
Meeting:	Rail North Committee
Subject:	Infrastructure and Future Service Development
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1. Purpose of the Report:

- 1.1 This report updates Rail North Committee on the development of major infrastructure across the rail network in the North, and the train service changes and enhancements this facilitates.
- 1.2 This report then highlights emerging issues relating to the integration of major schemes with the current network, and each other, updating the committee on the activity being undertaken by Transport for the North, Department for Transport, partners, and the industry to mitigate these, and makes recommendations where further work is required.
- 1.3 The report also responds to questions raised at the previous Rail North Committee meeting in relation to Manchester, and presents revised Statutory Advice, seeking endorsement.

2. Recommendations:

It is recommended that Rail North Committee:

- 2.1 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.
- 2.2 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.
- 2.3 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.
- 2.4 Endorses the proposed update to Transport for the North's Statutory Advice for Manchester for consideration by Transport for the North's Board.

3. Context:

- 3.1 Over the next 20 years, significant investment in the rail infrastructure of the North is set to transform the network with the delivery of several major schemes including the Transpennine Route Upgrade (TRU), Hope Valley Upgrade, East Coast Mainline Upgrade, High Speed 2 (HS2) and Northern Powerhouse Rail (NPR), alongside investment to upgrade the current network which includes Trilink – the programme to renew the West Coast Mainline North, Leeds Area Improvement Plan (LAIP), Sheffield, and the Manchester and North West Transformation Programme (MNTP).
- 3.2 The value and complexity of these schemes is substantial and with multiple large-scale schemes being delivered concurrently, it is essential that their outputs are

aligned to maximise the benefit of the investment being made, and to avoid any potential conflicts, but with recognition that each scheme is at a different stage of development in the business case and authority lifecycle, making this a difficult task.

- 3.3 The schemes under development will provide benefit across significant parts of the North. However, this report highlights emerging issues in Manchester and Leeds, with proposals for how the integration of all major schemes in the region should be addressed.

4. Integration of Schemes around Manchester and the North West

- 4.1 Four significant schemes or programmes are set to converge in Manchester and the North West over the coming years:

- Hope Valley Upgrade
- Manchester and North West Transformation Programme (MNTP)
- Transpennine Route Upgrade (TRU)
- HS2
- Trilink.

Each scheme seeks to add additional capacity on lines serving the city, which is welcomed, and through both the Manchester Task Force and North of England Integration Board (Transport for the North is a member of each), good work has been done to identify and mitigate issues, but gaps remain.

- 4.2 Some of these will be addressed by ongoing work remitted by the DfT, however Transport for the North feel a clear and robust strategy is required to fully understand how all of these schemes fit together, and to assess whether collectively they will be sufficient to accommodate the Norths growth ambitions.

Hope Valley Upgrade

- 4.3 Network Rail's upgrade of the Hope Valley is in delivery with completion expected in March 2024. The scheme is comprised of:

- Re-doubling of Track at Dore Station, with the reinstatement of a second platform
- Introduction of an eastbound freight passing loop at Bamford
- Dore South Curve extension for improved regulation of freight
- Line Speed Improvements
- Re-signalling of Totley Tunnel East and Grindleford signal boxes to York Regional Operations Centre (ROC).

These improvements will provide an uplift in performance and reliability of services using the route and provide the opportunity for additional services to use the route in the future.

- 4.4 The business case for the scheme was originally predicated on providing four fast paths between Manchester and Sheffield, although this was later revised to three due to timetabling constraints. The business case also included performance benefits for freight, integration of the Midland Mainline Electrification scheme and addressing network constraints at Dore.
- 4.5 Network Rail has stated that despite the interventions being delivered, the scheme will not in and of itself facilitate three fast paths, citing infrastructure constraints elsewhere in the network, namely Stockport / South Manchester and Sheffield as limiting factors and further interventions will be needed.
- 4.6 The restoration of the direct service from South Yorkshire to Manchester Airport (which now terminates at Liverpool Lime Street following the December 2022 timetable change) is similarly dependent upon delivery of infrastructure to release capacity in both Stockport and Manchester Piccadilly unless suitable alternatives can be identified.

- 4.7 In the short term, Transport for the North is working with Partners, the train operating companies and Manchester Airport Group to assess the impact of the changes on passenger demand, understanding whether the provision of two fast services per hour to Liverpool has stimulated new market growth, how effective the cross platform interchange at Manchester Piccadilly is working, and to explore options for delivering improved connectivity between South Yorkshire and Manchester Airport. To support this work Transport for the North is forming a task and finish group to progress activity considering service changes, ticketing, marketing, customer facilities at stations and integrated transport solutions with a draft remit prepared in collaboration with partners and industry. The progress of this work is being reported via Manchester Task Force board.

Manchester and North West Transformation Programme (MNTP)

- 4.8 The Manchester Task Force (MTF) was formed following the issues arising from May 2018, where more services were planned to operate than could feasibly be accommodated on the network. Transport for the North is an active board member of the Manchester Task Force, working in collaboration with the industry and partners.
- 4.9 MTF and the Manchester and North West Transformation Programme (MNTP) have made good progress in stabilising services and developing interventions which fix long standing infrastructure issues not addressed by the previous 'Northern Hub' workstream, which will enable services to be restored.
- 4.10 At Rail North Committee in June 2023, it was reported that the December 2022 timetable has made a significant contribution to improving the reliability of services through Manchester. This prompted discussion by the Committee questioning whether the December 2022 timetable was too cautious, and whether some of the performance benefits could be 'traded' to restore services.
- 4.11 Though there has been a notable improvement in performance, this has happened at a time when resourcing issues and industrial action have also affected service reliability. As such, it is too early to fully assess the impact of the timetable until the position has stabilised. In addition, some of the services which formed part of the December 2022 timetable structure have yet to be reintroduced post-covid, and their re-introduction is subject to future Annual Business Planning processes by the train operating companies.
- 4.12 On the Castlefield Corridor there is now a full service operating and without physical intervention it will not be possible to operate additional services. The structure of the timetable in this location, as well as capacity limitations elsewhere on the network, mean that additional services cannot be accommodated on this section without undoing the December 2022 structure and the improved performance that has been seen since the timetable change.
- 4.13 As a result, it is the very strong advice of the MTF Board, from the perspective of both network and service operation that it would be premature to plan to run additional services over and above the current timetable structure as these could, when a restored timetable is in operation, undo the very improvements the timetable was designed to deliver.
- 4.14 Meanwhile, following the DfT's [announcement of £72M funding](#) in June 2023, Network Rail are progressing the development of Configuration State 2 schemes which includes turnback's either side of Manchester Victoria providing operational resilience, and a third platform at Salford Crescent, increasing network capacity. These works are expected to be delivered in 2025, with service changes in North Manchester likely to occur in 2026, delivering additional train paths through Manchester Victoria, enabling restoration of some services in North Manchester, with the options still under development.

- 4.15 Wigan to Bolton Electrification also forms part of Configuration State 2. Following engagement with the supply chain and gaining access to the West Coast Mainline, the programme for delivery has been rephased, with completion expected in 2025, enabling the transfer of electric rolling stock to the route in late 2025 / early 2026. This may be further impacted by the recent issues affecting Buckingham's who were contracted to carry out civils works.
- 4.16 The DfT working with Network Rail are continuing the development of Configuration State 3 schemes with development funding committed, and business cases being developed. The schemes are primarily:
- Manchester Airport platforms 1 – 3 extensions and remodelling and widening of the railway junction
 - Manchester Oxford Road station remodelling to facilitate longer trains
 - Modernisation of the CLC Route from Liverpool to Manchester via Warrington Central to provide improvements to capacity, performance, and connectivity, and contribute to decarbonisation.
- 4.17 The removal of the Transport and Works Order for Manchester Oxford Road and Manchester Piccadilly by Network Rail has enabled greater engagement with industry and partners on the plans for Manchester Oxford Road, including discussions around how passenger capacity elements of the scheme can be accelerated, especially the public realm works to the forecourt area.
- 4.18 Interventions in Configuration State 4 (2030 onwards) are less defined but are currently expected to include works at Manchester Piccadilly (including the train shed) and Stockport to ensure that both MTF plans, Transpennine Route Upgrade (TRU) and HS2 'classic compatible' services can be accommodated. MTF Board is validating the scope required to ensure that it is aligned with asset renewal works, is deliverable and delivers value for money for taxpayers recognising the 'interim' nature of HS2 services using the classic network between Crewe and Manchester.
- 4.19 Current estimates see this work on Configuration State 4 completing in Summer 2024. It is expected that this work will consider whether/when Platforms 15 and 16 at Manchester Piccadilly might be required. Through the revised Statutory Advice for Manchester Transport for the North are requesting Network Rail accelerate this work with the aim of completing in early 2024.
- 4.20 Additionally, MTF Board has asked that Network Rail undertake a longer-term study (Manchester Area Strategic Statement) to understand how this part of the network can accommodate longer term service development (such as when both HS2 and Northern Powerhouse Rail networks are available), what services might be priorities for development and what infrastructure changes could be needed. This study is expected to complete in 2024.

Transpennine Route Upgrade

- 4.21 A comprehensive update was provided to Transport for the North Board in June 2023, introducing a presentation from the TRU team which updated on the progress of the scheme, and intended benefits for passengers and wider society of the North.
- 4.22 It should be noted that the TRU business case makes provision for an additional 15 intermodal freight paths over the Pennines each day, but there are points on the current network where there is insufficient capacity to accommodate these services, especially in central Manchester, where services would be required to use the Castlefield corridor.
- 4.23 DfT has asked Network Rail to finalise the TRU business case by Spring 2024. Additionally, DfT, Transport for Greater Manchester and Transport for the North are collectively commissioning a market study to better understand where freight flows will operate to and from outside the core TRU network, and their likely quantum.

The outcomes of this study are to be shared via North of England Integration Board and recommendations to Ministers.

- 4.24 Similarly, works are needed within central Manchester to accommodate an increased quantity of passenger services resulting from TRU. Interventions are already being delivered in North Manchester through the Manchester and North West Transformation Programme, specifically the interventions in this forms part of the remit for the Study by Network Rail looking at South Manchester.
- 4.25 Transport for the North is supporting this work through the Manchester Task Force, and leads on the TRU Stakeholder Forum, but would benefit from a greater level of engagement with industry on the development and delivery of TRU by being represented at the TRU Programme Board.

High Speed 2 (HS2)

- 4.26 Budgetary concerns and reviews by Government have affected the scope and timescales for the delivery of HS2, with Phases 1 and 2A receiving a red rating by the government's [Infrastructure and Projects Authority Annual Report on Major Projects 2022-23](#).
- 4.27 It is understood that Phase 2A (to Crewe) will be delivered by 2035, following which Configuration State G will be operated, with HS2 'classic compatible' services using the new HS2 network between London and Crewe, and then using the current West Coast Mainline and local routes between Crewe and Manchester Piccadilly via Stockport in the interim period whilst HS2 Phase 2B is constructed between Crewe and Manchester. This will put pressure on the local network, with Stockport and Manchester Piccadilly identified as likely bottlenecks, with interventions required.

Trilink (West Coast Mainline North)

- 4.28 Trilink is the programme to renew the North section of the West Coast Mainline between Crewe and Carstairs. The works will include renewal of the signalling systems - introducing European Train Control Systems (ETCS) - and overhead line equipment and is expected to span Network Rail Control Period (CP) 7 (2024 to 2029) and 8 (2029 to 2034).
- 4.29 Network Rail are approaching Trilink as a 'smart renewal' taking the opportunity to rationalise parts of the route, simplifying junctions, and removing unused infrastructure, with any savings generated reinvested to support enhancements elsewhere on the route, e.g., provision of additional passing loops.
- 4.30 Transport for the North are engaged in the programme through the North West Programme Board and planned stakeholder events. As formal governance around Trilink is established, e.g., Trilink Programme Board, Transport for the North will be seeking suitable representation on behalf of partners.

5. Integration of Schemes Around Leeds

- 5.1 Similar to Manchester, several major schemes are set to converge on Leeds in the short- to medium-term, each requiring interventions to the current network to effectively integrate:
- Leeds Area Improvement Programme (LAIP) including Leeds Existing Station Programme (LESP)
 - East Coast Mainline
 - Transpennine Route Upgrade (TRU)
 - HS2.

Leeds Area Improvement Plan (LAIP)

- 5.2 Leeds Area Improvement Plan (LAIP) includes a broad range of projects each designed to provide additional capacity and includes platform lengthening to accommodate longer trains, provisions for TRU and NPR, and improvements

through the Leeds Existing Station Programme (LESP) to increase passenger capacity within the station through the creation of a new station footbridge, and additional station entrance with complementary interventions elsewhere in the station.

- 5.3 The LESP programme complements other improvements being led by Leeds City Council and West Yorkshire Combined Authority including major works to the front of Leeds Rail Station, which will improve access for people travelling to station on foot and by bike, as well as a 700-space secure cycle parking facility. These improvements will help make Leeds ready for High Speed 2 and Northern Powerhouse Rail.
- 5.4 LAIP Package 2 will deliver platform extensions and works to the junction at Bradford Forster Square, delivering improved performance and reliability, resilience during TRU works, and facilitate the extension of LNER services to/from Bradford. This project is currently seeking a decision to deliver, and if approved will complete in December 2024. Whilst a decision is being sought on the capital funding for infrastructure, discussions are ongoing regarding revenue funding for the operation of the LNER services which are expected to form part of LNER's annual business plan submission for 2024/25.
- 5.5 Transport for the North have written to the Secretary of State for Transport raising concerns about the current disconnect between cost and revenue within the industry, and the issues this presents when making the case for additional services, to which the rail minister has responded, advising they are considering the case.
- 5.6 Using Bradford as a case study, Transport for the North will continue to make the case for reuniting cost and revenue across the industry, pursuing a change to current contractual arrangements to ensure improvements to services continue to be delivered for the benefit of passengers, supporting the economy of the North.

East Coast Mainline (ECML)

- 5.7 Previous plans to introduce a new timetable for the East Coast Main Line were paused in 2021 following concerns raised by Transport for the North and others about the impact on local and regional services. Recently industry partners have been working on a new pattern of services with planned implementation in 2024. Work on a new timetable has been ongoing for some time and stakeholder feedback is likely to be sought in late 2023.
- 5.8 The new timetable seeks to provide for more long-distance high-speed services, reflecting that this service group has shown strong post-Covid demand recovery. Whilst these services are important to the North, other flows are important, particularly east-west connectivity which has seen the reduction of TransPennine Express services to Newcastle to one train per hour (compared to the pre-covid franchise commitment).
- 5.9 Whilst Transport for the North is not opposed in principle to changes in the patterns of TransPennine Express, CrossCountry and local services, it is critical that such proposals, and their implication for the North, are fully considered. Transport for the North, through the Rail North Committee, will need to formally agree any changes to TransPennine Express and Northern Trains services. This is likely to be at the November 2023 meeting of the Rail North Committee and Transport for the North will work with Network Rail to understand the impact of proposed changes and ensure that relevant partner officers are fully briefed.

Transpennine Route Upgrade

- 5.10 In Leeds, the LAIP packages of work seek to prepare the station and surrounding network for the arrival of TRU, and in some cases, lay the foundations for NPR.

5.11 There are interdependencies between how TRU works within Leeds in relation to local and regional services. Whilst theoretically sufficient works are planned at Leeds to accommodate TRU, further assessment is required to understand where additional works may be needed elsewhere on the network, e.g., Sheffield, to enable flexibility of services to support effective alignment of service patterns at Leeds.

HS2 to Leeds

5.12 The Integrated Rail Plan did not take forwards the previously proposed eastern leg of HS2 between the East Midlands and Leeds. It did however recognise that Leeds should be served by HS2 and instead recommended that a study be commissioned to consider how this is best achieved. Terms of Reference were announced in July 2023 for a 2-year study to be led by Network Rail.

5.13 Five potential options are identified in the Terms of Reference although others may be considered as the Study develops:

- via Newark: the extension of HS2 Nottingham services via Newark and the East Coast Main Line route
- via Sheffield: the extension of HS2 services from Sheffield
- via Manchester: the extension of HS2 services from Manchester assuming NPR infrastructure and the HS2 Phase 2b Western Leg as set out in the High-Speed Rail (Crewe-Manchester) Bill, including a new high-speed surface station at Manchester Piccadilly
- via Erewash: with upgrades and electrification to the Erewash Valley and Old Road lines, as well as sections of a new line to complete a route to Leeds
- via full Eastern Leg: completing the HS2 Eastern Leg from the East Midlands broadly, as previously scoped.

5.14 At Leeds itself, the Study will consider:

- alterations including new platforms at the existing Leeds station
- non-infrastructure solutions, such as dwell times and timetable changes, including possible changes to the balance of through and terminating services at Leeds and potential changes to surrounding routes and stations to enable these
- implications of the different options to run HS2 to Leeds on the wider network, such as capacity at Sheffield station
- opportunities for West Yorkshire mass transit to release capacity at Leeds.

5.15 The Study is important in considering how HS2 will reach Leeds but also in looking at what improvements between Leeds and Sheffield are needed, this being part of the Transport for the North preferred NPR network.

5.16 HS2 East Partnership, formed of a collective of authorities along the proposed HS2 East route, have developed proposals for a phased approach which would deliver a high proportion of the benefits of HS2 East earlier and not preclude the delivery of the full HS2 Eastern Leg in the future. Discussions are ongoing with the DfT to agree evaluation of this option as part of the DfT remitted study.

6. Identifying and Addressing the Gaps

6.1 The North of England Integration Board (which Transport for the North is represented on) has been established to provide oversight on how major schemes fit together (and potentially conflict) – particularly in areas of infrastructure constraint such as Manchester and Leeds. With complex and evolving programmes, each with differing levels of maturity, it can be difficult to plan as uncertainties remain, however where scope has been identified, this has been incorporated into business cases or used to validate plans. The Board is currently focused on the development of concept timetable which is assessing the ability of the planned infrastructure to accommodate planned service levels in 2032, and it is anticipated this will identify further infrastructure requirements. Transport for the North would

advocate North of England Integration Board looking further out, assessing the impact of the introduction of major schemes including HS2 and NPR.

- 6.2 Transport for the North has begun a piece of work building upon the Blueprint for Manchester and East Coast Mainline Blueprint, and is working on drafting a 'Blueprint for the North' which seeks to map out the timeline for all the major rail investment schemes, rolling stock changes, new stations and other schemes taking place across the North, helping to identify where planned interventions may need to be reprogrammed to deliver certain elements earlier, or where additional investment is required, essentially developing a strategy for the long-term integration of infrastructure schemes across the rail network in the North, cognisant of 'softer' changes by the industry in response to decarbonisation, reform and customer needs. It will also consider aspirations for the future of local and inter-regional services over the same time period, targeting an 'end state' for the network in circa 2040, meaning any gap analysis can determine whether collectively the planned infrastructure interventions are capable of meeting the aspired levels of service needed to meet economic, social and decarbonisation targets for the region, avoiding compromise.
- 6.3 This work would be enhanced by greater representation by Transport for the North on the programme boards which govern the development and delivery of major schemes. Currently Transport for the North are represented at North East and North West Programme Boards but not TRU Programme Board, NPR Programme Board and East Coast Mainline Programme Board where key schemes of importance to the North are governed. Attendance of these boards would provide the opportunity for Transport for the North to ensure developments align with the ambitions of our Strategic Transport Plan.
- 6.4 Early work by the industry looking at the integration of major schemes has identified the need for interventions between Manchester Piccadilly and Stockport to address capacity constraints. There is an urgency to these interventions in preparation for HS2 'classic compatible' services operating on the route during the construction of HS2 Phase 2B.
- 6.5 Currently, all available train paths through Stockport are in use, with limited opportunity for additional services, including local aspirations – first identified in the Northern Franchise agreement from 2016. When HS2 'classic compatible' services begin to operate (three HS2 services via Crewe plus one conventional West Coast Mainline service via Stoke-on-Trent operating each hour) it will mean more services will be planned than can be accommodated, requiring the need for Stockport Area to be designated as congested infrastructure.
- 6.6 As seen with the Castlefield Corridor, and resulting December 2022 timetable change, the immediate response to congested infrastructure is to reduce the quantity of services. Therefore, without prior intervention in the Stockport area it can be assumed that local services will need to be compromised to accommodate HS2 'classic compatible' services between 2035 and 2040, and the aspirations for additional local and regional services will not be realised, affecting connectivity across the North. The industry is aware of this risk, and is working to develop solutions, however the process for designating congested infrastructure is not currently applicable.
- 6.7 At the last meeting of the Committee, members sought clarification on the process for formal recognition of 'Congested Infrastructure'. Regulation 26 within The Railways (Access, Management and Licensing of Railway Undertakings) Regulations 2016 sets out circumstances where Network Rail must make a declaration of congestion. These are:
- a) Where, after co-ordination of requests for capacity, it is not possible to satisfy all those requests adequately; or*

b) Where, during timetable preparation, Network Rail considers that an element of the infrastructure is likely to become congested during the next timetable period.

6.8 Currently the timescales for consideration of congested infrastructure are one year. As such, Stockport area has not yet been designated as the planned uplift in service is more than one year away from being proposed.

6.9 Transport for the North, through our Statutory Advice, recommend changes to the process to allow designation with sufficient notice for infrastructure solutions to be explored and delivered to avoid the need for service compromises. For example, if the process allowed and designation of Stockport as congested infrastructure was applied in 2024, it would give a period of 11 years, ample time for the industry to effectively intervene and prepare the network to accommodate both HS2 'classic compatible' services and an increase in local and inter-regional services, realising enhanced connectivity and improved economic performance.

7. Revised Statutory Advice for Manchester

7.1 Following discussion at Rail North Committee on 7 June 2023, and further discussion with Partners and industry, changes have been made to the proposed Revised Statutory Advice for Manchester, including:

- Reinforcing the position that the December 2022 timetable is a distressed timetable. Whilst some service enhancements have been delivered, other routes have seen services removed and both capacity and connectivity affected in order to deliver improved resilience and reliability. The performance improvement must be commended, but at the same time it must be recognised that the timetable is an interim measure whilst additional infrastructure is developed and delivered
- Making clear that capacity increases resulting from investment through the Manchester and North West Transformation Programme must be prioritised for the reinstatement of local and regional services, as per its purpose
- Making clear that any reduction in local or regional services to accommodate major schemes, even if temporary, is unacceptable, and the primary solution must be the provision of additional infrastructure where necessary to facilitate the integration of major schemes
- Strengthening messaging on the issues arising in the Stockport area, highlighting the need for it to be designated as 'congested infrastructure' with recommendations for how the process of designation should be amended
- Recommendation for work by Network Rail to identify infrastructure interventions in the Stockport area and at Manchester Piccadilly as part of Configuration State 4 be completed in early 2024, with interventions delivered ahead of the operation of HS2 'classic compatible' services
- Seeking support for the development of the Blueprint for the North, and for adoption of this by the North of England Integration Board as the overarching plan for the development and implementation of infrastructure and service changes.

7.2 As before, the Revised Statutory Advice for Manchester avoids specifying outputs, and instead seeks outcomes for the network, meaning the Advice remains relevant through any changes in approach or solution put forward by industry to deliver the uplift in performance, reliability, capacity, and connectivity needed to help the North prosper.

8. Next Steps

8.1 This report clearly demonstrates the scale and complexity of investment being developed and delivered across the railways in the North, with each scheme intended to deliver benefits to passengers and communities and collectively, if

delivered in lock step with one another, are capable of bringing radical change to the transport network, supporting regional economic growth, decarbonisation, and social benefit.

8.2 It is recommended to:

- Working with industry, Transport for the North will develop the Blueprint for the North, supported by work to understand the aspiration for local services over the same time period to fully understand the scale of the gaps, and inform plans to address these
- Submit updated Statutory Advice for Manchester to the Secretary of State, setting out the challenges in Manchester, and proposed routes to resolution
- Continue to make the case for greater representation by Transport for the North at Programme Boards governing schemes in the North.

9. Corporate Considerations

Financial Implications

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

9.2 Investment decisions to allow Network Rail to develop and deliver infrastructure schemes are subject to Department for Transport and Treasury approval.

Resource Implications

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

Legal Implications

9.4 Transport for the North has power to offer statutory advice to the Secretary of State. There are no other apparent legal implications arising as a result of this report.

Risk Management and Key Issues

9.5 This paper does not require a risk assessment, however, risks relating to any timetable changes and infrastructure enhancements are being identified, assessed, managed, and monitored through the Manchester Task Force. A risk has been included on the Transport for the North Corporate Risk Register in relation to future timetable changes.

Environmental Implications

9.6 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment Directive and therefore does stimulate the need for Strategic Environmental Assessment or Environmental Impact Assessment (EIA). Any infrastructure proposals to improve the capacity and reliability of the system will be subject to EIA Screening, conducted by Network Rail or other responsible delivery agency as part of the consenting process for those projects.

9.7 Delivery of the blueprint will encourage growth of travel by rail services and contribute to environmental targets through reduction in journeys by road.

9.8 Any specific environmental issues will be picked up by Network Rail or other responsible delivery agency in the development and delivery of individual infrastructure interventions.

Equality and Diversity

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

Consultations

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

11. Background Papers

11.1 There are no background papers associated with this report.

12. Appendices

12.1 Revised Statutory Advice for Manchester

Glossary of terms, abbreviations and acronyms used

a) TRU	<i>Transpennine Route Upgrade</i>
b) HS2	<i>High Speed 2</i>
c) NPR	<i>Northern Powerhouse Rail</i>
d) LAIP	<i>Leeds Area Improvement Plan</i>
e) MNTP	<i>Manchester and North West Transformation Programme</i>
f) Trilink	<i>West Coast Mainline North Upgrade</i>
g) LESP	<i>Leeds Existing Station Plan</i>
h) CTT3	<i>Concept Timetable 3</i>
i) EIA	<i>Environmental Impact Assessment</i>
j) MTF	<i>Manchester Task Force</i>
k) ROC	<i>Regional Operations Centre</i>