

Transport for the North

Rail North – Strategic Rail Director Consultation Call

Subject: Priorities for Future Rail Services

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Meeting Date: Wednesday 23 June 2021

1. Purpose of the Report:

- 1.1 To update the Committee on the following:
- Roadmap to Recovery;
 - East Coast Mainline (ECML) consultation.
- 1.2 To set out the next steps for each of the above workstreams.

2. Executive Summary:

- 2.1 Transport for the North has outlined a five-year roadmap to recovery to rebuild rail demand and markets based around six key themes with a focus on the recovery of passenger demand and sustainability. The report provides an update on progress on the recovery plan.
- 2.2 The industry East Coast working group has now prepared a proposal for the timetable change in May 2022 to provide an uplift in LNER services following significant investment through the ECML upgrade programme (particularly at Kings Cross and Werrington) and the new Azuma fleet. The consultation has been published on 11th June, and Member authorities are encouraged to provide a response. The consultation was published on 11 June and this report highlights the main points and sets out the planned strategic points that would form part of Transport for the North's response.

3. Roadmap to Recovery

- 3.1 The Roadmap to Recovery has been designed to build back demand and confidence in the rail network over five years following the pandemic.

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- 3.2 Since the last Committee meeting the Government has published the Williams–Shapps review outlining its future strategy for rail, and future management of rail services.
- 3.3 This has outlined the formation of a new ‘guiding mind’ called Great British Railways (GBR), incorporating Network Rail and rail operations. Private operators would continue to have a role to play in running operations under new management contracts with the revenue risk remaining with GBR.
- 3.4 Since the last Committee meeting Transport for the North has formed a new informal group called the North of England Recovery Group (NERG) bringing together industry and local Officers. This forum gives Operators the opportunity to share their recovery and marketing proposals with the Transport for the North member areas.
- 3.5 Operators have now produced plans to try to entice passengers back onto the rail network, taking advantage of the expected uplift in leisure travel, and also beginning to consider new commuter offerings like flexi season tickets as set out by the government in the rail reform White Paper.
- 3.6 At this stage, the wider marketing is expected to remain on hold until the government announces its plans for the next stage on unlocking now delayed until a new provisional date of 19th July.
- 3.7 Local input on the call strongly supported the formation of the group and challenged the industry to offer promotional travel that took the burden off roads, especially in tourist hotspots. They also welcomed the opportunity to feed in local expertise to deliver a more tailored offer for passengers.
- 3.8 Transport for the North will also be commissioning an agency to support Operators in co-ordinating targeting campaigns for rail recovery.

4. East Coast Main Line Consultation

- 4.1 Following significant investment in the East Coast Main Line (ECML) over recent years, it is planned to uplift LNER services, so that the benefits of this investment can be realised, as laid out in the original business case. An 8-week consultation on new timetable proposals for the East Coast Main Line through a number of operators, including LNER, TPE and Northern commenced on 11 June 2021. A summary of the relevant consultations together with links to the full documents is included as Appendix 1.
- 4.2 The headlines of the changes have been presented to Committee Members in advance of the consultation going live by LNER who will be leading the consultation.

The North East sub-area authorities did not support the suggested changes favouring retained connectivity with the Northern economic centres over enhanced connectivity to London. Members also suggested that the current proposal does not reflect the levelling up agenda as North/South connectivity is prioritised for East/West connectivity.

- 4.3 The ECML currently only has capacity for 6 train paths an hour north of Northallerton. As TPE currently only have 'contingent' rights for their service (Manchester Airport to Newcastle) it has been proposed that this service will be curtailed at York from May 2022. This would enable a third LNER London to Newcastle to take up the 6th path. It is suggested that a greater return on investment will be forthcoming through the increase in the 3rd LNER service to Newcastle rather than retaining the 2nd TPE service from Newcastle to Leeds and Manchester.
- 4.4 There are also a number of other changes that will affect local and commuter services. These include changes in stopping patterns and journey time changes between destinations.
- 4.5 A summary of the main changes and impacts in the North is set out below:
- The Liverpool to Edinburgh service curtails at Newcastle. The Northallerton stop is withdrawn and Chester-le-Street is added. The service will have an increased journey time of 5 minutes.
 - Manchester Airport to Newcastle will become Manchester Victoria to York. This maintains the amendment that was introduced at the start of the pandemic.
 - Redcar to Manchester Airport is extended to Saltburn. There may be some reduction to Northallerton services as part of this change.
 - The Scarborough to Liverpool service will not call at Garforth.
 - The introduction of a semi fast Middlesbrough to Newcastle will not be possible at this timetable change.
 - There will be an additional direct North East to London service an hour. The direct daily service to Sunderland will be removed.
 - LNER plans a new direct Grimsby/Cleethorpes to London service in the future.

Further information is available in Appendix 1.

- 4.6 Looking further ahead and in response to the plans and initial discussions with members, Transport for the North has established a collaboration with DfT (working through Rail North Partnership to):
1. Seek to improve and refine the base (May 2022) timetable - including protecting connectivity wherever possible;
 2. Enhance Northern services: Seek to improve journey times at each timetable change and agree a plan to deliver the Durham Coast enhancements (2nd train per hour)

3. Develop a roadmap for TPE service development at each future timetable change to improve regional connectivity

The collaborative work will be led by North East Regional Management Unit (NERMU) supported by TfN and Rail North Partnership and will also seek to align the changes with the Transpennine Route Upgrade.

- 4.7 Transport for the North will also seek to work closely with the DfT to develop a roadmap that delivers the required interventions and infrastructure to increase capacity on the ECML (North of Northallerton) initially to support the reliable re-introduction of those services that have been removed or amended, and also to increase capacity for a future delivery of Northern Powerhouse Rail.

- 4.8 TfN will now work to provide a strategic response to all the operators that are consulting on these proposals and this will be informed by members' feedback at the meeting. The proposed strategic points Transport for the North plans to make in response are as follows:

- Transport for the North and its members are clear that, while we understand the ambition for the ECML timetable revision proposals, long term intra-regional connectivity for the North should be protected and enhanced and is concerned that the proposals, in their current form, do not do enough to take account of these requirements and therefore do not reflect the 'levelling up agenda'.
- The proposed timing of the majority of changes (May 2022) does not provide sufficient time to address concerns and does not appear to reflect post-covid demand levels.
- There are infrastructure proposals under development which could facilitate the paths required to facilitate both enhanced London services and better regional services and these should be developed delivered as quickly as possible.
- There are some positive changes including the introduction of direct services between London and Middlesbrough and North East Lincolnshire plus the extension of the TPE service to Saltburn which Transport for the North strongly supports, but there are also significant reductions in regional connectivity. Transport for the North would like clarity on the economic analysis that supports the recommendations – particularly with regard to the impact on intra-regional services within the North.
- Transport for the North is seeking assurances that in building back better, there is an opportunity baked into the process for meaningful collaboration over the coming years to ensure that levelling up can be serviced through definitive decision-making.

- 4.9 A more detailed response is being developed and a draft will be circulated to Committee members for comment before submission.

5. Recommendations:

- 5.1 The Committee is asked to note the progress on the Roadmap to Recovery
- 5.2 The Committee is asked to note the ongoing consultations on changes to ECML services from 2022 and provide comments on the draft TfN response outlined in 4.8 above.

6. Appendices:

- 6.1 Appendix 1: Summary of ECML Consultations

Required Considerations

Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out at this stage as this is an update report.	Salim Patel	David Hoggarth

Environment and Sustainability

Yes	No
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Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because this will be completed as part of the delivery of the business plan.	Salim Patel	David Hoggarth

Legal

Yes	No
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Consideration	Comment	Responsible Officer	Director
Legal	Transport for the North Legal Team has confirmed there are no legal implications.	Deborah Dimock	Julie Openshaw

Finance

Yes	No
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Consideration	Comment	Responsible Officer	Director
Finance	There are no financial considerations in this report.	Paul Kelly	Iain Craven

Resource

Yes	No
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Consideration	Comment	Responsible Officer	Director
Resource	There are no direct resource implications as a result of this report.	Stephen Hipwell	Dawn Madin

Risk

Yes	No
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Consideration	Comment	Responsible Officer	Director
Risk	This paper does not require a risk assessment. However, internal and external risks have been assessed in the business plan.	Haddy Njie	Iain Craven

Consultation

Yes	No
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Consideration	Comment	Responsible Officer	Director
Consultation	There is a public consultation on the proposed ECML service changes and TfN plans to make a response as set out in this report.	Salim Patel	David Hoggarth

Appendix 1: Summary of ECML Consultations

LNER, which recently reported on the proposals to TfN members along with the Department of Transport, said in their launch publicity:

“With significant changes planned to our timetable from May 2022, we have today (Friday 11 June) opened an eight-week consultation to seek views on our proposals.

As part of this consultation we are hosting various sessions with our route stakeholders on the proposed changes, to share details and receive feedback. During these sessions, we will also be joined by representatives from Network Rail and the other train operators on the route.”

They are hosting online briefings in different locations in the North on the following dates on their route:

- 7 July (2pm-3.30pm) - Tyneside, Teesside & County Durham
- 7 July (4pm-5.15pm) - Northumberland
- 9 July (3.30pm-5pm) - West Yorkshire
- 13 July (11.30am-1pm) – Selby and East Riding of Yorkshire
- 15 July (3.30pm-5pm) - South Yorks, Notts and Lincs
- 20 July (3pm-4.30pm) - North Yorkshire

You can find out more about LNER’s consultation [here](#) .

TPE also launched their consultation on the timetable it is proposed TransPennine Express operates on the East Coast Main Line at the May 2022 timetable change and it has invited responses.

TPE’s attached document provides details of the changes being proposed following a rail industry process, called the Event Steering Group (ESG) for all operators, led by Network Rail, that created the timetable for May 2022. Full details on the changes being made to our services are in the consultation document with the core changes being:

- The Edinburgh Waverley – Liverpool Lime Street via York hourly service will be amended to operate between Newcastle – Liverpool Lime Street
- The Newcastle – Manchester Airport hourly service will be amended to operate between York – Manchester Victoria
- The number of calls made at Chester-le-Street are increased, some southbound calls at Northallerton are removed and calls at Garforth are transferred to a Northern service
- Subject to infrastructure work, the Manchester Airport – Redcar Central service is planned to be extended to Saltburn
- Subject to discussions and funding, a limited service between Newcastle – Edinburgh Waverley might be introduced calling at Reston and Dunbar

TPE worked with the ESG, Network Rail, Department for Transport, Transport for the North, Rail North Partnership, Transport Scotland and other train operators to seek the retention of all services and connectivity in place at December 2019 in the May 2022 timetable, and while that work does see some timetable improvements, there are also some service reductions as a result.

The operator says the overall effect of the changes being made is something that it, the rail industry and its sponsors at Transport for the North, Rail North Partnership and the Department for Transport are acutely aware of and will be acting on. Later this month it plans to publish proposals and commence strategic discussions with stakeholders about reshaping our network in order that it can connect more people directly to the major towns and cities of the North of England and into Scotland.

The operator says it envisages that this will include connecting towns and cities to our network that are not presently served by TransPennine Express. You can see more [here](#) .

Northern says it operates services on a number of routes in the North East and Yorkshire that connect with the East Coast Main Line and would like views on proposed changes. It says while the vast majority of our train service frequency and calling patterns remain unchanged, it is the departure/arrival times of trains that will differ as a result of the proposals. Details of these changes can be found [here](#) .

Further information on the specific changes in the consultation documents is set out below:

*denotes only stops every other hour

London North Eastern Railway

Service	Stops
London – Edinburgh (fast service)	York, Newcastle, Edinburgh
London – Edinburgh (semi fast service)	Peterborough, Newark North Gate, Doncaster, York, Darlington*, Durham*, Newcastle, Alnmouth*, Berwick-Upon-Tweed*, Dunbar (limited service), Edinburgh
London – Newcastle (new semi-fast service) N.B direct LNER daily Sunderland train does not run	Stevenage, Grantham, York, Northallerton*, Darlington, Durham, Newcastle
London – Leeds <i>[one train daily extended to Skipton]</i>	Peterborough, Grantham, Doncaster, Wakefield Westgate, Leeds <i>[Shipley, Keighley, Skipton]</i>
London – Leeds (extended to Harrogate every two hours with Horsforth stop on all services) <i>[1 service extended to Bradford Forster Sq, previously 2 trains, and 1 to Huddersfield TBC]</i>	Stevenage, Newark NG, Doncaster, Wakefield W, Leeds, (Horsforth*, Harrogate*) <i>[Shipley, Bradford Forster Sq][Dewsbury, Huddersfield]</i>
London – Lincoln (every two hours)	<i>Peterborough, Grantham, Newark NG, Lincoln</i>

<i>London – York (every two hours) (one train per day extended to Middlesbrough)</i>	<i>Peterborough, Retford, Doncaster, York (Thornaby, Middlesbrough)</i>
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TransPennine Express

Liverpool – Newcastle (previously Liverpool – Edinburgh)	Stations to Leeds, York, Darlington, Durham, Chester-Le-Street, Newcastle
Liverpool – Scarborough (note the Garforth call off-peak is now moved to Northern Blackpool North – York service)	Stations to Leeds, York, Malton, Seamer, Scarborough
Manchester Victoria – York (previously Manchester Airport – Newcastle)	Stations to Leeds, York
Manchester Airport – Saltburn (now extended from Redcar)	Stations to Leeds, York, Thirsk, Northallerton (not every hour southbound), Yarm, Thornaby, Middlesbrough, Redcar Central, Saltburn

East Midlands Railway

Norwich – Nottingham TBC (previously Norwich – Liverpool)	Stations to Peterborough, Grantham, Nottingham
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Cross Country

Plymouth – Edinburgh	Stations to York, Northallerton, Darlington, Durham, Newcastle, Morpeth*, Alnmouth*, Berwick-upon-Tweed, Reston (3 trains per day), Dunbar (2tpd), Edinburgh
Reading – Newcastle	Stations to Doncaster, York, Darlington, Durham, Newcastle

Scotrail

Edinburgh – North Berwick (hourly off-peak but every half hour in the peak)	Musselburgh, Wallyford, Prestonpans, Longniddry, Drem, North Berwick
Edinburgh – Dunbar (every hour approx, previously every 2 hours approx)	Musselburgh, Dunbar

Grand Central (open access operator)

<i>London – Bradford Interchange (4 trains/day)</i>	<i>Doncaster, Pontefract Monkhill, Wakefield Kirkgate, Mirfield, Brighouse, Halifax, Low Moor, Bradford Interchange</i>
<i>London – Sunderland (6 trains/day, previously 5 trains per day)</i>	<i>London, York, Thirsk, Northallerton, Eaglescliffe, Hartlepool, Sunderland</i>

First East Coast Trains Ltd (new open access operator)

<i>London – Edinburgh (5 trains per day)</i>	<i>Stevenage (2tpd), Newcastle, Morpeth, Edinburgh</i>
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Hull Trains (open access operator)

<i>London – Hull (7 trains per day)</i>	<i>London – Hull (8 trains per day to Hull, 7 to London)</i>
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Northern

Newcastle [^] – Morpeth [one train per day extended to Chathill] [^] Change for Metrocentre	Manors, Cramlington, Morpeth [1tpd to Pegswood, Widdrington, Acklington, Chathill]
Doncaster – Leeds	Bentley, Adwick, South Elmsall, Fitzwilliam, Sandal, Wakefield Westgate, Outwood, Leeds
Leeds – Harrogate – York (twice per hour, previously only hourly Knaresborough – York)	Burley Park, Headingley, Horsforth, Weeton, Pannal, Hornbeam Park, Harrogate, Starbeck, Knaresborough, Cattal, Hammerton, Poppleton, York
<i>Leeds – Harrogate (every two hours)</i>	<i>Horsforth, Hornbeam Park, Harrogate</i>
Leeds – York	Cross Gates, Garforth, East Garforth, Micklefield, York.
Blackpool North – York (will now include Garforth call off-peak previously on TPE Scarborough)	Stations to Leeds then Garforth, Church Fenton and York