

Date: 28 September 2018

**Transport for the North**

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*Dear Chris,*

**Re: TransPennine Route Upgrade TfN Board Recommendations**

At the TfN Board on 13<sup>th</sup> September an informed discussion on TransPennine Route Upgrade (TRU) resulted in a set of recommendations being unanimously endorsed, which in accordance with our statutory body status now forms the basis of TfN's strategic advice on TRU.

The TfN recommendations provide a balanced response from the North, recognising the significant benefits of £2.9bn investment in Control Period 6 but reaffirming the importance of achieving in full the high level strategic outputs set out in the Client Development Remit, including the delivery of the option for an hourly freight path for large containers, which was agreed by Rail North and DfT as joint clients in 2016. The TfN advice sets out an approach to secure the greatest impact from planned investment, is broadly supportive of a properly implemented phased approach, and can be summarised as follows:

- a) That DfT should ask for development and design work on an option (an SDO2a) which delivers the key high level strategic outputs in full.
- b) The c£2.9bn of investment indicated to be available for Control Period 6 (2019-24) should be considered as phase 1 of TRU, and the design and implementation of phase 1 should fully support a follow-on phase of investment in Control Period 7 to secure the high level strategic outputs in full.
- c) That the phase 1 works be planned and delivered as part of a phased approach that will avoid reworking or subsequent additional disruption when phase 2 is delivered.
- d) As the design for phase 1 continues to be developed any released contingency should be used to secure additional outcomes for TRU within Control Period 6.

With 7 of the 12 LEP areas in the North set to directly benefit from TRU investment, which collectively account for over 80% of the north's economic output, and with TRU an important forerunner to Northern Powerhouse Rail, the economic prize of delivering the TRU outputs in full are significant. Given

the size of population served by TRU, it has a key role to play in narrowing the productivity gap in order to strengthen and rebalance the national economy.

The ten recommendations endorsed by TfN Board are set out below:

1. TfN strongly supports this major, and long needed, transport investment scheme and the outputs established in the Client Development Remit as agreed by Rail North in 2016 given the major economic benefits and its role as a pre cursor to Northern Powerhouse Rail development.
2. TfN recognises that the package of measures in the DfT's current leading option, "SDO6", delivers significant benefits to the rail network but does not deliver in full the key high level strategic outputs for journey time, capacity, capability, reliability and freight contained in the Client Development Remit.
3. TfN's preferred option, "SDO2a", should be designed in detail to identify the financial (including whole life costs), economic, environmental and deliverability implications prior to any final decision for delivery in 2019.
4. TfN supports the phased delivery of infrastructure and recognises the need to avoid the issues experienced in the May 2018 timetable when planning to release benefits early.
5. TfN notes that SDO2a design should enable early delivery of very significant benefits through SDO6 without reworking or duplication of effort. As designs are developed any released contingency should be allocated within the control period to secure more of the strategic outputs.
6. TfN supports the 'in-principle' approval for a set of Tranche 1 works at locations that would be done under any SDO which include:
  - Manchester Victoria – Stalybridge journey time improvement works
  - Morley new station and journey time improvements
  - Church Fenton – York (Colton junction) journey time improvements.
7. TfN is clear there is a need for a very carefully planned service pattern during construction that will minimise passenger and business disruption and that this is likely to require procurement of additional rolling stock to maintain capacity during construction.
8. TfN notes the funding allocated in Control Period 6 and recognises the constraints to delivery and is happy to discuss appropriate phasing that draws on Control Period 7 funding yet to be allocated.
9. TfN supports the proposal to utilise HS2 east Leeds (Thorpe Park) – York, and the opportunity this presents for construction of HS2 phase 2b to start

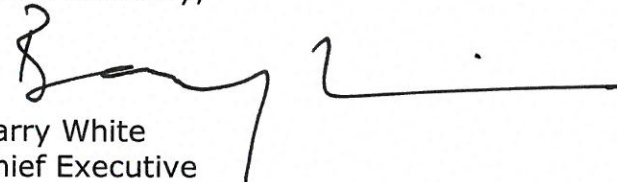
from the north as early as possible, so the benefits can be delivered at the same time as the TRU scheme is completed.

10. TfN notes that TRU does not address the Manchester and Leeds congestion issues affecting the current timetable and that work on resolving these issues needs to carry on at pace in addition to the investment plans for TRU.

In accordance with clauses 8.7, 8.8 and 8.12 of the Rail North Partnership Agreement, the recommendations and formal advice from TfN on TRU was further discussed and noted at the Rail North Partnership Board on 19th September 2018.

We trust these recommendations from TfN will be fully considered at the Business Investment Commercial Committee in November and at subsequent Ministerial decision stage. We look forward to your response and would welcome the opportunity to discuss this matter further to fully understand your view on the opportunities for designing in detail an option which would support the ambition and satisfy the requirements of TfN, the potential phasing of investment and the future decision-making timescales for TRU going forward.

Yours sincerely,



Barry White  
Chief Executive

