

# Transport for the North

## Rail North Strategic Rail Director

### Consultation Call

**Subject:** Manchester Recovery Task Force Update

**Author:** David Hoggarth, Strategic Rail Director

**Sponsor:** David Hoggarth, Strategic Rail Director

**Meeting Date:** Wednesday 23 June 2021

#### 1. Purpose of the Report:

- 1.1 To provide Members with an update on the work to address congestion on the rail network in and around Manchester following discussion at the Transport for the North board meeting on 9 June 2021.

#### 2. Background:

- 2.1 The railways in and around Central Manchester are a major congestion pinchpoint impacting on the reliability of services across a wide area of the North of England. Not only does it drive poor performance across the North, it also prevents service enhancements from being delivered and constrains economic growth.
- 2.2 The Department for Transport (DfT) has established a Task Force (Manchester Recovery Task Force) to develop solutions to the problem including short-term timetable changes. Network Rail has been developing an infrastructure plan for the area which is currently divided into three tranches covering short, medium and long-term proposals. At the moment the programme has funding allocated for development work across all tranches and the first tranche is expected to be delivered in the next few years.
- 2.3 During 2020, the DfT commissioned Manchester Recovery Task Force developed short-term timetable changes. In Autumn 2020, the Task Force produced three service options for public consultation. Transport for the North agreed to undertake a joint consultation with DfT and Network Rail which ran from January to March 2021. A report to the Board on 9 June 2021 set out the concerns raised by members about the timetable change proposals, the special meeting of the Northern Transport Acceleration Council (NTAC) and proposed pathway to a resolution.

### **3. Transport for the North Board Update**

- 3.1 The report to Transport for the North Board set out a proposed new collaboration with DfT and Network Rail to both find the right infrastructure solution and make the strongest possible strategic case to secure the funding required. Transport for the North will deploy its local evidence base and newly developed modelling tools which will highlight the strategic importance and wider benefits associated with the investment case. The work is being progressed through a programme of workshops and 'hothouses' starting with DfT as the client for infrastructure.
- 3.2 Transport for the North proposed that any service changes should not be implemented before December 2022 to allow sufficient time for further engagement with Transport for the North Members, the industry to plan the resources it needs to deliver the change and for a second round of public consultation on the detail of the proposed change. DfT have indicated that they are very receptive to this which has been communicated to the Task Force. Even with a December 2022 change, there is still a need to agree a way forward quickly so that the industry can plan with certainty to deliver a resilient timetable.
- 3.3 The Board noted the report and actions taken by Transport for the North to find a way to a resolution on both services and infrastructure. Board members stressed the importance of Transport for the North continuing to keep the pressure on to get the right outcome for passengers and highlighted that solutions are there, but also need to be considered in the context of the forthcoming Integrated Rail Plan.
- 3.4 At the Board meeting, Richard George (who previously advised Transport for the North and the DfT on dealing with the issues ensuring from the May 2018 timetable changes) addressed members. He has agreed to assist with the process by drawing on his experience and will be meeting with Committee members over the next few weeks.

### **4 Next Steps:**

- 4.1 On the December 2022 services changes, the next steps are:

- Completion of discussions with the Task Force on the issues raised by Transport for the North members;
- Further 'hothouse' session with lead officers;
- Discussions with Committee Members and Richard George
- Informal briefing for Committee members;
- Rail North Committee formal consideration of service changes – planned for July 2021;
- Part 2 of the public consultation led by the industry.

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- 4.2 On the infrastructure side, the first 'hothouse' session with DfT is taking place shortly and further sessions will be arranged with the industry during the next few weeks where all evidence and options will be on the table. An update on progress will be prepared for the meeting of the Committee where the services proposals are considered.

**5. Recommendations:**

1. That the Committee notes the report setting out the current position on services and infrastructure in and around Central Manchester including the discussion at the Transport for the North Board meeting on 9 June 2021 and the link to the anticipated Integrated Rail Plan.
2. That the Committee notes the actions taken by Transport for the North and the proposed next steps including a planned meeting of the Committee next month to consider the service changes for December 2022.

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### **List of Background Documents:**

There are no background documents.

### **Required Considerations**

#### **Equalities:**

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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because it is not required for this report.	David Hoggarth	David Hoggarth

#### **Environment and Sustainability**

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment	A full impact assessment has not been carried out because it is not required for this report.	David Hoggarth	David Hoggarth

#### **Legal**

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	There are no legal implications for Transport for the North as a result of this report. DfT remains formal	Julie Openshaw	Dawn Madin

	client for both services and infrastructure.		
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### Finance

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	There are no financial implications for Transport for the North. There are financial implications for DfT relating to service changes and infrastructure choices.	Paul Kelly	Iain Craven

### Resource

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	Transport for the North's input is provided through existing budgeted resources.	Stephen Hipwell	Dawn Madin

### Risk

Yes	
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	Risk assessment continue to take place which can be found in the risk register. The main risk relating to this paper is that: There is a risk to rail service connectivity and performance pending implementation of an appropriate infrastructure solution. Transport for the North's	Haddy Njie	Iain Craven

	actions to mitigate this risk are set out in the report.		
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**Consultation**

Yes	
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A public consultation has been carried out on the service changes and a second consultation by train operators on the detailed proposals is planned.	David Hoggarth	David Hoggarth