2024 he explained that the plan has an element of reliance on rest day working and assumes that the national picture on industrial relations won't deteriorate. He explained that this has been mapped into some of the plans and as long there is stability, he is confident of a return to a full timetable by December 2024. He stated that this may be earlier in late Summer 2024 subject to the completion of training.

The Committee was informed that an agreement had been reached with TfN and the Rail North Partnership for the plan progress to be reviewed every two months.

Mr Jackson stated that incentives will be used to help show the public that there is a stable and reliable service. He highlighted that even if the Nova 3s are removed the fleet is 60% bigger than it was in 2018 with plenty of spare capacity to sell. He explained that capacity modelling has been done to inform the decision making on the Nova 3s.

- 4.8 The Chief Executive requested that political input be included in the decision making process on the Nova 3s and asked that this matter be brought back to the Committee.

The Chair stated that this reflected his view and highlighted that the current process has not factored in the views of the committee and political leaders. Whilst acknowledging that the ultimate decision may be for Government he wants the Committee to be sighted on any recommendation going to Government.

- 4.9 Mr Jackson provided further detail on the considerations given regarding the removal of the Nova 3s. He explained that these trains have been underutilised and of the thirteen sets they have they are only ever able to deploy a maximum of six in traffic and because of driver competency gaps, often only two can be

operational in passenger service. He advised that these trains contribute to operational complexity and warned that reintroducing them at the wrong time could destabilise the business.

- 4.10 The Chair noted the comments and stated that the enhancements that have been won for the North will not be given up lightly and the Committee will be unwilling to see standards slip on the railway in the north. He asked which train will be able to deliver the same level of modernity as the Nova 3.
- 4.11 Addressing the issue of the three-car service Mr Jackson stated that these will still be in operation at the start of the December 2023 timetable together with 5 and 6 car trains; however, the number of carriages being used will be linked to demand.
- 4.12 On the issue of rest working Mayor Driscoll sought assurance that this will only be used for training purposes and to cover sickness rather than for routine operation.
- Mr Jackson stressed that rest day working should only be for the short-term, explaining that TPE like other operators will only be using it for service coverage and training. He informed the Committee that it has been built into the plans for beyond March 2024, should an extension be granted, as this will enable them to arrive at December 2024 in an extremely strong position.
- 4.13 The Rail North Partnership Director clarified that the Secretary of State and Minister of Transport want the Committee to be fully involved with any decisions on the Nova 3s and the general rolling stock.
- 4.14 Cllr Mitchell enquired if the removal of the Nova 3s will impact on any particular area disproportionately; Mr Jackson confirmed that the main impact would be between Scarborough and Manchester.

Resolved:

That the presentation and the Committee's comments be noted.

5 Ticket Office Consultation

- 5.1 Members received the report from the Partnership and Programme Manager, who outlined the key points in the report and draft consultation response.
- 5.2 Cllr Browne highlighted the issue of integrated or combined ticketing, explaining that Cheshire East residents can currently buy a ticket from their local station ticket office to a Metrolink station in Greater Manchester, an option which isn't available online, at platform ticket machines or on board trains. If they have been unable to buy at the ticket office when they arrive at Manchester

Piccadilly, they are treated by the Revenue Protection staff as though they've made a conscious decision not to purchase a ticket. He stated that this will get worse when ticket offices close, as this will remove the only way that passengers can buy one of these tickets before they board the train.

- 5.3 Additionally, to the point raised by Cllr Browne the Chair highlighted a point raised by Cllr Gannon at a previous meeting where he informed the Committee that lower cost tickets are often not available on the platform machines. The Chair requested that both of these points be included in the consultation response.
- 5.4 Cllr Hinchcliffe asked if there is a freeze on Ticket office recruitment.

Mr Jackson stated that TPE currently have a number of ticket office vacancies that have been held for some time as they have been expecting industry reform. He further explained that they are now awaiting the outcome of the consultation.

From a Northern perspective Ms Tricia Williams explained that internal consultation has started at the same time as the external consultation. She stated that rather than having a freeze they have taken the decision to backfill on a temporary basis in order to protect roles should there need to be redeployment opportunities for those working in stations. The Committee expressed concern about ticket office opening hours and that operators were staffing offices during the advertised times. The Chair shared anecdotal evidence of closed signs being on ticket office doors when they were meant to be open.

Ms. Williams assured the Committee that they do keep to advertised ticket office times and the only times when this may not happen is when there is sickness.

The Chair requested that a point be included in the document about stealth closures of ticket offices.

The Partnership and Programme Manager noted the points raised and stated that these points would be included in the response document.

- 5.5 The Chief Executive brought to the attention of the Committee his concerns about the way in which the industry assesses future demand. He highlighted that there is a difference in demand between staffed and unstaffed stations and whilst dealing with this in the context of this proposal it will be something that the Committee needs to return to in the future due to the potential implications it has for business cases and future investment.

He further explained that if the rule books do not change then there may be an argument that the potential demand for investment may not be as high as previously thought. He stated that this is part of a bigger challenge in getting the North's opportunities better reflected in forecasting future demand, which has wider unintended consequences which will need to pursue as a board.

- 5.6 Cllr Harker stated that in Tees Valley investment has been made in Darlington and Middlesbrough stations to improve connectivity across the Tees Valley to try to encourage more people to use rail. He explained that if money is spent improving infrastructure to then closing ticket offices would take away help that new passengers to rail may need to navigate the network.

The Partnership and Programme Manager informed the Committee that she had spoken to both TPE and Northern on the issue of third parties having spent significant money in improving stations and whether they would consider not closing the ticket offices at these stations. Both operators responded confirming they would not do so.

- 5.7 The Chair updated the Committee on the current position after receiving a statement from the Rail Minister's Office which he read to the Committee. The Chair suggested that the Committee should consider asking for no cuts to staffing across the rail system and then have open discussion with the Government about what delivers the maximum benefit for the travelling public.

He further suggested that the box in paragraph 1.2 of the report be strengthened by adding into it that any loss of staffing at stations will lead to loss of confidence amongst passengers. Therefore, it is vital that there is no loss of staffing hours and jobs on the railway before any discussions on deployment can take place.

Resolved:

That subject to the amendments outlined, the Transport for the North response to the consultation and next steps be agreed.

6 Rail North Partnership Operational Update

- 6.1 Members received the report from the Rail North Partnership Director who highlighted the key points within the report.
- 6.2 Ms Williams informed the Committee the Mr Nick Donovan will be standing down in the Spring as Managing Director and that she will be his replacement. She then updated the Committee on the current situation at Northern.

- 6.3 The Chair congratulated Ms Williams on her appointment and asked her to convey the Committee's gratitude to Mr Donovan for his leadership as we went through the operator of last resort process. He noted that things have improved significantly from where it was over the last few years and Mr Donovan played a huge part in that improvement.
- 6.4 Mayor Driscoll highlighted that cancellations are now outside of the target set and looked for a guarantee that it will be back below the 4.2% cancellation target at the next meeting.

In response Ms Williams stated that this would be difficult due to the long term nature of the sickness which will take some time to address. She stated there is a robust long term sickness plan in place and whilst the occupational health tender process is concluding, she anticipates that this will take a couple of months to establish. She expressed her hope that this would be the case but was unable to offer any guarantees.

Resolved:

That the report be noted and that the actions that Transport for the North and Rail North Partnership (RNP) are taking to ensure operators have robust recovery plans in place are supported.

7 Future infrastructure and service changes

- 7.1 Members received the report from the Investment Planning Manager who outlined the key points within the report.
- 7.2 The Chair was encouraged that oversight is now taking place and that a North of England integration Board has been set up and requested that there be a placed-based representation from the Committee.
- 7.3 Cllr Hinchcliffe highlighted the Manchester North West Transformation Programme and asked how this will be connected to the rest of the North. She also enquired as to what is in Configuration State 2,3 and 4 and requested that Network Rail be invited to the next meeting in order to provide this information.

The Chair stated that this needs an ambition for how the North returns to that expanded vision of a timetable and how the capacity challenges that come from HS2 and TRU and are dealt with and that the focus of the work should be what is right for the North of England.

In response the Investment Planning Manager stated that TfN is represented on the Board; however, he believes more can be done

to be heard better. He stated that TfN is on some programme boards that are at delivery level but should be pushing to get on the TRU and East Coast Mainline Programme Boards in order to have a greater knowledge as to what is going on as well as being able to influence and shape some of the programmes that are being developed. He also confirmed that Network Rail will be invited to the next meeting.

Resolved:

- 1) That the Committee welcomes the progress of development and delivery of infrastructure schemes taking place across the North of England including collaborative work using local data and evidence.
- 2) That the Committee supports the proposal by Transport for the North to develop a Blueprint for the North in order to fully understand the complexity of introducing multiple major schemes at different levels of development over the coming years, identifying any points of constraint, when these may occur, where prioritisation may be required and where there are gaps in proposed infrastructure, exploring where there may be a need for further investment.
- 3) That the Committee supports requests from Transport for the North to the industry for greater representation at Programme Boards to provide a complete view of schemes across the North.
- 4) That the Committee endorses the proposed update to Transport for the North's Statutory Advice for Manchester for consideration by Transport for the North's Board.

8 Operators Business Planning

- 8.1 Members received the report from the Partnership and Programme Manager who then outlined the key points within the report.
- 8.2 Cllr Hinchcliffe highlighted the importance of Rail in connecting disadvantaged areas with opportunity as this is often not included in the industry when decision making.
- 8.3 The Chair asked if accessibility and disability can be included in these plans.

Resolved:

That subject to any amendments, the strategic priorities for train operator business plans for 2024/25 be agreed.

9 Rail Strategy and Rail Reform

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

- 9.2 The Chair noted that the country is heading toward a General Election and stressed the importance of talking about ambitions and TfN's long term outlook for railways in the North. He stated that we need to prepare to make arguments prior to the General Election to the main parties that railways need to modernise, expand and improve across the north of England as has been promised and he believes that this work will help in making these arguments.

Resolved:

- 1) That the strategic approach to rail in the north set out in Transport for the North's draft Strategic Transport Plan (STP) is noted.
- 2) That the main rail themes in the STP consultation are considered.
- 3) That the approach to developing a Rail Outlook for the North is endorsed.

10 Rail Accessibility

- 10.1 The Chair moved this item up to item 6 and it was taken after the discussion on the ticketing office. The Chair stated that this was being done as not only did it link into the ticket office closures item but because he also wants the Committee to give a higher focus to the issues faced by disabled and older people on our railways. He wants this issue to be reported to the Committee regularly and discussed early in the agenda.

He stated that he expects to see change and progress on this issue and that the progress should be achieved in the immediate term as many of these issues are rectifiable, and the industry needs to start demonstrating how it is prepared to change so that all residents can see that they are treated equally when it comes to rail travel.

- 10.2 Members received the report from the Rail Strategy Manager who then highlighted the key points within the report.
- 10.3 The Chair highlighted the fact that over half of the train stations in the north of England are not fully accessible to wheelchair users or many disabled people. He was critical of the industry's lack of attention on this issue and questioned whether stations are compliant with the Equality Act. He was also critical of the fact that not all stations have induction loops and that only 87% of stations have ramps for train access.

The Chair suggested that a working group of politicians, business leaders and TfN officers should be set up to look at this issue where target can start to be set for improvement.

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- 10.4 Members and officers were supportive of the Chair's suggestion for a working group with Members volunteering to be part of this.
- 10.5 The Rail North Partnership Director suggested that work around this could be incorporated into the operators business plans.
- 10.6 The Chair stated that the closure of ticket offices coupled with the information presented in this report makes this a major risk for so many people and requested that this becomes a standing item and core business for the Committee.

He further stated that he believes the working group needs to look at reasonable targets year after year that can be passed on to the Rail North Partnership Director so they can be used as part of the business planning process allowing for these basics to improve.

Resolved:

- 1) That the Committee notes with concern the sub-standard status of accessibility at railway stations in the North.
- 2) That the Committee supports the need for investment to address this through Transport for the North's Stations Strategy and the "Stations as a Place" initiative.
- 3) That an Accessibility Action Plan be prepared for a future meeting.
- 4) That a working group of political Members, business leaders and TfN officers be established.

11 Date and time of next meeting

Tuesday 14 November 2023
11am

Meeting: Rail North Committee Consultation Call
Subject: Rail Accessibility Task and Finish Group
Author: David Worsley, Rail Strategy Manager
Sponsor: Darren Oldham, Rail and Road Director
Meeting Date: Tuesday, 14 November 2023

1. Purpose of the Report:

- 1.1 This paper is intended to establish the terms of reference and composition of a Task and Finish Group to examine the issue of accessibility at the North's railway stations, as agreed at the Rail North Committee meeting on Wednesday 13 September 2023.

2. Recommendations:

- 2.1 It is recommended that the Rail North Committee approves:
- i. The formation of a Task and Finish Group (i.e. a member working group) to oversee progress on the issue of accessibility
 - ii. The composition of the working group; namely:
 - 1 Rail North Committee member from each of the North East, North West and Yorkshire and the Humber
 - Supported by:
 - Transport for the North's Rail Strategy Manager
 - 1 representative from a relevant Train Operating Company
 - 1 representative from Rail North Partnership
 - 1 expert representative from an organisation representing the interests of passengers with reduced mobility
 - 1 representative from Network Rail and/or Great British Railways Transition Team
 - iii) The following objectives for the member working group:
 - Develop a detailed proposition for the future of accessibility at the North's railway stations, for approval at a future Rail North Committee meeting
 - Support this proposition with a timeline and action plan.

3. Main Issues:

- 3.1 The poor state of accessibility at the North's railway stations has been highlighted in Transport for the North's recent strategy documents, such as the *Strategic Transport Plan* (p. 124) and *Strategic Rail Report* (Ch. 7). The deficiencies in facilities that would enable inclusive accessibility include inconsistencies in the provision of customer information systems, public address systems, accessible shelters, ticket vending machines, help points, tactile paving and induction loops (among other items). At the Rail North Committee meeting on 13 September 2023, the committee was particularly concerned about the absence of step-free access to all areas at approximately half of the North's stations.
- 3.2 There has been some helpful work done in this area in recent years which can inform the work of the Task and Finish Group. Transport for the North's *Northern England Station Enhancements Programme: Strategic Outline Business Case* of May 2022 (NESEP) demonstrated that there is a good economic case for a

comprehensive programme of stations facilities improvements across the North. Meanwhile, Northern Trains have been developing their “Stations as a Place” initiative, which examines how stations contribute to their local area’s “sense of place”; this includes some consideration of accessibility issues.

3.3 In order to progress the objectives described above, the Task and Finish Group will have to take account of these workstreams, and other work being undertaken by Network Rail and Train Operating Companies.

3.4 It should also be noted that the industry’s equality duty to improve accessibility relates not just to disability, but to all of the protected characteristics covered by the Equality Act of 2010. Age is also a protected characteristic and the same accessibility issues will apply, for elderly individuals and individuals who have physical impairments. Inclusive accessibility must also involve consideration of safety and security (at the station, on the train and during the first and last mile), and integration with other modes of transport.

4. Corporate Considerations:

Financial Implications

4.1 There are no financial implications for Transport for the North relating to this report.

Resource Implications

4.2 There are no direct resourcing implications to Transport for the North as a result of this report.

Legal Implications

4.3 Legal implications are included within the report.

Risk Management and Key Issues

4.4 Transport for the North is currently managing two corporate risks which relate to this report. Risk 298, Transport for the North might be unable to make a timely, robust, credible, evidence-based case for investment in transport. Risk 309, the pandemic has changed travel patterns and behaviours and therefore service and investment decisions will need to reflect new markets and emerging evidence of demand.

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 Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA. Addressing accessibility of public transport is a fundamental building block of inclusive transport decarbonisation, the focus for Transport for the North within its emerging STP and Decarbonisation Strategy update.

Equality and Diversity

4.6 A full Impact Assessment has not been carried out because it is not required for this initial paper. However, because the purpose of this workstream is to improve the inclusivity of the North’s railway through better inclusive accessibility at stations, a full Equality Impact Assessment will be carried out as part of the work of the Task and Finish Group.

Consultations

4.7 Transport for the North’s partners were consulted as part of the research for the *Northern England Station Enhancements Programme* in 2022.

5. Background Papers:

5.1 There are no background papers for this report.

6. Appendices:

6.1 There are no appendices for this report.

Glossary of terms, abbreviations and acronyms used

a)	DfT	Department for Transport
b)	NESEP	Northern England Station Enhancements Programme
c)	STP	Strategic Transport Plan
d)	TPE	TransPennine Express

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Meeting:	Rail North Committee Consultation Call
Subject:	Ticket Offices Next Steps
Authors:	Caroline Young, Partnership and Programme Manager
Sponsor:	Darren Oldham, Rail and Road Director
Meeting Date:	Tuesday, 14 November 2023

1. Purpose of the Report:

- 1.1 This report provides an update to Committee outlining outcome of the public consultation on Ticket Office closures and the next steps that Transport for the North intends to undertake, subject to a response from the Secretary of State to Transport for the North's consultation submission.

2. Recommendations:

- 2.1 The Committee is asked to note the update and agree the next steps as set out in paragraph 3.7.

3. Background:

- 3.1 Public consultation on the potential future closures of rail station ticket offices in England closed on 1 September 2023. Transport for the North's response, outlining the evidence behind objecting to the proposal, was endorsed by Rail North Committee at the meeting on 13 September 2023 and at Transport for the North Board on 27 September 2023.
- 3.2 The Transport for the North response recommended that future retailing arrangements should be considered as part of a wider ticketing and stations reform programme, in the context of integrating stations more fully with their local communities and making rail travel more attractive and accessible.
- 3.3 The Transport for the North response has been issued to the Secretary of State and this included the proposal for Transport for the North to work with Northern to develop an alternative approach; a response is awaited.

Transport Focus published response to the Consultation

- 3.3 Transport Focus issued its responses to train operator proposals on 31 October 2023. They formally objected to all proposals.
- 3.4 The main points of the Transport Focus response to the TransPennine Express proposals are:
 - a) Transport Focus received 35,380 objections to TransPennine Express's proposals and 11 representations in support
 - b) They recognised that changes were made to proposals by TPE – Staff hours were revised to make sure there were no reductions in staffed hours at any station and the same level of staffing on each shift
 - c) There are still a number of areas of concern – these are industry-wide issues to be resolved
 - d) Therefore, they object to all 14 proposals to close ticket offices
 - e) They also objected to the proposals to significantly reduce the ticket office opening hours at Huddersfield and Manchester Airport.
- 3.5 The main points of the Transport Focus response, to the Northern proposals are:

- a) Transport Focus received 60,339 responses objecting to Northern's proposals and only 90 responses supporting them
- b) Transport Focus themselves object to the proposals for 127 out of the 131 Northern stations affected
- c) Northern have revised their proposal since the public consultation, and proposed that a further 53 stations would lose any fixed staffing hours
- d) The principal concern was that at over a third of stations, where Northern's ticket office was proposed to close, there would no longer be any fixed staff presence at any time of the week, whilst at over a quarter there will be no fixed staff presence on Sundays
- e) The ease of purchase of tickets and passes, and the range of products offered, would be lowered at stations losing their ticket office
- f) Transport Focus was only happy with the proposals for Blackburn, Hartlepool, Harrogate, and Salford Crescent. At the other 14 stations which are due to keep their ticket offices, Transport Focus objected to the reduction in staffing hours
- g) The consultation process itself was criticised, especially for unsatisfactory Equality Impact Assessments, which meant that persons of reduced mobility did not have enough information available to judge the impact of the proposals
- h) The proposals were seen as undermining the ability of passengers to purchase the correct ticket, use cash to purchase tickets, receive timely and reliable advice (especially during periods of disruption), use station facilities, and generally feel safe at the station
- i) Transport Focus note that they did not receive sufficient information to judge whether the proposals are cost effective.

Transport Secretary Response

- 3.6 In a statement on 31 October 2023 the Transport Secretary, Mark Harper, stated that "The proposals that have resulted from this process do not meet the high thresholds set by ministers, and so the Government has asked train operators to withdraw their proposals. We will continue our work to reform our railways with the expansion of contactless Pay As You Go ticketing, making stations more accessible through our Access for All programme and £350 million funding through our Network North plan to improve accessibility at up to 100 stations."

Transport for the North Response

- 3.7 Transport for the North welcomed the withdrawal of the proposal. Transport for the North now proposes to work with Northern and TransPennine Express on a ticketing and stations reform programme, including developing Northern's Stations as a Place proposition. A key focus for such a programme would be seeking to integrate stations more fully with their local communities and making rail travel more attractive and accessible whilst retaining staff coverage to assist passengers

4. Corporate Considerations:

Financial Implications

- 4.1 There are no direct finance implications to Transport for the North as a result of this report.

Resource Implications

- 4.2 There are no direct resourcing implications to Transport for the North as a result of this report.

Legal Implications

- 4.3 There are no apparent legal implications arising other than raised within the report.

Risk Management and Key Issues

- 4.4 Risk 309 is being managed at corporate level which relates to the pandemic having changed travel patterns and behaviours and therefore service and investment decisions will need to reflect new markets and emerging evidence of demand.

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 Environmental Impact Assessment (EIA) Directive and therefore does stimulate the need for Strategic Environmental Assessment (SEA) or EIA.
- 4.6 Passenger rail and rail freight plays an essential part in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around managing road vehicle mileage.

Equality and Diversity

- 4.7 Closure of rail station ticket offices will have a disproportionate impact on vulnerable groups who are more reliant on face-to-face contact to purchase tickets, particularly customers with disabilities and those most impacted by transport related social exclusion.

Consultations

- 4.8 Transport for the North Members are being consulted through this report.

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

a)	RNP	Rail North Partnership
b)	TPT	TransPennine Trains
c)	EIA	Environmental Impact Assessment
d)	SEA	Strategic Environmental Assessment

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Meeting: Rail North Committee Consultation Call

Subject: East Coast Main Line December 2024 Timetable

Author: Jonathan Brown, Strategic Rail Lead
David Hoggarth, Head of Strategic Rail

Sponsor: Darren Oldham, Rail and Road Director

Meeting Date: Tuesday, 14 November 2023

1. Purpose of the Report:

- 1.1 This report describes the proposed timetable to be introduced on the East Coast Main Line and connecting routes in December 2024 and discusses the implications for Transport for the North.

2. Recommendations:

- 2.1 The Rail North Committee is recommended to:
1. Advise the Rail North Partnership Board that the ESG timetable does not meet Transport for the North's minimum requirements
 2. Consider further advice on the next steps required to enable the required level of regional connectivity.

3. Main Issues:

- 3.1 The East Coast Main Line (ECML) is the main rail route between London and Edinburgh, serving Lincolnshire, Yorkshire, the Tees Valley and North East England.
- 3.2 The ECML carries a range of long distance inter city services provided by the contracted operator, LNER, and by three open access operators, Grand Central, Hull Trains and Lumo. In addition, the route is used by other services, particularly TransPennine Express between York and Newcastle and Cross Country between Sheffield, Newcastle and Scotland. Further south, the East Midlands Railway Liverpool to Norwich services run on the ECML between Grantham and Peterborough. As well as being a key north/south route, the ECML is therefore also an important east/west and north east to south west link. The ECML is also an important freight artery.
- 3.3 The ECML has benefitted from £4bn investment over the past decade in infrastructure to reduce conflicts on the route and to increase its resilience, and in new fleets of trains introduced by several operators. The ECML has shown the strongest post-Covid demand recovery of any long-distance route nationally and crowding is occurring, particularly at weekends driven by leisure demand with business demand also recovering albeit at a slower rate. This reflects the continued strong growth seen in the North, particularly leisure markets.
- 3.4 To better meet these demands and to accommodate growth, a new timetable is planned to be introduced in December 2024. This being led by an industry "Event Steering Group" (ESG), led by Network Rail, and involving relevant rail industry partners. The industry work follows on from a previous attempt by the industry to introduce a new timetable in May 2022. That process involved a public consultation led by individual operators, to which Transport for the North submitted a response in August 2021 raising significant concerns and suggesting that the then proposed timetable should not be introduced. The Transport for the North 2021 response is attached as Appendix 1.

- 3.5 Having considered feedback and also the circumstances facing the industry at the time, the Secretary of State decided not to introduce the proposed timetable and instructed the industry to develop new proposals based on a train service specification agreed in July 2023. One of the reasons for the deferment of the timetable at the time was lack of clarity about how demand would recover post-covid and it is now much clearer that demand has recovered strongly in the North, hence the need for a further proposition.
- 3.6 Through the recent work, the rail industry has jointly sought to achieve key objectives:
- to create a timetable based on sound principles
 - to balance the competing needs and expectations of Funders, passengers, freight-end users, and Train Companies
 - to maintain service levels and capacity for as many passenger and freight end-users as possible
 - to improve performance and reliability.
- The revised timetable attempts to balance what can be achieved to meet demand within the funding envelope that is set by Government. Importantly, the proposed timetable should be seen as a starting point to continue to build a case for future investment to further improve resilience, reliability, connectivity, and journey times along the ECML and across the north of England.
- 3.7 This paper sets out how the timetable has developed from that consulted on in 2021 and the extent to which Transport for the North's views have been addressed. In summary, the proposed timetable provides a number of benefits including:
- More London to the North services than currently, with three LNER services per hour to Newcastle compared with the current two addressing the capacity challenge
 - Additional open access services, and some improved journey times
 - The new timetable structure facilitates two important uplifts to Northern services (by creating the space/paths needed) for:
 - An additional Leeds-Sheffield hourly fast service
 - A regular hourly fast service on the Durham Coast between Middlesbrough and Newcastle.
- 3.8 The main weaknesses of the revised proposal from Transport for the North's point of view are:
- The current 1.5 trains per hour (i.e. one train in one hour then two trains in the next hour) between Manchester and Newcastle is reduced to hourly, this service having been already reduced from two per hour in 2019. Its path is effectively used to accommodate the additional London service with connections at York to other services pending the provision of additional infrastructure
 - Cross Country services would be hourly between Sheffield/Leeds/York/Newcastle and Scotland, as now, with the Sheffield/Doncaster/York/Newcastle service operating every other hour.
- 3.9 From the industry's perspective, the increase in capacity on long distance services that have shown strong growth enables revenue to be generated that could be used to support the re-instatement of 2 trains per hour between Newcastle and Manchester. They have also pointed out that over the next few years the implementation of the Transpennine Route Upgrade (TRU) will lead to significant disruption of the core route between York and Manchester between 2024 and 2027, meaning that train services will be disrupted. This is part of the rationale

for reducing the Manchester to Newcastle service. LNER services on the ECML will be far less disrupted in this period meaning that connections could be provided at York. An additional LNER service is also likely to generate more revenue than a Transpennine Service. It has been suggested that the Transpennine Manchester to Newcastle service could be reinstated from 2027 when the main TRU works are complete subject to the industry planning and delivering infrastructure improvements.

- 3.10 As with major timetable changes, there are many more detailed points that need to be considered. An initial summary of these impacts is set out in the table below:

Outcome	Impact on the North of England
Services to London	<p>Addresses demand and will alleviate crowding that is already occurring. Better connects the North to London and supports further service extensions. There is however some flighting, for example in both directions two of the London to Newcastle services per hour leave 3 minutes apart.</p> <p>The daily LNER service to Sunderland is withdrawn however is replaced with an additional Grand Central service.</p> <p>Services to and from West Yorkshire remain largely as now, with two hourly LNER services to Bradford subject to completion of planned infrastructure works. The timing of services to/from Harrogate change.</p>
Stopping patterns	<p>Two London trains per hour stop at Darlington, as now, with hourly stops at Durham. Durham's service to Scotland is provided by Cross Country. It would have three services per hour to both Newcastle and Darlington, with four in the hour when the Cross Country service via Doncaster operates.</p>
Cross Country service pattern	<p>Prior to the pandemic, Cross Country operated two services per hour between Sheffield and Newcastle on the ECML, one via Leeds and the other via Doncaster. The Doncaster service was curtailed to five trains per day although will increase to a two hourly frequency in December 2023. The ESG timetable retains this frequency, leading to an overall reduction of connectivity for Sheffield and Doncaster, particularly as this is the faster route to York and the North East. There is however a proposed open access operator seeking to operate in this corridor that may increase connectivity.</p>
Transpennine connectivity	<p>The ESG timetable further reduces direct Newcastle to Manchester connectivity to one train per hour. Pre-pandemic this link was two services per hour, since reduced to 1.5. It will be reduced in December 2023 to hourly under the Transpennine Trains recovery plan. Passengers could still make the journey by connecting at York using one of the London or Cross Country services, although this involves a six minute connection. It is not possible to extend a second Transpennine service to Newcastle in the hour not used by the Cross Country</p>

	<p>service (see above). Reintroduction of a second hourly Transpennine service to Newcastle would need infrastructure enhancement that has been designed but is not currently funded. Given the significant disruption due to TRU, the industry suggests that a second service could not be introduced until 2027. York to Manchester would have three trains per hour, starting at Saltburn, Newcastle and Scarborough. Between Leeds and Manchester, these are complemented by a service from Hull.</p> <p>A number of Transpennine trains will have longer dwell times at York (Northbound).</p>
Weekend services	<p>To date no details have been provided of any Saturday or Sunday timetables. What services are proposed is important given that weekends are peak leisure travel days which is driving demand growth on the ECML and other routes.</p>
Overall timetable structure	<p>The timetable does not always have a regular clockface pattern, for example departure times vary which will be confusing for users.</p> <p>The timetable is not asymmetric (the same in both directions) as evidenced by the Transpennine dwell times at York above.</p>

- 3.11 The current infrastructure assumptions on which the ESG timetable is based include a number of Integrated Rail Plan proposals that are either in development or are being delivered. For the North of England, the most significant of these is the Northallerton to Newcastle section, which includes upgrading the parallel route via Stillington to provide an alternative route for freight traffic. Other previously developed proposals such as addressing the constraints at the north of York station and in the Bensham area in Gateshead are not assumed to be in place, and this has impacts on the ESG timetable meaning that choices have to be made. Network Rail has previously developed business cases for both.
- 3.12 The 2021 Transport for the North response said that “for Transport for the North and the Department for Transport to work in collaboration to work towards producing a roadmap of investment that will increase capacity on the ECML working to an NPR and HS2 end state.” This is because the infrastructure needs to develop as demand on the route grows, so that the infrastructure is planned to accommodate the train service required rather than constraining it. The work done by Transport for the North to develop a Blueprint for the ECML earlier in the process attempts to move this roadmap forwards. Until recently, it has been assumed that Yorkshire, North East England and Scotland would be served by HS2 services. These flows are now likely to remain on the ECML throughout, placing further pressures on the route and meaning that opportunities to use capacity released by HS2 in other ways are lost.
- 3.13 Transport for the North, through the Rail North Partnership, manages the Northern Trains and TransPennine Trains contracts with the Department for Transport. Transport for the North therefore has the right to be consulted on the implications of the ESG timetable on these operators. Because the ESG work is building on the public consultation held in 2021, further public consultation has not been held. A process of engagement with key stakeholders that expressed views in 2021 has however been held, principally with Transport for the North and its members.

- 3.14 If the ESG timetable is to be introduced, a decision needs to be made by the industry in January 2024. Whilst a substantial amount of work has been done by the rail industry to develop the ESG timetable and to address concerns raised by Transport for the North in 2021, some fundamental issues remain, namely that connectivity to non-London destinations is being reduced to accommodate London services. For Transport for the North to influence the industry decision, a decision will need to be made by the Rail North Partnership Board in December 2023. If the industry decides not to proceed with the ESG timetable, the timetable in place in June 2024 would “roll over”, i.e., remain in place and the benefits of the ESG timetable would not be realised.

4. Corporate Considerations:

Financial Implications

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

Resource Implications

- 4.2 There are no resource implications arising from this report.

Legal Implications

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

Risk Management and Key Issues

- 4.4 Corporate risk 311 refers to reduction in rail connectivity due to future timetable changes. The ESG Timetable may lead to some reductions in direct connectivity whilst creating additional connectivity at other locations.

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 Environmental Impact Assessment (EIA) Directive and therefore does stimulate the need for Strategic Environmental Assessment (SEA) or EIA.

- 4.6 Passenger rail and rail freight plays an essential part in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around reducing road vehicle mileage.

Equality and Diversity

- 4.7 There are no equality and diversity implications arising from this report.

Consultations

- 4.8 Network Rail and rail operators have briefed Transport for the North member authority officers on the ESG Timetable. This report reflects that briefing and the views of member authorities.

5. Background Papers:

- 5.1 There are no background papers.

6. Appendices:

- 6.1 Appendix 1 – 2021 Transport for the North East Coast Main Line response.

Glossary of terms, abbreviations and acronyms used

a) ECML	East Coast Main Line
b) ESG	Event Steering Group
c) TRU	Transpennine Route Upgrade

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East Coast Mainline Consultation Response

Date: 30th July 2021

Transport for the North (TfN) became England's first Sub-national Transport Body (STB) in April 2018, with a Board made up of our region's 20 Local Transport Authorities (LTAs) and 11 Local Enterprise Partnerships (LEPs). TfN enables our region to speak with one voice on our transport needs. Together, our members represent the people and businesses of the North of England on transport matters, providing statutory advice to the Department for Transport (DfT) and working with delivery partners, including Highways England and Network Rail, as well as train operating companies.

Since our inception, our advisory Partnership Board has expanded to represent further important interests, including those of trade unions and passenger, environmental, and disability groups. This collaborative work supports the ambitions of the North by advocating for infrastructure investment to unlock inclusive and sustainable transformative economic growth.

Our first-of-its-kind Strategic Transport Plan (STP) and supporting Long Term Rail Strategy (LTRS) and accompanying Investment Programme, were approved in February 2019 to identify the transport projects which should be funded to deliver the step-change required to rebalance decades of underinvestment in our region

The Strategic Transport Plan¹ recognises the importance of sustained investment in rail in the North to support our economic aspirations. This includes full completion of the proposed HS2 network, Northern Powerhouse Rail (NPR) to link the north's major cities, Transpennine Route Upgrade (TRU) together with improvements to the existing rail network for passenger and freight traffic.

In our role we provide statutory advice to the Secretary for State for Transport on investment decisions that will affect our members and travelling public. As an equal partner in the Rail North Partnership, we jointly manage the train service specification and contracts for Northern and TransPennine Express. Our work to date has delivered better outcomes across a wide range of areas, including for passengers after the issues of May 2018, as well as the introduction of the Key Worker Timetables following the pandemic.

Our Response

Transport for the North welcomes the investment that has been made in the East Coast Mainline infrastructure and rolling stock over the last eight years. However, this investment has largely been focussed on the south of England around Kings Cross and around Peterborough. Whilst this uplift in capacity is

¹ <https://transportfornorth.com/our-north/strategic-transport-plan/>

welcomed it should not be the end of the investment in the route or be balanced off with a lack of investment in the North of England.

TfN is disappointed at the format and process that this consultation has taken. These proposals are being consulted individually by six different Operators. This lack of integration makes the proposals difficult to understand without technical expertise. In the spirit of William-Shapps, a 'guiding mind' approach should have been taken with one consultation showing clear impacts. Passengers and stakeholders are less interested in the Operator and more interested in the impact to their station and connectivity and this consultation has not made it easy for them to identify this.

Positives

There are many positives to be found in these proposals that we welcome:

- The extension of the Transpennine services to Saltburn will open new opportunities for the region and will be welcomed across the Tees Valley.
- The improvements in South Yorkshire particularly between Doncaster and Sheffield, as well as the possibility of further Sheffield to Leeds services in the future is very positive.
- The introduction of services to London for Middlesbrough and North East Lincolnshire.
- The hourly Cross Country service through Northallerton will open up direct connectivity to the Midlands and South West.
- The additional Harrogate to London service, albeit in one direction.

Connectivity across the North

As a result of delayed investment decisions, there are now capacity issues at York Station and north of York.

This has resulted in a proposed timetable that will remove a hugely important path that provides direct connectivity from Manchester to Newcastle (and many key centres in between) to replace it with an additional limited stop London service. Whilst additional services which are faster to London are important and bring additional revenue, they should not come at the expense of regional connectivity - or through removal of services that exist today. The north already suffers from poor and infrequent intercity connectivity and this proposal halves the level of direct connectivity between economic centres in the North East and North West. It also severs the direct link from the North East to Manchester Airport which is contrary to the TfN Long Term Rail Strategy which promotes direct airport links from major centres.

The wider impact of these proposals on Northallerton, Berwick-upon-Tweed, Morpeth and Darlington are unacceptable to the passengers that rely on these services to commute to work or travel for leisure, with many people using these services to arrive at the regional conurbations like Newcastle. Many passengers that have shorter distance commutes will also be affected as less services call at multiple stations. A commuter travelling from Durham to Darlington will have

less choice in May 2022 than they enjoy today. Many of these people will, in the future timetable, have a significant wait between trains as result of this rescheduling of services and will lose direct access to the North West.

TfN has significant concerns of the wider impact of these proposals on key arteries on Northallerton's road network. The proposals have identified at least six TPE trains and possible LNER train that will use the low level route rather than passing through the station, which will lead to a significant increase in barrier downtime at Low Gates and Boroughridge Road level crossings that sits on the busy A167, and a further crossing on Romanby Road. For example, Low Gates already has downtime of 4.5 hours out of 24 which is a significant amount of time. It has not been confirmed if other Operators will also use this route, however the wider impact on the local population and changes to level crossing safety risk should be considered before proposals progress.

One of the other major repercussions of these changes will be postponement of the introduction of much-needed regional services along the Durham Coast and the connectivity issues this creates as a result of resource constraints caused by these proposals.

There are also numerous examples where connection times between rail services at locations both on and off the ECML increase, sometimes significantly, as a direct result of the May 2022 timetable proposals.

Such increases in overall journey times for passengers are unacceptable to our member authorities. The aspiration of TfN, and its Members, is to improve journey times, connectivity and frequency to connect the North's cities and towns, and to deliver an end state NPR network. This adverse impact to journey time does not align with our, or our Member's strategy, for reducing the productivity gap across the North.

When the government set out its agenda to 'level up the country' it was not expected that it would mean removing rather than adding connectivity. By way of example, the announcement in the budget by the Chancellor of the Exchequer about freeports in the Tees Valley, and new highly skilled jobs from the Civil Service in Darlington were welcomed by TfN. However, this consultation removes 14% of services that will call at Darlington Station thereby reducing the opportunities to attract talent from across the North.

As the government begins to deliver on its commitment to deliver high quality jobs across the country it must also deliver the required investment in transport so that the highest quality candidates can be attracted and retained. It should not be cutting services.

TfN strongly feels that reducing levels of transport between major conurbations does not support an agenda that closes the gap between the North and the rest of the UK. This will not support improvements in Gross Value Added (GVA), and the better and highly skilled employment or productivity that TfN and its members are seeking to help deliver.

North and South Connectivity

Additional direct and faster connectivity with London is welcome especially for those areas where these connections did not exist. The potential Cleethorpes to London services is welcomed and will open new markets for these regions. However, Bradford Forster Square will see services to London halved whilst Sunderland will lose its LNER service in its entirety. Both these cities have the potential to provide great benefit to the economy if they are provided with the transport that allows its constituents the access to available opportunities. Reducing access to these services risks 'levelling down' and further leaving these conurbations behind.

Connectivity with London is also impacted at other key locations such as Darlington which sees the number of services reduced and journey times to the capital increased, both impacts being completely contrary to the regional growth ambitions in that area.

As rolling stock has started to be replaced in the North, we have also seen the introduction of a service that went from Liverpool through to Edinburgh via Newcastle.

This service has been welcomed across the board by our Members as providing something new and making the most of newer and faster rolling stock. These proposals will remove this extension from Newcastle to Edinburgh, taking away an opportunity for Union connectivity.

This will further impact on Transport Scotland's Reston Station that will be served by just eight trains a day despite an investment of £20 million. Further consideration should be given to reinstating the service north of Newcastle to serve stations that will be adversely affected by these proposals.

We welcome the introduction of the Cross Country services at Northallerton as it will open new markets to the Midlands and South West. However further thought should be given to the timing of trains. For example; there are 3 trains an hour from York to Northallerton that leave in the space of nine minutes with no trains for the remainder of the hour.

More thought needs to be given to make the timetables passenger friendly and not industry friendly.

Compatibility with Major Programmes

TfN is further concerned that these changes are not compatible with major investment programmes such as Transpennine Route Upgrade (TRU), Northern Powerhouse Rail (NPR) and High Speed Two (HS2).

TRU is a key early enabler to improving performance, journey time and capacity on the North Transpennine route which will be key to making key economic centres more reliably accessible for more people. However, the removal of the contingent rights for Transpennine Express - and loss of direct connectivity between the North West, North East and Scotland - is contrary to this aspiration.

NPR is TfN's flagship programme to improve connectivity across the East – West axis bring Liverpool in the west and Newcastle and Hull in the east closer together. This will vastly increase the amount of people that have access to multiple cities with one hour of travel which in turn will drive productivity and GVA.

These proposals are a step backwards for our aspirations as they reduce the current baseline of inter-city services across the North at the expense on an additional service to London.

North of Church Fenton, the ECML is also proposed to carry HS2 services. This is key to our aspirations for the eastern leg of HS2.

Next Steps

It is important to note that the Azuma business case work was completed over eight years ago and subsequently much has changed since then. The world is beginning to emerge from a global pandemic and there have been big changes to the way that people travel. Proposals should be relevant to both the moment and the future.

Whilst TfN value further connectivity with London, it should not come as a consequence of services that connect the North of England.

These proposals will lead to a halving of the service to one train between the North East and the North West reducing connectivity between key cities and reducing opportunities for people to explore opportunities across the North of England.

The North has a productivity gap with the rest of the country, and TfN and its Members feel that these proposals will exasperate this gap further. TfN does not believe that this is a trade-off or choice that should be on the table.

Instead, the industry should be working together to deliver the infrastructure for an additional train to London whilst maintaining the current East to West connectivity that exists today.

Furthermore, we encourage the industry to work with TfN to set out clear steps towards a Northern Powerhouse Rail end state.

Network Rail have also developed proposals to deliver infrastructure at York Station and to the north of York that will deliver the required capacity to retain east-west services and also add the additional services from the North East and Scotland to London. These proposals are with the Department for Transport and they await a decision to develop these through the next stages of design.

Unlocking this next stage of development work would demonstrate a commitment to resolving the constraints, but it should be accompanied by a clear roadmap showing how infrastructure and service are developed in tandem towards the outputs specified through NPR.

This timetable is proposed for implementation in just over nine months time in May 2022 from the end of this consultation. TfN has first-hand experience of the problems caused by the May 2018 timetable change that caused significant disruption for passengers and stakeholders following poor governance and planning.

We would expect industry to have learned its lessons from this, and not to allow the timetable to be rushed in without consultation responses being properly considered. We also expect that adequate checks and balances will be completed, and proper industry timescales respected - especially given the complicated nature of such a large scale change.

TfN would like to recommend the following next steps:

1. That the implementation of the timetable in May 2022 is paused and TPE rights to the Manchester to Newcastle path remain in place.
2. That any changes should be integrated and compatible with the work that is being completed through the Manchester Recovery Task Force, specifically in relation to any timetable change in December 2022.
3. That, where positive changes can be extracted from the timetable and implemented as stand-alone items, then these should proceed. For example; extensions to Saltburn, Cleethorpes and Middlesbrough.
4. That a taskforce is established by the government and led by an independent expert to:
 - examine capacity constraints and put forward options to resolve these in the short and long term
 - propose a plan to incrementally introduce services with limited detriment to regional connectivity.
5. And for TfN and the Department for Transport to work in collaboration to work towards producing a roadmap of investment that will increase capacity on the ECML working to an NPR and HS2 end state.

Appendix A: Adverse Impacts to Individual Regions

North Yorkshire and York

- 1) Morning commuting between Northallerton, Darlington, Durham and Newcastle has been reduced to one train arriving before 9am.
- 2) There are three trains from York to Northallerton every hour, however these are concentrated over a nine minute period to fit in with the ECML services. This is not passenger focussed and will severely impact those passengers especially those that are using these for onward connections.
- 3) There are two services between York and Newcastle hourly, however these are 6 minutes apart. Again this is not in the interests of the passenger and should be re-considered across the clock face.
- 4) There is a considerable reduction in services going west toward Manchester and beyond. This will require more changes to be made at Leeds and York.
- 5) There will only be one service per hour from York to Manchester airport. There is a risk that this service will become heavily loaded as a result.
- 6) There will be a reduction in services to between Northallerton and Thirsk potentially affecting the commuter market for the North East.
- 7) There are locations such as Middlesbrough and York where for the local services connectivity to the wider network has been lost or made significantly worse.
- 8) It has been identified that at least six TPE services that will no longer stop at Northallerton will now use the low level route which is primarily used by freight. Clarity is required if this will lead to an increase in level crossing risk at Low Gates level crossing on the A167. Further information is required on any other services that will be using this route, the impact on downtime at Low Gates level crossing and any other level crossings in Northallerton.

West Yorkshire

- 1) Proposal to reduce the Bradford Forster Square to London Kings Cross service from two to one is not in the spirit of 'levelling up' and should be reconsidered. Proposals to increase trains to this under served city should be moved forward rather than reducing services further.
- 2) The last direct London to Harrogate service departs at 16:39 which is nearly an hour earlier than at present. This would provide challenges to both business and leisure travellers. Furthermore we have also identified that the timetable is asymmetrical with seven services to London whilst six in the opposite direction to Harrogate. Consideration should be given to adding the seventh train for the evening peak.
- 3) Trains between Leeds and Manchester Piccadilly will be reduced to two per hour with an increase in journey time to over an hour. The current journey time is 56 minutes which is already unacceptable for such a short stretch of railway between two key cities of the North. Further decrements in journey time should immediately be taken off the table.
- 4) Leeds, Dewsbury and Huddersfield to Manchester Airport reduced to one direct service per hour, meaning a reduction in the long-established twice per

hour service pattern. This may lead to crowding on the remaining Saltburn to Manchester Airport service as passengers seek to avoid interchange particularly if travelling with bulky luggage.

North East and Tees Valley

- 1) The two fast LNER services will “skip” some existing stops north of Newcastle in Northumberland, most notably Morpeth & Berwick and also Durham and Darlington to the South.
- 2) The curtailed Liverpool to Edinburgh TPE service, as well as further reducing the level of services in Northumberland, has it’s Northallerton stop withdrawn. It will also have an increased journey time of 5 minutes. The North West will also lose direct connectivity to Edinburgh as a result.
- 3) The introduction of a second ‘semi fast’ train per hour along the Durham Coast connecting Newcastle, Sunderland, Hartlepool, and Middlesbrough will be delayed by these proposals, so no journey time improvements there.
- 4) Passengers from Sunderland who currently use the LNER services to/from London will now need to undertake a 28-minute Metro journey to/from Newcastle Central station.
- 5) Connections between local, regional and national rails services are made worse under these proposals both northbound and southbound at numerous North East stations on the ECML. There are also some significant adverse impacts on connections and service provision on the local and regional rail networks away from the ECML, particularly relating to Northern services.
- 6) The table below shows the net effect on the number of trains each day at North East Stations on the ECML:

ECML Station	Dec-19	May-22	Diff
Berwick upon Tweed	56	50	-6
Alnmouth	43	44	1
Morpeth	75	54	-21
Newcastle	172	171	-1
Chester-le-Street	28	38	10
Durham	163	155	-8
Darlington	183	154	-29
Northallerton (to/from Ncle)	43	52	9

- 7) Berwick upon Tweed will lose direct connectivity with the North West as well as losing some connectivity every hour leading to longer wait times.
- 8) Morpeth has had significant investment in the station recently and has recorded an increase in patronage of 13.5%. However, they will the volume of services that they can access hugely reduced.

- 9) Darlington will also see a decrease in mainline services from 6 trains per hour (tph) to 4.5tph. It will also see a big reduction in ECML services calling at Darlington from 180 to 151. This is a reduction of 16% and the highest of all ECML station in the North East. Of greatest concern is the major reduction in East-West connectivity (eg to Leeds, Manchester, Manchester Airport, etc) as a result of the removal of one of the hourly TransPennine Express (TPE) services. The loss of some calls on the existing LNER routes at Darlington means reduced connectivity with some key destinations nationally. The large loss in direct services to/from Edinburgh is particularly alarming as is the unacceptable reduction in the number of services/seats available to London and the increase in some journey times, especially those to/from London.
- 10) Darlington also has a large reduction in direct connectivity to key destinations within its more immediate commuting, education and leisure catchment, compared with December 2019. For example; the volume of services a day from Darlington to Newcastle reduce from 93 to 77. This will have a major impact on loadings and passengers willingness to commute to work. Services to and from Leeds reduce by 11 and 13 respectively. This is reducing the connectivity between the Northern cities and towns and goes against the aspirations of TfN and its partners, and the governments own levelling up agenda.
- 11) As a consequence of Transpennine Express losing its rights for its second train to Newcastle, the North East will lose direct connectivity to the airport. This will require a change at either York or Leeds which will put further pressure on other services.
- 12) Whilst the extension of the TPE service to Saltburn is welcomed, there are a number of concerns with other aspects of the proposed timetable on this route:
 - The proposed reduction in calls between Teesside and Northallerton in the southbound direction from 1 train per hour (every train calling) to 1 train every 2 hours. This is the only regular service providing that key direct rail connectivity.
 - The non-standard departure times for southbound services from Middlesbrough, Thornaby and Yarm. This is confusing for passengers and impacts on some local connections with other services.
 - The increase in journey times for services on this route. They typically increase by 4 minutes in the northbound direction (to Tees Valley) but even more concerning is the 10 minute increase in the southern direction (from Tees Valley) and the even greater increase of 15 minutes in the journey time to Manchester Piccadilly.
 - The significant impact on connectivity at Thornaby between the northbound TPE service and the northbound Durham Coast service (run by Northern). Connection times between these services increase from 10 minutes to 40 minutes which is very concerning for a key interchange.

North West

- 1) Direct services from Manchester Piccadilly and Manchester Airport to Newcastle will be lost with all services terminating or passing through Manchester Victoria.
- 2) Direct services from the Liverpool to Edinburgh will be curtailed at Newcastle removing union connectivity that was only introduced in 2019. Curtailing these services at Newcastle will also remove further direct connectivity with Berwick-upon-Tweed and Morpeth.

Meeting: Rail North Committee Consultation Call
Subject: Future Infrastructure and Service Development
Author: Charlie French, Investment Planning Manager
Sponsor: Darren Oldham, Rail and Road Director
Meeting Date: Tuesday, 14 November 2023

1. Purpose of the Report:

- 1.1 This report provides the Rail North Committee with a summary of how the recent announcement cancelling HS2 Phase 2 impacts existing programmes across the North of England, with a focus on how this affects the sequencing of delivery and identification of investment schemes in development and delivery critical to the development of a coherent and integrated network.
- 1.2 The report highlights some immediate activity underway by Transport for the North and the wider industry in response to the Government announcement and sets out the next steps needed to advance discussions and improve understanding. There are still a large number of outstanding questions flowing from the announcement and ongoing work by the industry to develop options. A full update with proposed actions is under development for the next meeting of the Transport for the North Board.

2. Recommendations:

- 2.1 That Committee notes the updates provided in relation to key rail infrastructure schemes in development and delivery across the North, and the interdependencies between them in the development of an integrated network.
- 2.2 That Committee endorses the next steps proposed in the paper and a further report to the next meeting of Transport for the North's Board.

3. Future Services and Timetables

- 3.1 The rail industry works to bi-annual timetable changes, currently in May and December. These often see small scale changes introduced aimed at improving train service performance, reliability and capacity.
- 3.2 More fundamental, structural changes to the timetable are made less frequently as they predominantly rely upon infrastructure and/or rolling stock interventions and will target one of these bi-annual timetable change points, but are developed far in advance as they require much more planning, and often have interdependencies across the wider network.
- 3.3 The major programmes in delivery and development across the North provide a plan for when these fundamental changes occur around which other, smaller changes can coalesce. Of note are:

2032: Transpennine Route Upgrade

- 3.4
- 2032 sees the completion of the Transpennine Route Upgrade, the major upgrade and electrification of the route between Manchester and Leeds facilitating faster journey times, additional passenger and freight services, and improved stations for customers.
- 3.5
- In addition to the Transpennine Route Upgrade programme, successful delivery of this timetable change is dependent upon delivery of critical

infrastructure in central Manchester, forming Configuration State 3 of the Manchester and North West Transformation Programme, and in Leeds through the Leeds Area Improvement Plan. These include platform extensions, station capacity improvement schemes and power supply upgrades supporting electrification.

- 3.6
- Network Rail is developing Concept Timetable 3 (CTT3) for 2032 to test whether the enhancements being delivered can accommodate all of the service changes which are needed to deliver the expected outcomes of the collective schemes. This is expected to report by Spring 2024. Earlier iterations of the Concept Timetable work enabled scope to be included in Leeds, Manchester and Sheffield which is now being designed or delivered.

2035: HS2 Phase 2A

- 3.7
- 2035 would have seen the completion of HS2 Phase 2A, with 'classic compatible' services beginning to operate on the new HS2 infrastructure as far as Crewe, and then through to destinations in the North West and Scotland using existing infrastructure.
- 3.8
- Viewed as an 'interim' phase lasting around five years, this would likely have seen changes to local services in a compromise to fit additional long distance services using HS2 infrastructure, with central Manchester and Stockport presenting significant capacity challenges.
- 3.9
- Manchester and North West Transformation Programme Configuration State 4 targeted interventions associated with preparation for HS2 'classic compatible' services and Transpennine Route Upgrade with a particular focus on the section between Manchester Piccadilly and Stockport. The industry has identified some scope, e.g. Manchester Piccadilly Platform 0, but further validation work is required to develop solutions, with uncertainties remaining, particularly in light of the Network North announcement.

2040: HS2 Phase 2B

- 3.10
- 2040 would then have seen the completion of HS2 Phase 2B Western Leg through to Manchester, with high speed services fully operational and capacity released on the local network.
- 3.11
- Recent announcements cancelling HS2 Phase 2 effectively remove the points of intervention in 2035 and 2040, introducing uncertainty around when and how the reshaped HS2 services will begin to operate to/from the North.
- 3.12
- The removal of these two intervention points associated with HS2 infrastructure creates a gap, with no significant infrastructure milestones for smaller interventions to target.
- 3.13
- A new defined intervention point for HS2 classic compatible services coming to the North is now needed in order for the industry to determine what additional interventions are required by when to ensure HS2 services can be introduced without a detrimental impact to current, local and regional services. Based on the timeline for the construction of HS2 Phase 1, this could be as soon as 2029, but is more likely to be 2033 based on revised timescales published by Government. This means theoretically that the North of England could be looking to introduce new timetables driven by both Transpennine Route Upgrade and HS2 in very quick succession. This is likely to cause issues for planning resources within operators and Network Rail.
- 3.14
- Other timetable changes of note are planned in advance of 2032, notably December 2024 with service changes proposed on the East Coast Mainline,

aligned to the East Coast Digital programme, and in 2026 following the completion of Configuration State 2 infrastructure enhancements in Central Manchester. Each of these changes is to be presented to Rail North Committee as separate reports, seeking endorsement for service changes.

4. Future Infrastructure

- 4.1 Whilst the recent government announcements around HS2 significantly changes the long-term plan for infrastructure investment in the North, the development of rail infrastructure through to 2032 remains largely unaffected.
- 4.2 Beyond 2032, there are now many unknowns, and whilst Network North provided an indication of potential schemes utilising funding released from the cancellation of HS2 Phase 2, these are subject to standard Department for Transport business case approval, and no timescales have been provided for any of the indicative schemes.
- 4.3 Transport for the North is reviewing the content of the Network North documentation published by Government, and is developing an understanding of each identified scheme and where these would best fit into the wider Rail Network Enhancement Programme, an example being electrification between Leeds and Hull, which could in theory be delivered by extending the scope and remit of either the Transpennine Route Upgrade programme or the Northern Powerhouse Rail programme.
- 4.4 The work by Transport for the North to develop a Blueprint for the North in collaboration with the rail industry will support this by helping to determine appropriate phasing of rail schemes, with identification of where additional investment will be needed to effectively integrate schemes with the existing network, targeting key nodes with known capacity constraints.
- 4.5 Transport for the North has previously raised concerns about the process for the designation of congested infrastructure, and the need for reform, and we continue to seek engagement with the Office of Rail and Road (ORR) on this matter.
- 4.6 Pending further assessment and answers to questions being raised by Transport for the North, some initial implications of the announcement on existing schemes has been identified, and is set out below:

Transpennine Route Upgrade

- 4.7 The Transpennine Route Upgrade has identified the requirement for additional platform capacity in central Manchester, informing the scope of Manchester and North West Transformation Programme Configuration State 3, which already encompasses the redevelopment of Manchester Oxford Road station and extension of platforms at Manchester Airport.
- 4.8 Additionally, platform capacity is required at Manchester Piccadilly. Platform 0 was identified as a 'no regrets' intervention to support Transpennine Route Upgrade services, however, land protections in place around Manchester Piccadilly ahead of HS2 meant that there were complexities to the scheme. Discussions have been taking place between Network Rail and HS2 Ltd to identify a way forward for the delivery of Platform 0. It should be expected that following the HS2 Phase 2 announcement, platform 0 can be progressed more easily. This point will be raised with Network Rail through the Manchester Task Force Board.

Manchester and North West Transformation Programme (MNTP)

- 4.9 Configuration State 4 for Manchester was intended to prepare the network for the integration of High Speed services, with an expectation of new HS2 infrastructure to Crewe. With this no longer being provided, Configuration State 4 will need to be revisited and should consider how the existing network can be reconfigured to

accommodate High Speed services using the conventional network as well as providing adequate capacity for local and regional services, avoiding where possible, the need for services to be compromised.

- 4.10 Network Rail has begun work on a South Manchester Strategic Advice considering the route between Stockport and Manchester Piccadilly, building on the work of their Manchester Area Strategic Statement (yet to be published) and addressing concerns raised by Transport for the North and the industry through the Manchester Task Force.
- 4.11 Transport for the North has been requested to input to the development of the South Manchester Strategic Statement, and will be requesting that as part of the work, Network Rail consider a wide range of interventions for Manchester Piccadilly, including Platform 0. Transport for the North will also request that as part of the work, an assessment is undertaken looking at the potential benefits which could be delivered through developing Platforms 15 and 16, and whether in the longer term, an underground station (as proposed for HS2 and Northern Powerhouse Rail) might provide the most suitable long term strategic solution to overcome capacity constraints, however the identified solutions must be informed by the need to address market gaps and respond to customer demand utilising industry data.
- 4.12 As a further example of where a revised approach is now needed, Crewe Hub has been designed to equip the station with the necessary infrastructure to support HS2 services whilst addressing long standing issues with the station which had been placed on hold in expectation of the need to remodel vast parts of the infrastructure to support the full HS2 Phase 2 programme.
- 4.13 The cancellation of HS2 Phase 2 creates uncertainty for Crewe, and for Cheshire East Council who have developed significant urban regeneration plans around the proposed service and station enhancements. Even with the cancellation of HS2 Phase 2B, significant works are still required at Crewe station to address the substantial backlog of maintenance issues including work to the roof structure and work to the platforms to address capacity challenges. It can be argued that the proposed new 'transfer deck' is still required to address accessibility and circulation issues within the station and would support and facilitate regeneration activity in the area.
- 4.14 Work will be required to assess the implications across all key nodes in NPR and Network North including Leeds and Sheffield station areas.

5. Next Steps

- 5.1 Transport for the North has identified key next steps which will help to improve understanding, and establish what the new, long-term plan for rail infrastructure in the North should include.
- 5.2
- Continue to work with industry partners to develop the 'Blueprint for the North' incorporating schemes proposed in Network North, comparing the expected outcomes with those set out in Transport for the North's Strategic Transport Plan to identify where further interventions will be needed to meet the North's ambitions.
- 5.3
- Review the Revised Statutory Advice for Manchester presented to Rail North Committee and Transport for the North Board in September 2023, determining what amendments are required following the cancellation of HS2 Phase 2, and consider which other nodes on the network will require similar advice where capacity and integration issues will occur.
- 5.4
- Increase Transport for the North's engagement with schemes that interface with the existing network, e.g. Crewe Hub, to ensure a coherent solution

for the North is being developed by the industry, delivering against our strategic outcomes.

- 5.5
- Support Network Rail on the development of the South Manchester Strategic Advice, ensuring this includes consideration of Platform 0, Platforms 15 and 16 as part of the solution for Manchester Piccadilly.

6. Corporate Considerations

Financial Implications

- 6.1 There are no direct resource implications to Transport for the North as result of this report.

Resource Implications

- 6.2 There are no direct resource implications to Transport for the North as result of this report. All supporting activities associated with the recommendations contain within the report will be carried-out from existing team resources.

Legal Implications

- 6.3 There are no apparent direct legal implications to consider for the purpose of this report.

Risk Management and Key Issues

- 6.4 There are a number of rail risks which are being managed at corporate level which are related to this report.

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 Environmental Impact Assessment (EIA) Directive and therefore does stimulate the need for Strategic Environmental Assessment (SEA) or EIA.
- 6.6 All proposed infrastructure developments will be subject to screening for the need for EIA by the relevant development authority as part of the design development and consenting process.
- 6.7 Passenger and freight rail has an essential part to play in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around managing private car vehicle mileage.

Equality and Diversity

- 6.8 A full impact assessment has not been conducted because it is not relevant to the type of work referenced.

Consultations

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

7. Background Papers

- 7.1 None.

8. Appendices

- 8.1 None.

Glossary of terms, abbreviations and acronyms used

a)	HS2	High Speed 2
b)	CTT3	Concept Timetable 3
c)	EIA	Environmental Impact Assessment
d)	SEA	Strategic Environmental Assessment

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Meeting: Rail North Committee Consultation Call
Subject: Rail North Partnership Operational Update
Author: Gary Bogan, Rail North Partnership Director
Sponsor: Darren Oldham, Rail and Road Director
Meeting Date: Tuesday, 14 November 2023

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.

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 focus on delivering the services passengers need.
- 2.2 In light of the temporary changes to Avanti West Coast services highlighted in paragraphs 7.7 and 7.8, the Managing Director of Avanti be invited to the next meeting of the Committee to set out their plans for the remainder of the contract.

3. Overview:

- 3.1 A summary of performance for the last 6 months for TransPennine Express and Northern services 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 dating back to covid. These indicate a significant reduction in the level of cancellations on TransPennine Express outside of industrial action periods.
- 3.2 In the North of England further strikes took place on 30 September 2023 and 4 October 2023. Additionally, national action short of strike (including Rest Day Working (RDW) withdrawal) by ASLEF impacted services.
- 3.3 Both Transport for the North and Rail North Partnership individually and through the RNP board are working with Northern and TransPennine Express to enable the operators to take appropriate actions for their respective businesses. RNP is using its contractual relationship with operators to ensure there are appropriate recovery plans in place and hold them to account for delivery.
- 3.4 In the context of operators' business plans, RNP will be stressing that any new growth in costs will need good revenue growth both in modelling and practically (revenue collection), meaning that good practice on ticket checking and fares evasion measures will be very important for operators to demonstrate.

4. TransPennine Express:

- 4.1 Following the transfer to DOHL, the new TransPennine Trains Ltd (TPT) management team implemented a new rest day working (RDW) agreement with ASLEF, enabling a step up in training and associated improvement in performance.
- 4.2 As a result drivers with all the route and traction knowledge they need is now around 65%, up from 55%, with more than 90% having 85% knowledge. TPT's driver-training backlog has fallen from more than 6,000 days to around 2,500.

- 4.3 On days not affected by national industrial action cancellations are now around 5%, down from previous levels of around 25%.
- 4.4 The December 2023 timetable changes are designed to manage the closing of TPT's competency gap alongside backfilling for the around 60 drivers TPT expects to leave over the next 12 months.
- 4.5 On 19 October 2023 TPT published Making Journeys Better: A Prospectus, which set out the issues the operator has faced during the past two years and outlines how, now under DOHL (since 28 May 2023), it will stabilise its services, re-engage with customers and stakeholders and transform its network through investment in improved customer offer. The prospectus is available here:
[TPE Our Plan for the Future a Prospectus \(tpexpress.co.uk\)](https://tpexpress.co.uk/TPE-Our-Plan-for-the-Future-a-Prospectus)
- 4.6 The plan includes:
- A ticket sale to encourage passengers back to TransPennine Express;
 - Improved on-train toilet serviceability
 - A refresh of the older trains (Class 185s) to include the replacement of carpets, seat covers and an interior deep clean
 - A temporary step-down in services in December 2023 timetable, from 320 to 300 services daily, to stabilise services and reduce a training backlog. This has been agreed by Northern leaders subject to criteria and timelines for reinstating these services.
- 4.7 RNP continues to constantly monitor the operator's performance and is in frequent contact with its senior management and operational teams.
- 4.8 A request for a business plan was sent to TPT on 29 September 2023, and operator-specific instructions followed on 19 October 2023. On 6 November 2023 RNP held its first stakeholder consultation meeting, which will also include Network Rail and TfN.
- 4.9 TPT's current RDW agreement expires in March 2024. It may be necessary to extend that agreement, but TPT's aim is to reach a point where RDW is not required to deliver services or routine training (although it may be required to meet spikes in training or special events).
- 4.10 TPT is already at more than 70% digital tickets sales, and increasing this further will take time. TPT's 2024/25 business plan proposes further initiatives to move from paper to digital, but these will need to be assessed by RNP.
- 4.11 With RNP approval, TPT will trial a new catering offer on its West Coast services, beginning in January 2024.
- 5. Northern Trains:**
- 5.1 While cancellation rates have reduced over the last couple of periods, they remain below target. Train crew availability continues to be the primary cause, driven by three key factors: sickness, skills and Sundays. Northern provided an update at the September 2023 committee meeting and continues to progress its improvement plan, however some of these areas can only be addressed through wider reform. Activity Northern is undertaking includes reviewing the effectiveness of train crew diagram links to improve coverage and availability, reducing on the day cancellations.
- 5.2 The next timetable change takes place on 10 December 2023. There are no significant changes to timetables, but there are some changes to rolling stock allocations. In making the changes, Northern has sought to match capacity to demand as far as possible (for example by reducing capacity on Settle-Carlisle services during the winter months, but increasing in time for the Easter holiday period). Changes will be monitored closely.

- 5.3 Following briefings to members in the summer, Northern's wider customer communications commenced in the autumn. Timetable change information is available at <https://www.northernrailway.co.uk/travel/timetables/timetable-change>.
- 5.4 To support customers making informed decisions about their travel patterns Northern's website now hosts a savings calculator, which compares journeys by train and car to see potential cost and time savings while reducing passengers' carbon footprint <https://www.northernrailway.co.uk/train-vs-car-comparison>.
- 5.5 Underlying growth remains strong at around 7%, driven by the positive performance of advance ticketing and marketing activity. One in three Northern customers are now choosing to travel with an Advanced Purchase ticket. Their popularity has partly been driven by the addition of Seatfrog's 'Train Swap', which was introduced in the spring. This gives customers the confidence in changing train up to just 10 minutes prior to their original departure time, with fees as low as £2.50. Education Season tickets are also increasingly popular, with students now also able to use their tickets during the holidays.
- 5.6 RNP is currently developing a Business Case for the replacement of the oldest diesel trains in the Northern fleet (Class 150, 155, and 156) with new multi-mode trains. This represents a bigger new fleet order than the recently introduced new trains to replace the Pacer trains and one of the biggest replacement programmes in the UK. These trains will deliver key aims of growing and levelling up the economy, improving transport for the user and reducing environmental impacts through the reduction of older diesel trains with newer multi-powered technology.

6. TransPennine Route Upgrade

- 6.1 TRU has successfully delivered - on schedule - three major blockades so far during 2023, two at Morley (February 2023 and June 2023) and one at Stalybridge (March/April 2023).
- 6.2 In the second half of 2023 disruption is confined to weekends, and this is allowing TPT and NTL to prepare for the increase in disruption planned for 2024. Through working closely together, the two operators are re-assessing the customer handling team structure, bolstering the team through additional recruitment and implementing actions to enhance the 'one team' approach already adopted.

7. Other operators:

East Midlands Railway

- 7.1 EMR's performance in Period 7 was high, with 74.3% T-3 and 97.2% T-15, with a network cancellation rate of 2.6% and a short formation rate of 0.62%.
- 7.2 Period 7 also saw EMR's Service Quality Regime (SQR) hit eight out of nine benchmarks on service quality at stations, on trains and customer service. Online Information for Customers scored 100% for the sixth period in a row and Train Cleanliness hit a year-to-date high of almost 92%.
- 7.3 EMR will be returning the 0851 service from Liverpool Lime Street – Nottingham in the December 2023 timetable change, as well as strengthening the 0521 Nottingham – Liverpool Lime Street and 0635 Nottingham – Liverpool Lime Street services.

Lumo

- 7.4 Lumo saw high passenger numbers during a busy summer period for the operator. While engineering works along various parts of their route impacted their ability to run services, it ran more bus and train combination journeys to keep passengers moving, having seen success on some earlier trials.
- 7.5 Period 5 saw an improvement across performance, with all targets being met, though a fatality on the last day of the period which damaged one of their trains,

resulted in there being a reduction in units available for service. This subsequently led to a decline in performance until the unit became available again. Period 7 was another poor period for performance due to Plessey viaduct being damaged, overhead line issues at Stevenage and several signal failures. Despite this, Lumo exceeded their PPM target with 79.7% against a target of 77.8% and their cancellation target with 1.3% of trains having been cancelled against a target of 3.4%.

- 7.6 Lumo's all-electric train fleet also continues to perform to a high standard, delivering a high level of reliability and taking passengers away from the London – Edinburgh air market.

Avanti West Coast (AWC)

- 7.7 On 18 October 2023 AWC announced temporary changes to its timetable from Saturday 9 December 2023 to Sunday 31 December 2023. These changes are to address anticipated resourcing challenges due to historic annual leave agreements and ongoing industrial disputes.
- 7.8 From 11 to 15 December 2023 and on 22 December 2023, 10 trains have been removed, 4 Northbound and 6 Southbound. From 18 to 21 December, 18 trains have been removed, 8 Northbound and 10 Southbound. On Saturdays 9, 16, 23 and 30 December 2023 the Manchester route will operate with 2 trains per hour all day, with a further two services removed from the timetable on 23 December 2023.

Hull Trains

- 7.9 Hull Trains continues to see strong passenger numbers, including a recovery not just in leisure but also with business customers who are travelling in greater numbers on their usual business services. Weekend services are particularly busy, especially during the ongoing electrification modernisation works taking place on the Midland Mainline.
- 7.10 The company recently announced a 12-month trial of a Standard Class catering service, having withdrawn the service during the pandemic. Recruitment and training is ongoing with an expected service launch in December 2023.
- 7.11 Hull Trains has also confirmed an 11.8% increase in seating capacity from the December 2023 timetable change, with longer trains, targeting busy periods where demand is high and existing industry capacity is constrained.
- 7.12 Hull Trains' year to date PPM figure is 84% against a target of 85.8%, with cancellations at 2.3% against a target of 1.3%. Performance over the last quarter was affected by external factors, such as trespassers, signalling failures and overhead line issues at Stevenage.

8. Corporate Considerations:

Financial Implications

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

Resource Implications

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

Legal Implications

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

Risk Management and Key Issues

- 8.4 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

- 8.5 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 managing private car vehicle mileage.

Equality and Diversity

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

9. Appendices

- 9.1 Appendix 1 – Performance update.

Glossary of terms, abbreviations and acronyms used

a) RNP	Rail North Partnership
b) RDW	Rest Day Working
c) TPE	TransPennine Express
d) TRU	TransPennine Route Upgrade
e) NTL	Northern Trains Ltd
f) ASLEF	The Associated Society of Locomotive Engineers and Firemen
g) DOHL	Department for Transport OLR Holdings Ltd
h) TPT	TransPennine Trains Ltd

Appendix 1.

Performance update

The charts below highlight the train performance for both Northern Trains and TransPennine Trains.

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)

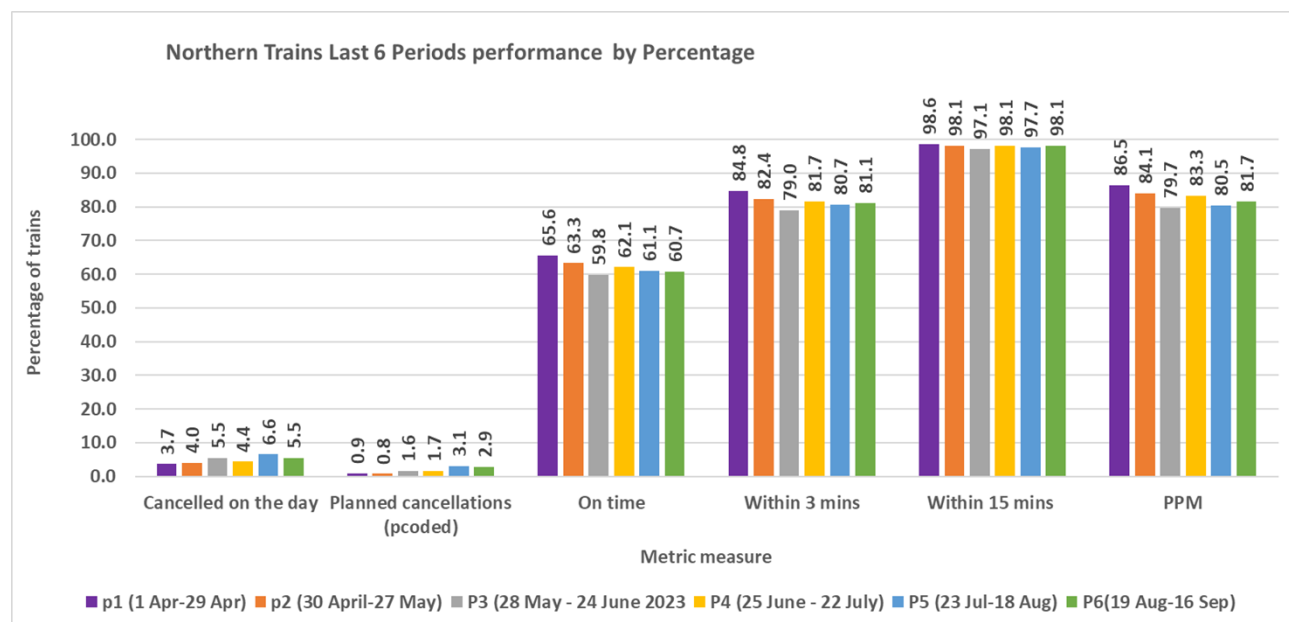
TPT continue to reduce train services through implementing planned service reductions before 22.00 hours the previous day. Period six sees a significant reduction in these p-coded services. These services do not reflect in the overall performance of cancellations but are referenced in the performance charts below as a percentage of trains P-coded.

Northern P-coded trains have slightly decreased in period six.

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.

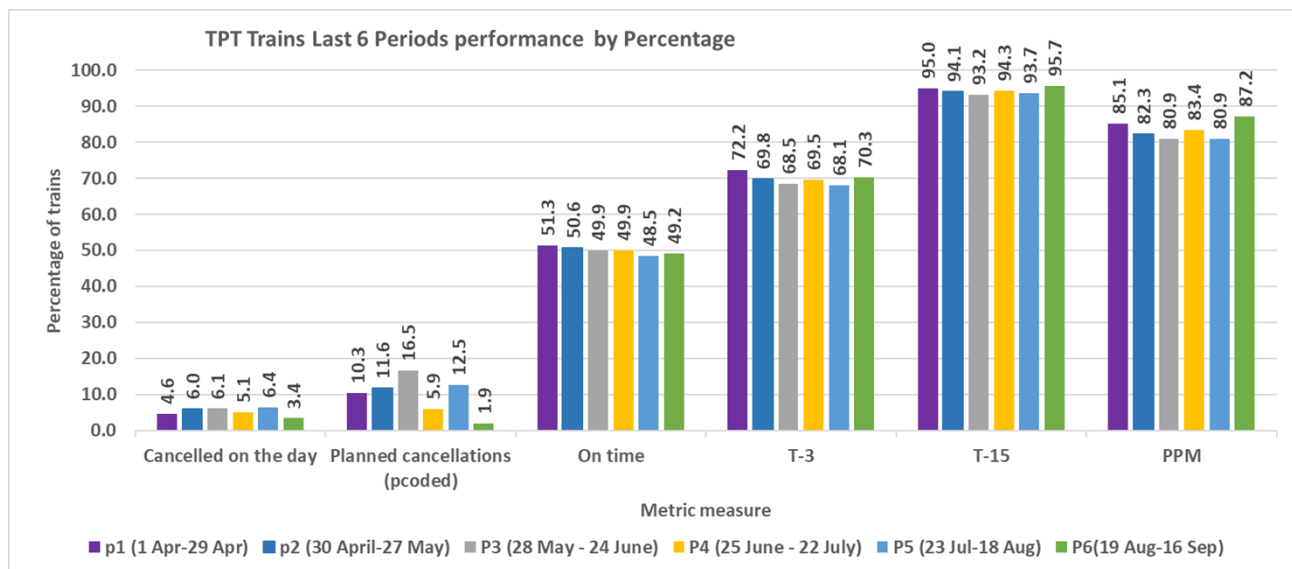
Northern



With the exception of on-time metric, performance has improved for period six compared to period five.

Although PPM is no longer an official measure; analysis shows that PPM was at its lowest level in period 3 then improved in period 4 dipped in period five and improved again in period six

TPT



TransPennine Trains' performance has improved across all metrics in periods six.

P-coded services peaked at 16.5% and has since significantly reduced to 1.9 percent in period six which is at its lowest level since December 2021.

PPM is no longer an official measure; analysis shows that PPM has significantly improved to 87.2% which is at its highest level for the last 12 months.

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Meeting:	Rail North Committee Consultation Call
Subject:	Transport for the North Business Plan and Member Contributions 2024/25
Author:	David Hoggarth, Head of Strategic Rail
Sponsor:	Darren Oldham, Rail and Road Director
Meeting Date:	Tuesday, 14 November 2023

1. Purpose of the Report:

- 1.1 This report provides an update on the Strategic Rail elements of the draft Transport for the North Business Plan 2024/25 and the Department for Transport's funding allocation for 2024/25.
- 1.2 This report also seeks endorsement of the 2024/25 Member Contribution payment.

2. Recommendations:

- 2.1 It is recommended that the Committee endorses the approach set out in the report to the 2024/25 rail elements of Transport for the North's Business Plan.
- 2.2 It is recommended that the Committee notes the Department for Transport funding allocation for 2024/25.
- 2.3 It is recommended that the Committee approves the approach to the 2024/25 Member Contributions as outlined in this report.

3. Main Issues:

- 3.1 The Transport for the North 2023/24 Business Plan focussed on Transport for the North's core roles and responsibilities and to push for better outcomes for passengers and investment in the rail network.
- 3.2 Key Performance Indicators (KPIs) were developed as part of the rail elements Business Plan and overall good progress is being made to deliver them, including:
 - Consult on, and then publish final Strategic Rail Report (on track)
 - Publish the Connected Mobility Strategy (completed)
 - Rail Reform – Issue Proposition for the North (in progress).

Whilst the national programme for rail reform is unclear, Transport for the North has implemented a North West Regional Business Unit, re-established its Rail Reform Programme Board and is engaging with both the Great British Railways Transition Team and Greater Manchester on development of complementary Partnerships building on the existing Rail North Partnership.

Proposed Priorities for 2024/25

- 3.3 Transport for the North's Rail Team has two core functions:
 - Providing Transport for the North's direction to the Rail North Partnership to meet the terms of the Partnership Agreement including consultation with partner authorities
 - Overseeing delivery of the Rail Strategy element of the Strategic Transport Plan including the rail investment programme and Statutory Advice to the Secretary of State relating to rail investment including NPR.

- 3.4 On 18 January 2023, the Department for Transport wrote to Transport for the North and outlined the 2023/24 and 2024/25 funding settlement.
- 3.5 The core funding allocation is £6.5 million for each of the current and next financial years (2023/24 and 2024/25) to ensure that Transport for the North can continue to fulfil its statutory functions.
- 3.6 In addition, the Department for Transport will provide an additional £710,000 for both 2023/24 and 2024/25 to allow Transport for the North to support the development of wider Subnational Transport Bodies and Local Transport Authorities capacity and capability.
- 3.7 As in previous years, this report provides an opportunity for the Rail North Committee to comment and shape relevant and rail aspects of the draft Business Plan prior to being included as part of the overall Transport for the North Business Plan development (and subsequent presentation to the Transport for the North Board in March 2024).
- 3.8 The proposed areas of focus in 2024/25 are:
- a) Shaping the rail strategy for the North, including using our existing (co-sponsor) role on Northern Powerhouse Rail (NPR) to get the best outcomes for the North from the Integrated Rail Plan (IRP) and planned Network North investment
 - b) Using Transport for the North's role in the Rail North Partnership to get the best outcomes for passengers and freight including making recommendations on proposed timetable changes and shaping priorities in the train operator Annual Business Plans
 - c) Using Transport for the North's powers and influence on rail investment (including making Statutory advice where appropriate) to secure the best outcomes for the North from planned and committed investment schemes (including Manchester Task Force, East and West Coast Main Line programmes)
 - d) Improving accessibility of the rail network for all including taking forward the outputs of the Accessibility Task and Finish Group
 - e) Co-ordinating investment and service changes through developing a pan-Northern Investment Programme and blueprints bringing together investment and service changes planned by the industry and identifying additional requirements based on Transport for the North's Strategic Transport Plan
 - f) Develop and agree a reform proposition to embed Transport for the North's role within Great British Railways as a key strategic partner the unified voice for northern authorities and the business community, acting as the link between local devolution, multi-modal integration, business representatives and Great British Railway's regions
 - g) Delivering Transport for the North's Connected Mobility Strategy including supporting partners in developing initiatives and sharing best practice to provide the North with an integrated ticketing system and bring together member Authority aspirations for digital innovation in transport.

Resources

- 3.9 Transport for the North's core budget funds 12 roles within the Strategic Rail Team in addition to modest external consultancy support and modest travel budget. These resources can support the activities set out in paragraph 3.8.

Member Contributions:

- 3.10 Each financial year, Transport for the North sets an appropriate level for Member contributions (as defined in Transport for the North's Franchise Management Agreement) from each of the Transport for the North Rail Authorities in respect of a Support Payment to specifically support Transport for the North's operating costs.
- 3.11 It is proposed to continue with the approach used in previous years which will be the current year (2023/24) contributions with the appropriate indexation applied. Lead officers have been advised in writing of the financial contributions proposed.
- 3.12 In previous years 'in kind' contributions (or Additional Contributions) have been permitted in the form of staff time (for example Local Transport Authority staff working on specific projects or programmes on behalf of Transport for the North). The proposed approach is to continue the option of 'in kind' contributions.

4. Corporate Considerations:

Financial Implications

- 4.1 The financial implications are set out in this report and annual Member Contribution payments are used to support the operating costs of Transport for the North.

Resource Implications

- 4.2 There are no additional resourcing implications as a result of this report.

Legal Implications

- 4.3 There are no apparent legal implications arising other than raised within the report.

Risk Management and Key Issues

- 4.4 This paper does not require a risk assessment however Transport for the North are actively managing a number of corporate risks in relation to rail.

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 Environmental Impact Assessment (EIA) Directive and therefore does stimulate the need for Strategic Environmental Assessment (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, or scheme Promotor as part of the consenting process.
- 4.6 Passenger and freight rail has an essential part to play in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around managing vehicle mileage.

Equality and Diversity

- 4.7 A full impact assessment has not been carried out because it is not relevant to the type of work referenced. Proposed areas of focus include improving accessibility of the rail network.

Consultations

- 4.8 Consultations will be carried out by the appropriate body in development of any works outlined in the Transport for the North Rail Business Plan.

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

a)	TPE	TransPennine Express
b)	NPR	Northern Powerhouse Rail
c)	ECML	East Coast Main Line
d)	IRP	Integrated Rail Plan
e)	EIA	Environmental Impact Assessment
f)	SEA	Strategic Environmental Assessment

Agenda Item 11

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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