Transport for the North
Rail North Committee Meeting
Item 11.0

Subject:	Performance Update
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Sponsor:	David Hoggarth
Meeting Date:	8 January 2020

1.	Purpose of the Report:
1.1	The Committee is asked to **note** the contents of the report.

2.	Executive Summary:
2.1	This report provides an update on rail performance in the north.

3.	Performance Overview:
3.1	The new timetable commenced on 15 December 2019. Operators have reported that the integrity and structure of the timetable appears to be working, however a number of different issues have led to unacceptably poor levels of performance. Transport for the North has made it clear to operators that they need to step up and deliver greater certainty and better information to passengers. For Northern; an increase in staff sickness has contributed to a reduction in performance by around 5%. Northern have said that sickness levels will improve over the coming weeks, however the re-introduction of the driver training programme in January will continue to put pressure on performance. For TPE; significant poor performance on the North and West Coast routes has compounded pre-planned cancellations that were implemented prior to the timetable change. Technical issues with new CAF rolling stock, challenges around increased maintenance and delays to driver training have led to an unacceptably poor service. Transport for the North has been clear that TPE needs to focus on delivering a more robust service to passengers and improve information flows. Representatives from the train operators have been asked to attend the meeting.

3.2	For the previous period under review reliability declined and remains lower than previously achieved earlier in 2019. PPM scores for both TOCs are under 70%, with levels of cancellations and seriously late trains averaging 9% for Northern and 13.9% for TPE.
3.3	Flooding, extreme weather events as well as ongoing traincrew and fleet issues, have significantly impacted on reliability in recent months.
3.4	A revised methodology for measuring the number of passengers affected by crowding is being developed in conjunction with the operators and will be presented in future reports. Progress has been made with TPE and Northern to identify seat volume capacity for December 2019. New passenger loading information will be baselined against the planned seat volumes for the December 19 timetable.
3.5	Transport for the North is also continuing to provide strategic analysis of some of the wider trends across the industry, such as the relationship between frequency and reliability. This remains a work in progress but will feed into future requirements for train service specification.

4.	**TransPennine Express Performance:**
	Public Performance Measure
4.1	For Period 9 covering the 28 days between the 10 November 2019 and 7 December 2019, TPE's Public Performance Measure (PPM) averaged **57.9%.** This compares to a year ago when in 2018 the average PPM figure was **65.3%** for November 2018 and **77.9%** for December 2018.
	Cancellations
4.2	For Period 9 covering the 28 days between the 10 November 2019 and 7 December 2019, an average of 61 trains were cancelled (or part cancelled) each day. This represents 19% of the overall number of services. Of these, approximately 39% were caused by other train operators or Network Rail. An average of 37 trains per day were cancelled due to TPE-related causes.
	Capacity Delivery
4.3	TPE are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. We are hoping to integrate this in the new year once the December 2019 train plan is in full operation and we have an updated set of passenger count data.

5.	**Northern Performance:**
	Public Performance Measure
5.1	Over the last 28 days of operation for which detailed data is available (5 November to 2 December 2019) Northern's Public Performance Measure (PPM)averaged **63.8%**. This compares to a year ago when in November 2018 the average PPM figure was **67.5%.**
	Cancellations
5.2	Over the 28 days of operation between 5 November 2019 and 2 December 2019, an average of 211 trains were cancelled (or part cancelled) each day. This represents approximately 8.1% of the overall number of services. Of these, approximately 32% were caused by other train operators or Network Rail. An average of 144 trains per day were cancelled due to Northern-related causes.
5.3	Northern have continued to implement pre-planned cancellations on Sundays in the North West (excluded from the statistics above).
	Capacity Delivery
5.4	Northern are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. We are hoping to integrate this in the new year once the December 2019 train plan is in full operation and we have an updated set of passenger count data.

| 6.	**Appendices:**
6.1	Appendix 1 – TransPennine Express Performance Charts
6.2	Appendix 2 – Northern Summary Performance Charts
6.3	Appendix 3 – Northern Service Group Analysis
6.4	Appendix 4 – National Comparisons

Appendix 1: TransPennine Express Performance Charts

Public Performance Measure

The chart below shows the percentage of trains arriving at their destination station within 10 minutes, including a breakdown by TPE route. A 28-day moving average is shown up to Period 8, in order to show recent trends without the day-to-day variation of extreme weather events, for example.

TPE's 28-day average PPM had increased from approximately **83%** at the beginning of January to **88%** by the end of April, and **84%** by the end of June. PPM has since decreased following a downturn in August and over the past couple of months. Recent statistics show that PPM is averaging **57.9%** over the last 28 days. PPM for fast services on the North Route is **47.7%**.

In 2019 TPE's average PPM score was **65.3%** for November, and **77.9%** for December. Comparisons with industry averages are shown in Appendix 4.
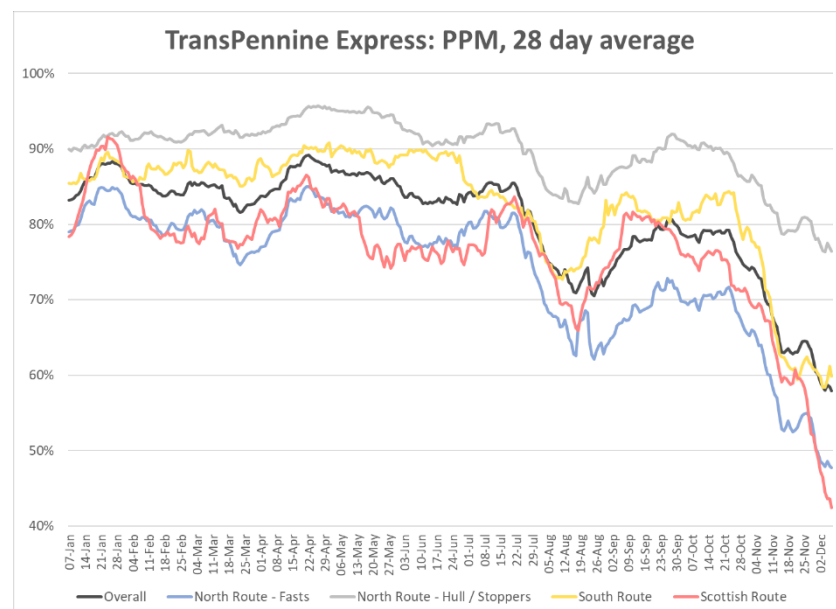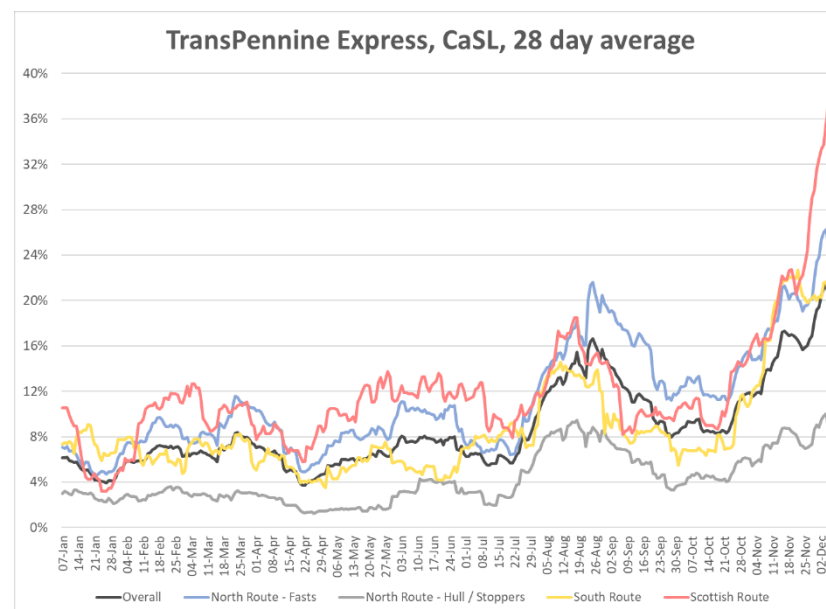

Source: TPE performance reports – provisional data, prior to final reconciliation

Cancelled / Over 30 mins Late

Over the same period, the chart below shows the proportion of trains cancelled or over 30 minutes late, as a 28-day moving average.

Consistent with the PPM chart, the level of disruption has worsened over the last 4 weeks leading to an overall CaSL of **21.3%** for the last 28 days. CaSL statistics for fast services on the North route and for Scottish services show an average of **26.1%** and **39.1%** respectively. Analysis of factors causing cancellations is shown overleaf.

In 2018 TPE's average CaSL score was **14.1%** in November, and **8.2%** in December. Comparisons with industry averages are shown in Appendix 4.

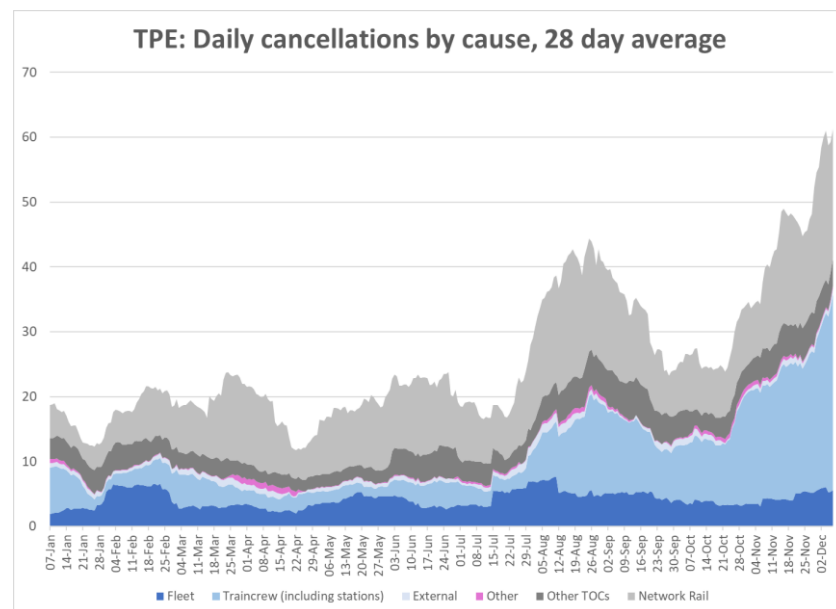Source: TPE performance reports – provisional data, prior to final reconciliation

Cancellations by Cause

The chart below shows the cause of cancellations and part cancellations on TPE services across all routes. A 28-day moving average is shown up to Period 8.

In the last 4 weeks the average number of cancellations and part-cancellations per day has increased to an average of 61 per day. With an average of 325 trains planned per day, this equates to approximately **19%** of the total.

The chart below shows TPE-caused cancellations averaging 37 per day for the last 4 weeks, significantly higher than previously in 2018. This has been caused in part by driver training requirements for new trains and the over-stretching of the existing rolling stock, contributing to an average of 30 traincrew cancellations per day and 6 fleet cancellations per day.

Network Rail cancellations have increased to an average of 20 per day, with other TOCs causing an average of 4 cancellations per day.

Source: TPE performance reports – provisional data, prior to final reconciliation

Capacity Delivery

Positive progress has been made with TPE in developing a revised methodology, with reliability data being supplied to support this. TPE are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. We are hoping to reflect this for the next report once this methodology has been finalised, the latest December 2019 train plan analysed, and updated passenger counts are received.

Total Complaints

The number of complaints by rail period is shown below. Whilst the number of complaints has gone down since the timetable change in December 2018, recent performance has contributed to increases since Period 2.

There has been an increase in complaints in Period 9, which is in line with the continued performance challenges.
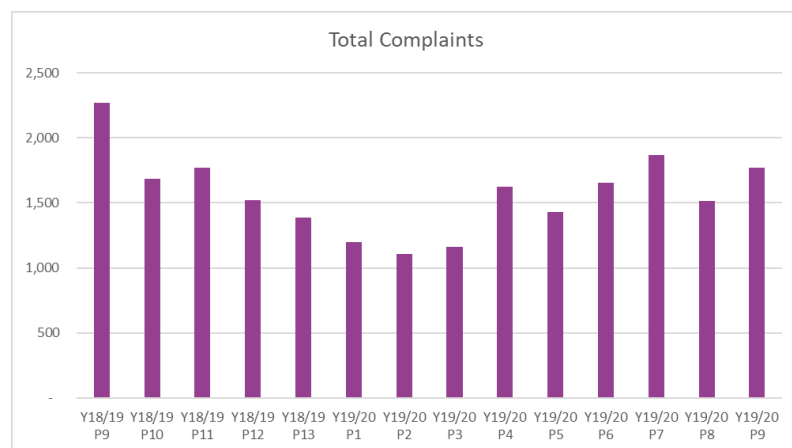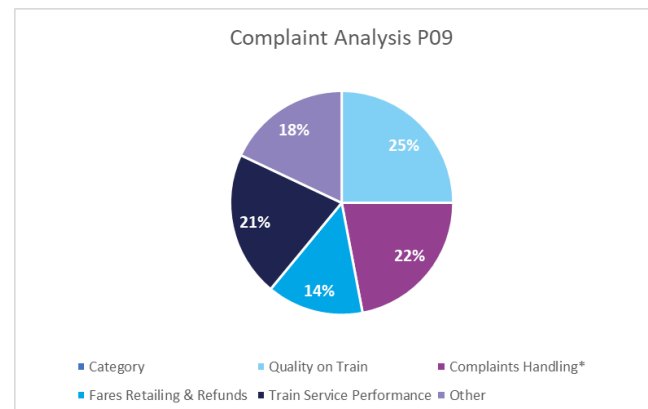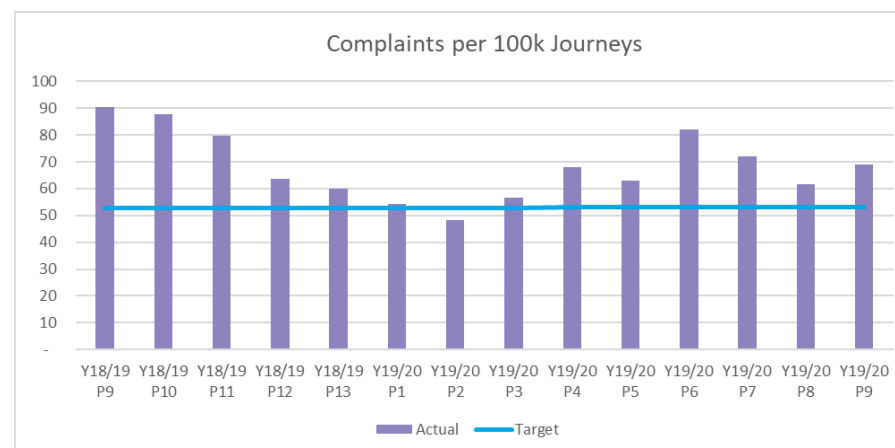
Complaints Analysis

The bar chart below shows the rate of complaints per 100,00 passenger journeys. This is shown against the target for 2019/20. This graph reflects the number of complaints received last year, peaking in late 2018.

The pie chart shows the percentage of complaints by category in Period 9 of 2019/20. The most significant area of complaint is Quality on Train (which includes crowding). The categories included are based on the top 4 complaints categories over the past 12 months.

Total Complaints

Source: TPE

Complaints per 100k Journeys

Complaint Analysis P09

- Category
- Quality on Train
- Complaints Handling*
- Fares Retailing & Refunds
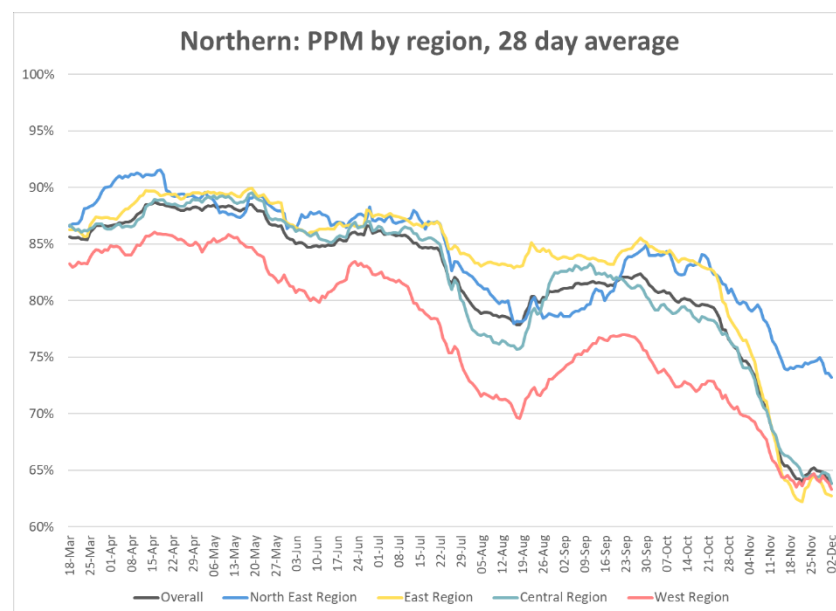- Train Service Performance
- Other

Source: TPE

Appendix 2: Northern Summary Performance Charts

Public Performance Measure

The chart below shows recent PPM figures for Northern, disaggregated by region. A 28-day moving average is shown, in order to show recent trends without the day-to-day variation of extreme weather events, for example.

Recent statistics show that Northern's overall PPM is averaging **63.8%** over the last 28 days; this is generally consistent across the different regions with the exception of the North East Region which is performing at **73.2%** on average.

In November 2018 Northern's average PPM score was **67.5%**. Comparisons with industry averages are shown in Appendix 4.
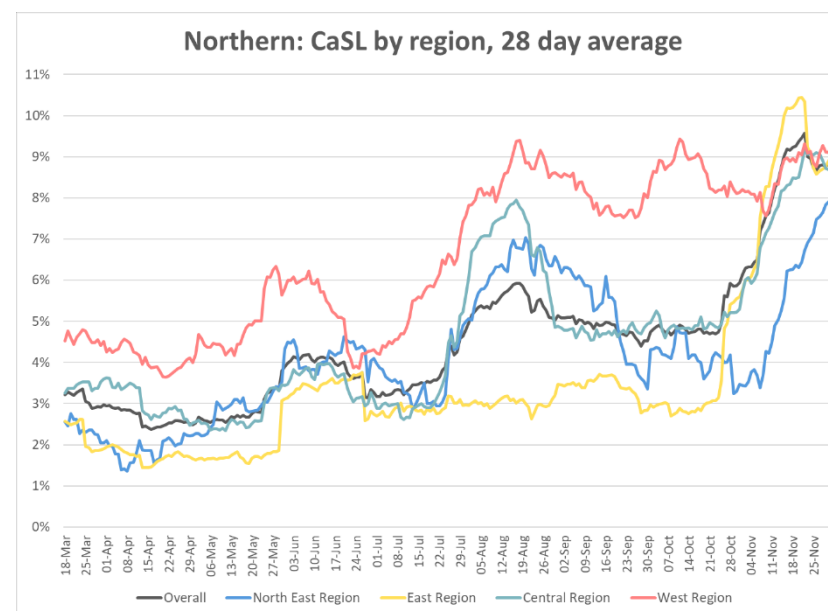

Source: Northern performance reports – provisional data, prior to final reconciliation

Cancelled / Over 30 mins Late

The chart below shows the percentage of trains cancelled or over 30 minutes late, split by region.

Disruption across the network, has led to Northern's CaSL score of **9%** for the last 28 days. Both Northern- and Network Rail-caused delays are contributing to this, with analysis of factors causing cancellations being shown overleaf.

In November 2018 Northern's CaSL score was **4.6%.** Comparisons with industry averages are shown in Appendix 4.

Source: Northern performance reports – provisional data, prior to final reconciliation

TOC-on-Self Cancellations by Region

The chart below shows the cause of cancellations and part cancellations on Northern services across all routes. As for other statistics a 28-day rolling average is used.

In the last 4 weeks the average number of cancellations and part-cancellations has been 211 per day; with an average of 2,621 trains planned per day, this equates to approximately **8.1%** of the total.

Northern-caused cancellations average 144 per day, driven by traincrew-related cancellations (averaging 74 per day) and fleet (56 per day).

Over recent weeks, Network Rail-related causes have accounted for approximately 58 cancellations per day, with other TOCs accountable for approximately 9 cancellations per day.
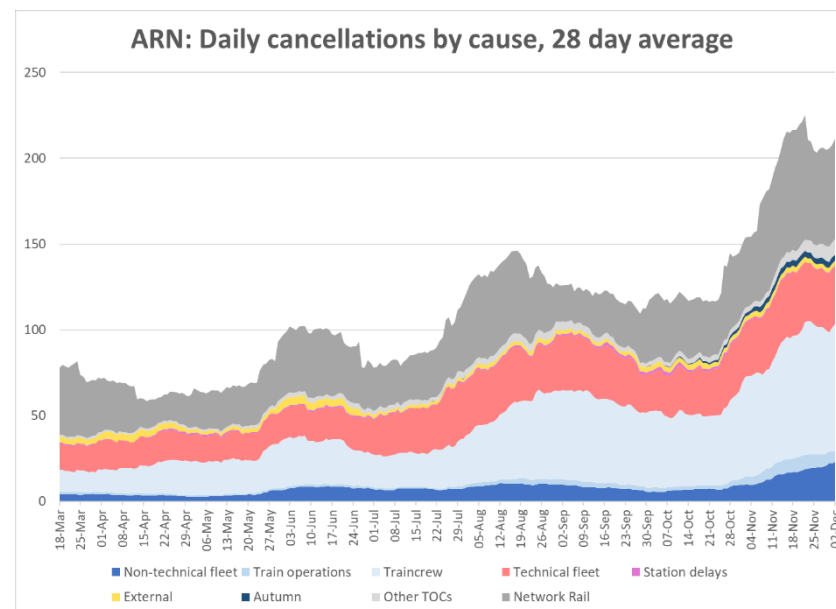
Capacity Delivery

Northern's analysis of capacity delivery shows that in Period 7 of 2019/20 (15th September 2019 to 12th October 2019) an average of 112 passengers a day were unable to board. This included 85 passengers per day on Manchester-based route and 27 Leeds -based passengers.

Northern are currently working with Transport for the North to update the methodology for reporting capacity statistics and estimates of passenger crowding. We are hoping to reflect this for the next report once this methodology has been finalised, the latest December 2019 train plan analysed, and updated passenger counts are received.

ARN: Daily cancellations by cause, 28 day average

Source: Northern performance reports – provisional data, prior to final reconciliation

Complaints per 100,000 Journeys

The bar chart below shows the rate of complaints per 100,000 journeys for the last 11 rail periods. The statistics show that this rate peaked in the early part of 2019.

Complaints received during this period increased by circa 800 as a direct result of the poor weather conditions and service cancellations, in addition to the ongoing issues relating to weekend cancellations in the Manchester area.
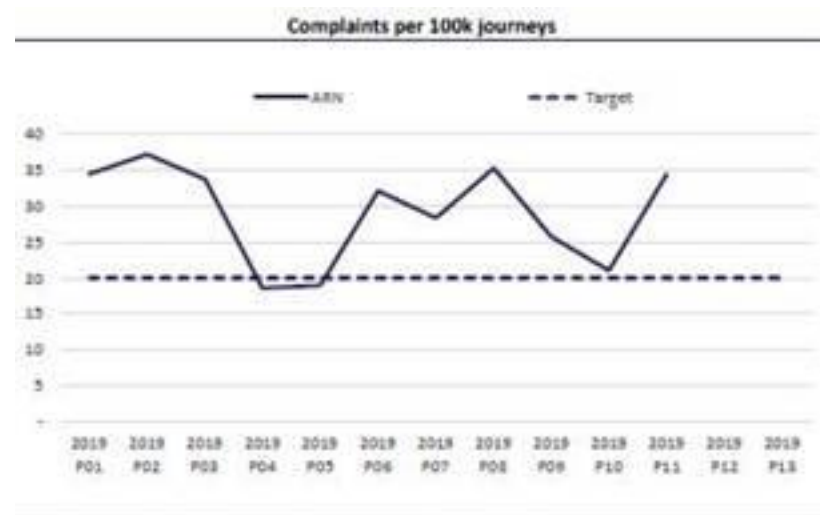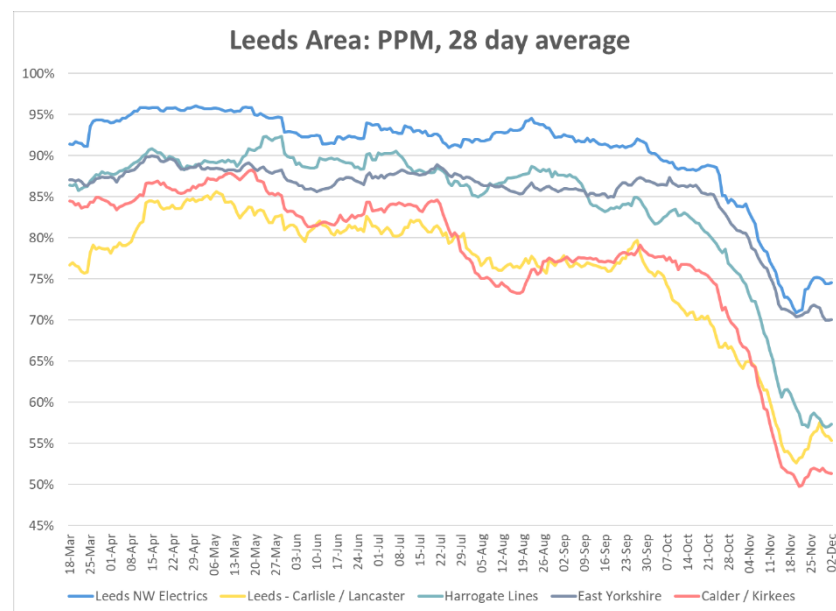

Source: Northern

Appendix 3: Northern Service Group Analysis

Leeds Area: Public Performance Measure

The chart below shows recent PPM figures for Leeds NW Electrics, Carlisle / Lancaster, Harrogate, East Yorkshire and Calder / Kirklees. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The PPM scores reflect the deterioration in reliability in recent months. Calder Valley, Carlisle / Lancaster, and Harrogate services have been the worst affected, with PPM averaging 51%-57% over the last 28 days. Significant incidents contributing to this include flooding, unit faults, circuit failure, and damage to OLE. Traincrew and fleet issues also continue to be a problem.

Leeds Area: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the Leeds area (the rail industry's CaSL measure). A 28-day moving average is used.

In line with the PPM chart, CaSL statistics increased for all service groups, particularly for Calder Valley services which have been significantly affected by cancellations and disruption caused by flooding. For these services, the average CaSL figure has increased from approximately 7% in the middle of October, to around 19% in the middle of November. There has been some improvement in recent weeks.

Leeds NW Electrics
Leeds / Bradford FS – Skipton
Leeds / Bradford FQ – Ilkley
Leeds – Bradford Foster Square

Leeds – Carlisle / Lancaster
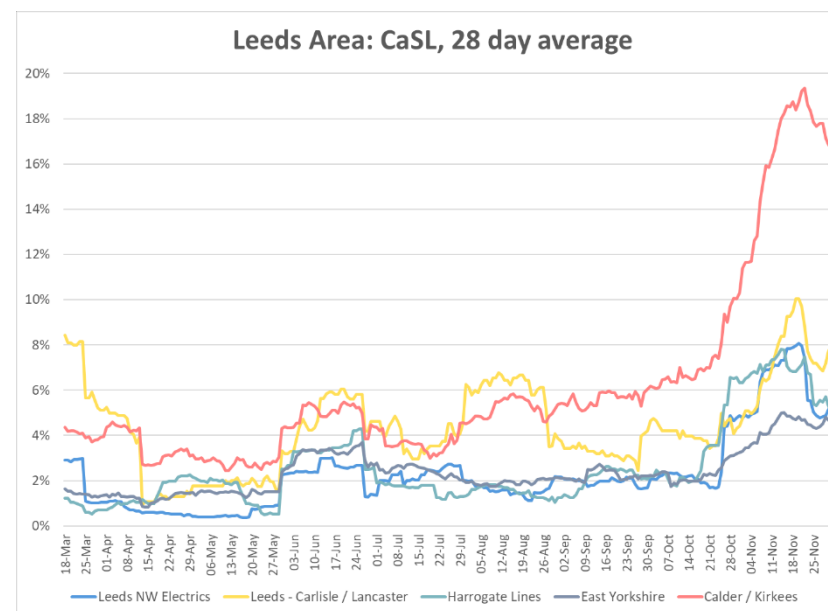Leeds – Lancaster / Morecambe
Leeds – Carlisle
Harrogate Lines
Leeds – Harrogate – York
Leeds – Knaresborough

East Yorkshire
Hull – Scarborough
Hull – York
Leeds – Selby
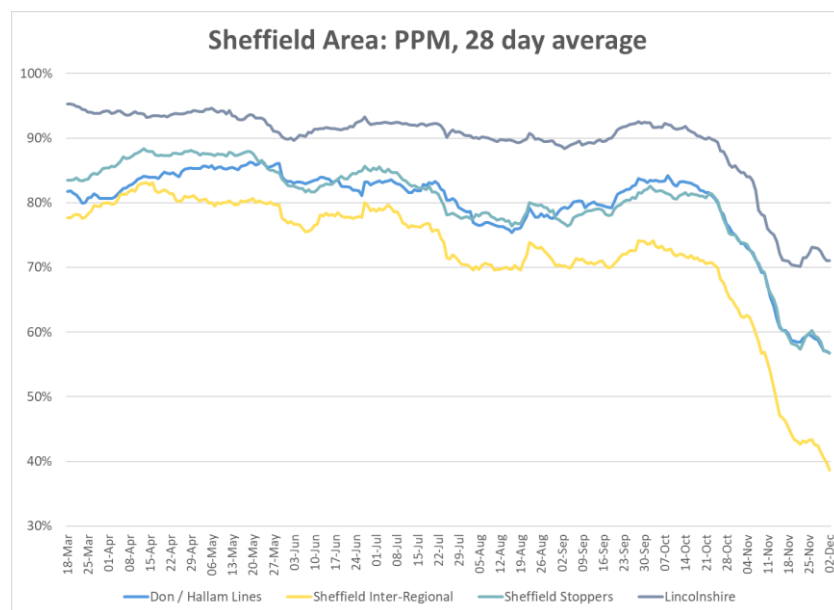Leeds – York
York – Huddersfield

Calder / Kirkees
Blackpool North – Leeds/Yrk
Blackpool Nth – Leeds
Huddersfield – Wakefield Kirkgate
Southport – Leeds
York/Selby – Manchester Victoria

*Please note all numbers are provisional as supplied prior to final reconciliation.

Sheffield Area: Public Performance Measure

The chart below shows recent PPM figures for Don / Hallam lines, Lincolnshire, and inter-regional / stopping services around Sheffield. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The statistics show PPM to decrease for all service groups over the past two months. For Inter-regional trains, Don / Hallam lines, and stopping services, the average PPM has fallen below 60%, while the PPM remains just over 70% for Lincolnshire lines. Inter-regional services have been the worst affected, with PPM averaging 39% for the last 28 days. Significant flooding at Kirk Sandall and Mexborough in particular has contributed to this, along with ongoing fleet and increasing traincrew-related issues.

Sheffield Area: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the Sheffield area (the rail industry's CaSL measure). A 28-day moving average is used.

Reflective of disruption across the network, CaSL figures increased significantly over the past 2 months for all service groups. Inter-Regional services continue to have a higher level of disruption, with CaSL averaging 19% for the last 28 days. The statistics show some improvement in the middle of November, but cancellations and delays have started to increase again over the last couple of weeks, particularly for Lincolnshire lines and stopping services.

Don / Hallam Lines
Leeds – Sheffield via Moorthorpe
Doncaster – Leeds
Leeds – Barnsley -Sheffield (Stoppers)
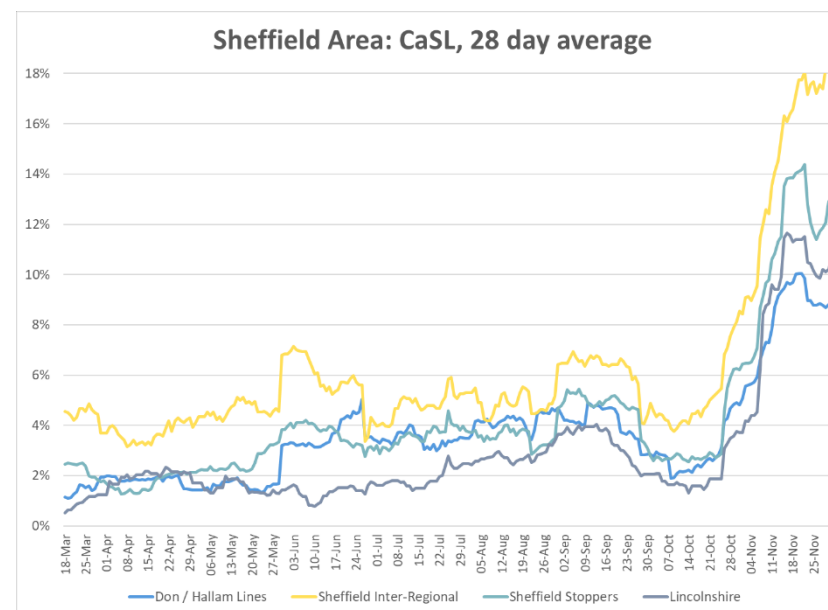Leeds – Knottingley
Goole – Leeds

Sheffield Inter-Regional
Leeds – Lincoln via Sheffield
Leeds – Nottingham
Nottingham – Sheff – Barnsley – Leeds

Sheffield Stoppers
Adwick – Sheffield
Hull – Sheffield
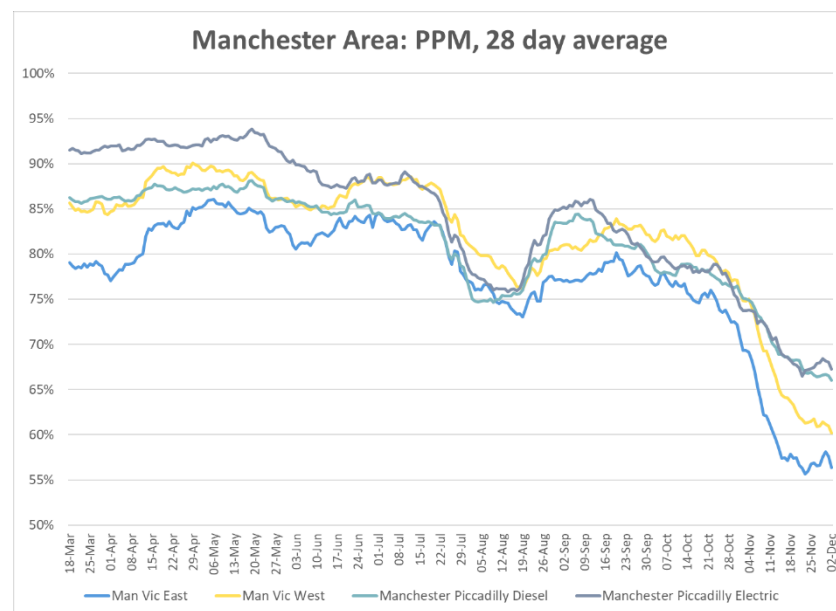Sheffield – Huddersfield
Sheffield – York

Lincolnshire
Cleethorpes – Gainsborough
Barton on Humber – Cleethorpes
Doncaster – Scunthorpe
Sheffield – Lincoln

*Please note all numbers are provisional as supplied prior to final reconciliation.

Manchester Area: Public Performance Measure

The chart below shows recent PPM figures for Manchester-based service groups serving Piccadilly and Victoria. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

PPM has declined for all service groups since September, falling below 70%. Manchester Victoria East and West lines have been the worst-affected, with PPM averaging 56% and 60% respectively for the last 28 days. Notable incidents contributing to this include severe flooding at Walsden, signalling issues, and increasing traincrew-related incidents.

Manchester Area: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the Manchester area (the rail industry's CaSL measure). A 28-day moving average is used.

As previously, the level of cancellations is generally lower for Manchester Piccadilly-based services. The level of disruption for Manchester Victoria East services remains a concern, as average CaSL figures have increased to just over 17% in recent weeks. Disruption also continues to affect Manchester Victoria West services, with CaSL averaging 12% for the last 28 days.

Manchester Area: PPM, 28 day average

Legend: Man Vic East — Man Vic West — Manchester Piccadilly Diesel — Manchester Piccadilly Electric

Manchester Area: CaSL, 28 day average

Legend: Man Vic East — Man Vic West — Manchester Piccadilly Diesel — Manchester Piccadilly Electric

Man Vic East
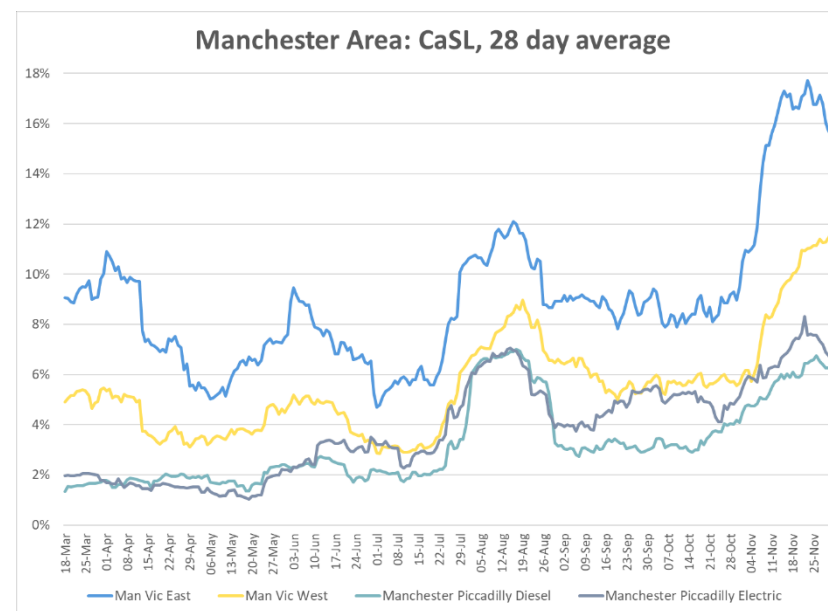Blackburn – Man Vic via Todmorden
Man Vic – Castleton – Rochdale
Man Vic – Stalybridge

Man Vic West
Clitheroe – Man Vic via Bolton
Kirby – Man Vic
Rochdale – Blackburn
Wigan – Stalybridge

Manchester Piccadilly Diesel
Man Picc – Huddersfield
Man Picc – Chester
Man Picc – Marple/Rose Hill
Man Picc – New Mills Central
Man Picc – Sheffield
Man Picc/Deansgate – Hazel Grove – Buxton
Southport – Alderley Edge

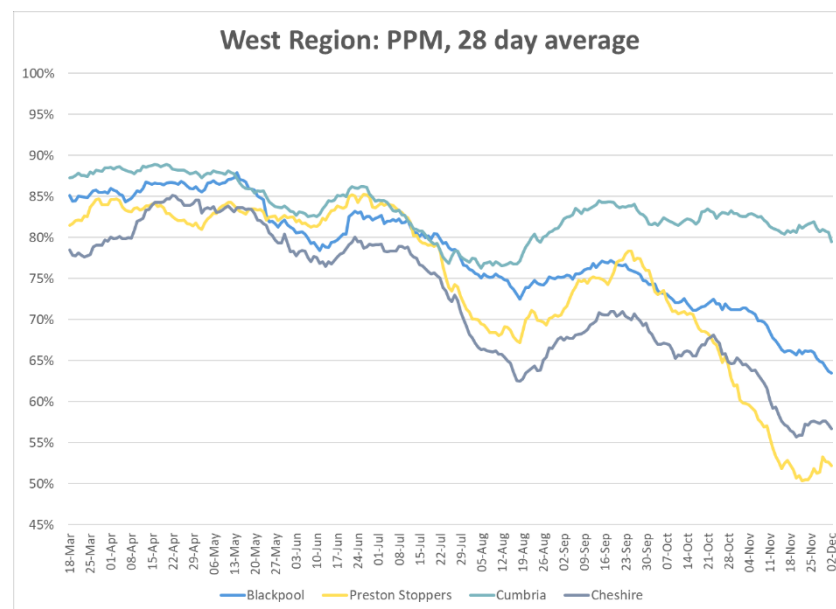**Manchester Piccadilly Electric**
Man Picc – Stockport – Alderley Edge/Crewe
Man Picc – Crewe via Stockport
Man Picc – Crewe via Man Airport
Man Picc – Hadfield
Man Picc – Hazel Grove
Man Picc – Macclesfield – Stoke On Trent

*Please note all numbers are provisional as supplied prior to final reconciliation.

West Region: Public Performance Measure

The chart below shows recent PPM figures for Blackpool, Preston, Cumbria and Cheshire service groups. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

PPM scores have decreased to below 65% for all service groups apart from Cumbria, which averages just under 80% for the last 28 days. The decrease has been most pronounced for Preston and Cheshire based services which average 52% and 57% respectively. The main causes for this deterioration in performance include flooding events and ongoing traincrew-related issues.

West Region: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the West Region. A 28-day moving average is used.

As for the PPM scores, a higher level of cancellations and seriously late trains is typically seen for Cheshire-, Blackpool-, and Preston-based services. Cheshire services have been particularly affected by cancellations, with CaSL figures averaging just under 12% for the last 28 days.

West Region: PPM, 28 day average

West Region: CaSL, 28 day average

Blackpool
Blackpool Nth – Liverpool
Blackpool Nth – Liverpool (Stoppers)
Blackpool Nth – Man Airport (Express)
Blackpool Nth – Preston
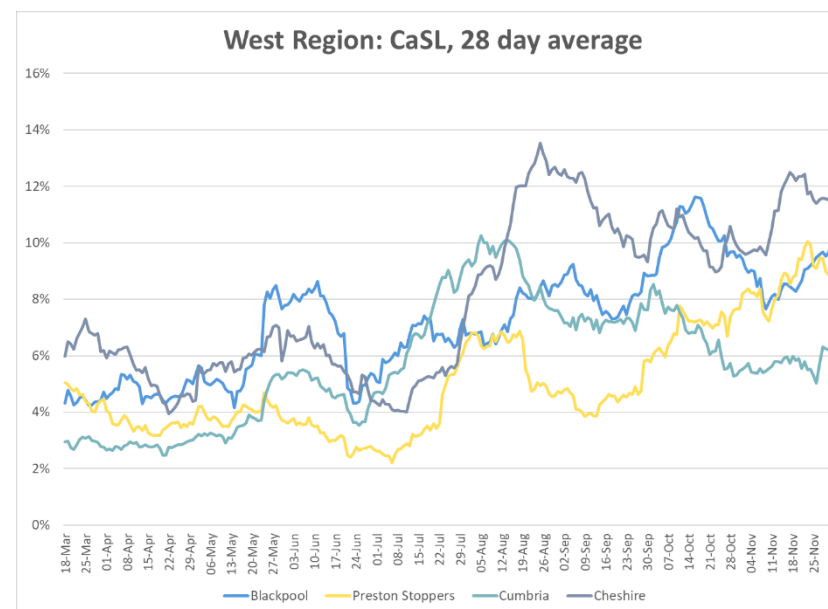Liverpool – Preston – Blackpool

Preston Stoppers
Blackpool South – Colne
Man – Blackpool Nth (Stoppers)
Man – Preston (Stoppers)
Preston – Ormskirk

Cumbria
Barrow – Preston
Cumbria Coast
Lancaster – Morecambe
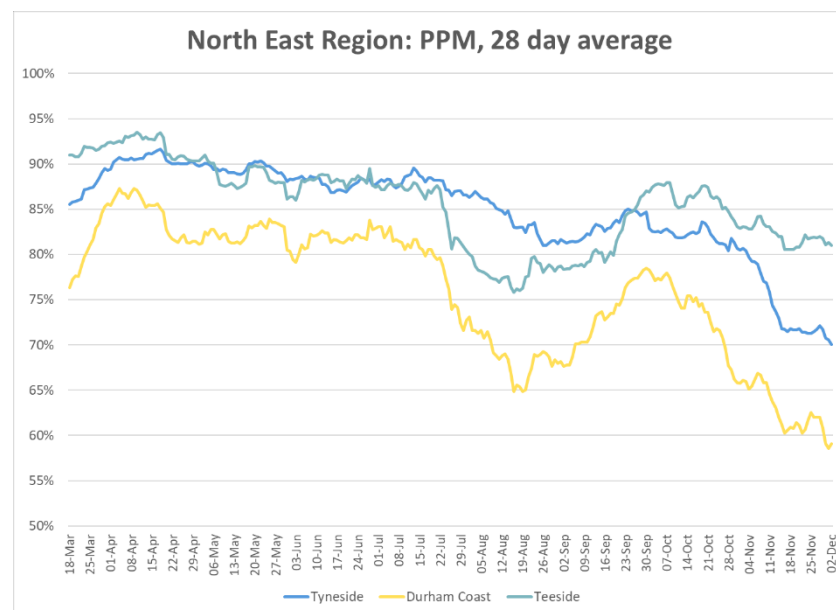Man Airport – Preston / Barrow
Windermere – Oxenholme

Cheshire
Liverpool – Crewe via Man Picc
Liverpool – Man Airport via Warrington Central
Liverpool – Oxford Road via Warrington Central
Liverpool – Wigan North Western
Liverpool – Warrington BQ – Ellesmere Port

*Please note all numbers are provisional as supplied prior to final reconciliation.

North East Region: Public Performance Measure

The chart below shows recent PPM figures for Tyneside, Durham Coast and Teeside service groups. A 28-day moving average is shown, to show recent trends without the day-to-day variation of extreme weather events, for example.

The regional comparison in Appendix 2 shows that overall the North East Region have had higher PPM scores on average over the past couple of months. However, disruption to Durham Coast services has continued, leading to a decrease in the PPM score from approximately 79% for September, to 59% on average for the last 28 days. This has been driven mainly by Northern's own fleet issues which have been increasing in recent weeks. Teeside services remain above 80%.

North East Region: Cancelled / Over 30 mins Late

For the same service groupings as used for PPM, the chart below shows the percentage of trains cancelled or over 30 minutes late in the North East Region area (the rail industry's CaSL measure). A 28-day moving average is used.

The level of cancellations and seriously late trains has increased for all North East services over the past 5-6 weeks. As reflected in the PPM scores, significant disruption to Durham Coast services has led to a steep increase in average CaSL figures from approximately 4% to 13%.

North East Region: PPM, 28 day average

North East Region: CaSL, 28 day average

Tyneside
Chathill – Newcastle
Saltburn – Chester Le Street – Carlisle
Newcastle – Carlisle
Newcastle – Hexham

Durham Coast
Newcastle – Middlesbrough
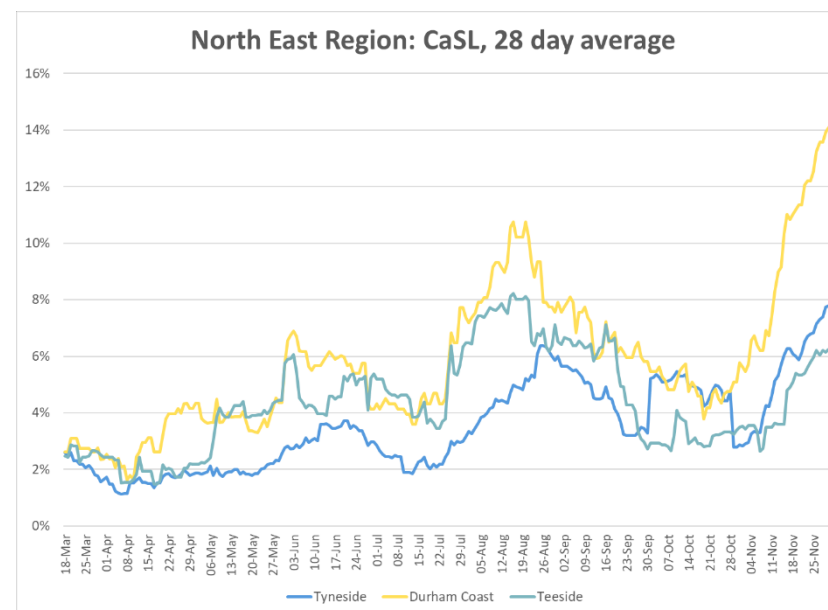
Teeside
Saltburn – Bishop Auckland
Whitby – Middlesbrough

*Please note all numbers are provisional as supplied prior to final reconciliation.
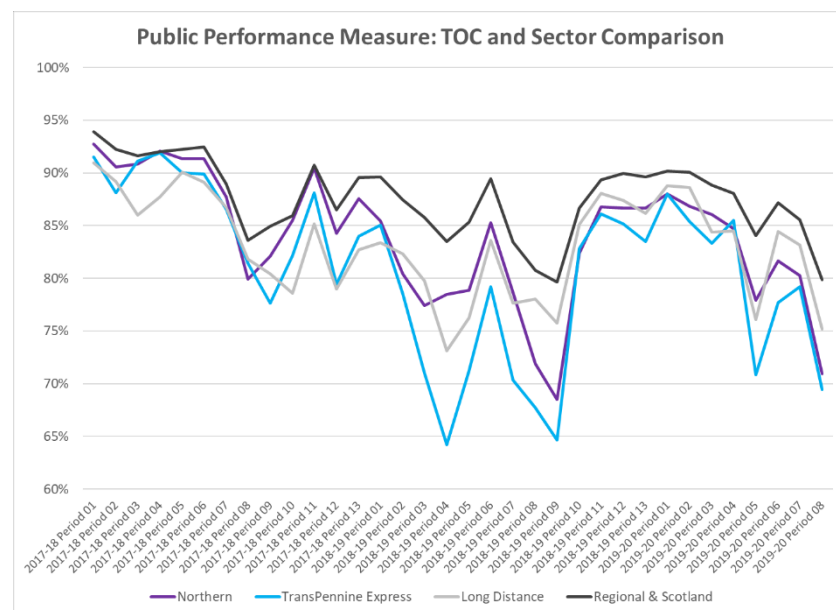
Appendix 4: National Comparisons

Public Performance Measure

The chart below shows the PPM for Northern, TPE, long distance operators and regional operators, from April 2017 to November 2019.

Northern's PPM is typically slightly lower than the national average for regional operators, partly due to the age of their rolling stock. TPE's PPM was previously slightly higher than the industry average for long distance operators, but over the last year it has been lower than the sector average.

Figures have generally improved since December 2018, when timetable changes were made to increase reliability. However, figures for Period 7 and 8 show a return to lower PPM scores last seen in the latter half of 2018, averaging at around 70% for Northern and TPE.

Cancelled / Over 30 mins Late

The chart below shows the percentage of Cancelled / Seriously Late trains for Northern, TPE, long distance operators and regional operators, from April 2017 to November 2019.

Northern's statistics have generally been in line with the national average for regional operators, apart from a couple of periods during which levels have risen to over 6%. TPE's figures have at times been significantly higher than the national average for long distance operators.

Following an improvement in the early part of 2019, the figures for Period 8 show Northern figures to be higher than the regional average at just under 8%, and TPE figures to be significantly higher than the long distance operators, averaging at around 14%.
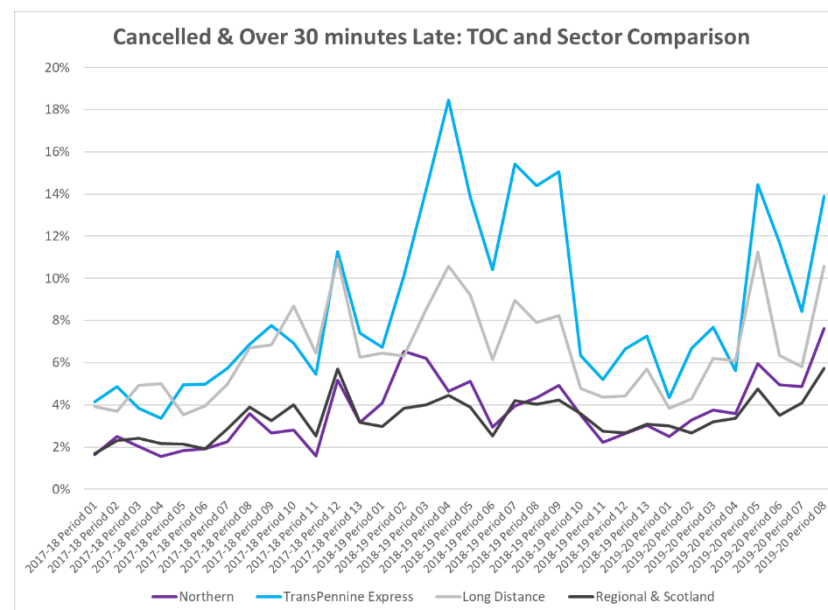
Source: ORR website

Source: ORR website

Complaints per 100,000 passenger journeys

The table below shows the number of complaints per 100,000 passenger journeys for franchised operators. Data is shown quarterly and runs to 2019/20 Quarter 1, ending in June 2019. TOCs have been ranked according to the latest Quarter's results. Both operators have improved on their position from 2018/19 Quarter 4.

TPE were ranked 6th of all operators in terms of claim rate (previously 4th). The claim rate has increased from **38.7** at the start of the franchise to **48.9** by 2019/20 Quarter 1.

Northern were ranked 12th (previously 10th). The claim rate has increased from **11.0** in 2016/17 Quarter 1, to **24.5** by 2019/20 Quarter 1.

Franchised Operator	2016-17 Quarter 1	2016-17 Quarter 2	2016-17 Quarter 3	2016-17 Quarter 4	2017-18 Quarter 1	2017-18 Quarter 2	2017-18 Quarter 3	2017-18 Quarter 4	2018-19 Quarter 1	2018-19 Quarter 2	2018-19 Quarter 3	2018-19 Quarter 4	2019-20 Quarter 1
Caledonian Sleeper	:	:	228.8	72.5	195.5	154.5	123.1	60.7	123.2	122.8	270.4	114.9	205.7
Virgin Trains West Coast	172.9	144.1	135.5	165.9	157.6	154.2	155.7	177.2	191.4	168.5	141.5	153.0	143.0
London North Eastern Railway	164.7	66.4	101.2	103.1	95.7	142.2	134.7	96.1	102.7	117.2	102.7	130.3	126.5
CrossCountry	56.4	59.9	53.8	52.2	42.0	56.8	77.8	85.1	58.7	63.4	64.6	48.6	52.9
Great Western Railway	29.4	26.9	25.8	38.7	38.6	43.5	51.7	61.7	61.2	78.7	63.3	51.1	52.3
TransPennine Express	38.7	22.8	27.8	61.4	41.3	36.9	42.6	57.9	50.0	53.4	76.2	60.6	48.9
East Midlands Trains	54.9	54.2	38.9	47.9	51.9	45.8	55.2	54.0	43.9	59.5	71.6	54.1	48.7
TfW Rail	70.9	74.7	28.0	35.3	105.8	46.2	54.0	61.2	60.9	71.4	50.8	46.7	42.2
ScotRail	23.7	25.5	24.1	22.9	24.0	29.3	30.6	30.3	22.7	28.7	29.6	42.0	30.6
Greater Anglia	49.4	51.9	67.5	67.4	57.9	52.1	48.3	59.6	30.9	34.0	38.5	36.3	28.2
c2c	29.7	31.5	35.3	30.2	22.3	22.2	21.1	18.6	26.2	20.9	28.9	22.5	27.6
Northern	11.0	15.5	17.8	23.1	16.0	18.2	13.2	13.8	25.9	56.5	51.6	40.5	24.5
West Midlands Trains	33.4	35.2	39.4	33.9	31.4	31.0	38.5	28.2	20.7	21.2	19.0	18.5	23.2
South Western Railway	15.4	23.5	24.6	17.6	22.2	20.4	23.1	21.4	19.1	24.3	23.7	28.4	20.3
Chiltern Railways	32.7	33.1	28.9	27.8	24.2	24.3	22.9	21.7	21.3	24.2	22.2	23.9	19.8
Southeastern	18.7	23.8	27.6	32.9	27.2	26.7	28.3	37.1	32.5	24.7	22.0	26.0	16.9
Govia Thameslink Railway	21.7	31.6	32.1	29.3	16.2	19.2	16.3	12.8	20.0	20.2	12.8	11.8	11.6
Merseyrail	9.7	8.5	9.4	12.1	8.1	8.4	11.1	8.7	5.8	10.1	9.5	10.8	7.2
TfL Rail	2.8	2.2	3.6	2.9	1.7	1.6	3.1	3.9	2.4	2.6	2.9	2.2	1.9
London Overground	2.8	2.4	1.9	1.5	1.2	1.3	2.1	2.3	1.0	0.7	0.6	0.5	0.5

Source: ORR website. Data for the current year are provisional.

TRANSPORT FOR THE NORTH

List of Background Documents:

There are no background papers to this report.

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

Consideration	Comment	Responsible Officer	Director
Equalities	A full impact assessment has not been carried out because the report is for noting.	David Hoggarth	David Hoggarth

Environment and Sustainability

	No

Consideration	Comment	Responsible Officer	Director
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report is for noting.	David Hoggarth	David Hoggarth

Legal

	No

Consideration	Comment	Responsible Officer	Director
Legal	There are no apparent legal implications for Transport for the North – the rail franchise contract authority is the DfT.	Deborah Dimock	Julie Openshaw

Finance

	No

Consideration	Comment	Responsible Officer	Director
Finance	There are no financial implications for Transport for the North.	David Hoggarth	David Hoggarth

Resource

	No

Consideration	Comment	Responsible Officer	Director
Resource	The HR Team have confirmed there are on direct resource implications as a result of this report.	David Hoggarth	David Hoggarth

Risk

	No

Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment is not required.	David Hoggarth	David Hoggarth

Consultation

	No

Consideration	Comment	Responsible Officer	Director
Consultation	A consultation has not been carried out because the report is for noting and discussion.	David Hoggarth	David Hoggarth