

# Transport for the North Rail North Committee Agenda

<b>Date of Meeting</b>	<b>Wednesday 21 October 2020</b>
<b>Time of Meeting</b>	<b>11.00 am</b>
<b>Venue</b>	<b>MS Teams</b>

Item No.	Agenda Item	Page
<b>1.0</b>	<b>Welcome and Apologies</b>	
<b>2.0</b>	<b>Declarations of Interest</b>  Members are required to declare any personal, prejudicial or disclosable pecuniary interest they may have relating to items on the agenda and state the nature of such interest.	
<b>3.0</b>	<b>Minutes of the Previous Meeting</b>  To consider the approval and signature of the minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.	3 - 10
<b>4.0</b>	<b>Priorities for Future Rail Services</b>  To consider the report of the Head of Rail Specification & Delivery.	11 - 18
<b>5.0</b>	<b>Rail Reform Matters</b>  To consider the report of the Strategic Rail Director.	19 - 54
<b>6.0</b>	<b>Update on Operational Rail Issues</b>  To consider the report of the Head of Rail Service Outputs.	55 - 64
<b>7.0</b>	<b>Update on matters reserved to the Secretary of State</b>  To consider/discuss the report of the Head of Rail Service Outputs.	65 - 70

<p><b>8.0</b></p>	<p><b>Business Planning and commissioning</b></p> <p>To consider/discuss the report of the Strategic Rail Director and the Strategic Rail Programme Manager.</p>	<p>71 - 84</p>
<p><b>9.0</b></p>	<p><b>Exclusion of the Press and Public</b></p> <p>To resolve that the public be excluded from the meeting during consideration of Items 10 and 11 on the grounds that:</p> <p>(1) It is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during such item(s), confidential information as defined in S100A(2) of the Local Government Act 1972 (as amended) would be disclosed to them in breach of the obligation of confidence; and/or</p> <p>(2) it / they involve(s) the likely disclosure of exempt information as set out in the Paragraphs [listed below] of Schedule 12A of the Local Government Act 1972 (as amended) and that the public interest in maintaining the exemption outweighs the public interest in disclosing the information.</p>	
<p><b>10.0</b></p>	<p><b>Private Minutes of the Previous Meeting</b></p> <p>To consider the approval and signature of the private minutes of the previous meeting as a correct record and to consider any requests for updates on matters contained therein.</p>	
<p><b>11.0</b></p>	<p><b>Infrastructure investment: Central Manchester</b></p> <p>To consider and discuss the report of the Head of Service Outputs and the Head of Investment Planning.</p>	

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# Rail North Committee Minutes

**Tuesday 14 July 2020  
MS Teams**

**Present:**

**Attendee**

Cllr Liam Robinson  
Cllr Craig Browne  
Cllr Trevor Ainsworth  
Mayor Andy Burnham

Cllr Rob Waltham  
Cllr Carl Marshall  
Cllr Don Mackenzie  
Mayor Dan Jarvis  
Cllr Heather Scott  
Cllr Judith Blake

**Local Authority**

(Liverpool City Region) (Chair)  
Cheshire and the Potteries  
Derbyshire;  
Greater Manchester Combined  
Authority;  
North Lincolnshire;  
North East Combined Authority;  
North Yorkshire;  
Sheffield City Region;  
Tees Valley;  
West Yorkshire & York

**Partners in Attendance:**

Sam Caughey  
Cavendish Elithorne  
Francesca Glyn-Jones  
David Golding  
Anna Jane Hunter  
Jake Kelly  
Nick Donovan  
Richard George  
Louise Ebbs  
Jerry Farquharson

DfT  
Dft  
DfT  
Network Rail  
Network Rail  
Network Rail  
Northern Rail  
OLR Holdings  
TPE  
TPE

**Also in Attendance:**

Bob Morris  
Tobyn Hughes

TfGM  
North East

**Officers in Attendance:**

**Name**  
Barry White  
Adam Timewell

Chris Roberts  
Gary Rich

**Job Title**  
Chief Executive  
Commercial Manager - Northern Rail  
North  
Commercial Manager - TPE Franchise  
Democratic Services Officer

Dawn Madin  
Jim Bamford  
Gary Bogan  
Salim Patel  
David Hughes  
Deborah Dimock  
David Hoggarth  
Jane Cornthwaite

Director of Capabilities  
Head of Investment Planning  
Director Rail North Partnership  
Programme Manager - Rail North  
Programme and Strategy Director  
Solicitor  
Strategic Rail Director  
TfN Advisor

**Item No:**

**1. Welcome and Apologies**

1.1 The Chair welcomed Members to the meeting.

**2. Declarations of Interest**

2.1 There were no declarations of interest.

**3. Minutes of the Previous Meeting**

3.1 The minutes of the meeting held on 12 May 2020 were considered and their accuracy as a correct record confirmed. There were no issues arising from the minutes.

**Resolved:**

That the minutes of the meeting held on 12 May be approved as a true and accurate record.

**4. Rail Operations and Covid-19 Recovery**

4.1 Members received the report of the Rail North Partnership Director.

4.2 The Chair invited the Chief Executive to make some introductory comments on the report. The Chief Executive stated that there are many good things currently going on in the industry which is helping to build confidence, however he explained that this is a balancing act which may go on for some time. He stated that the paper outlined some of the thinking as to how public confidence could be rebuilt.

4.3 Anna Jane Hunter explained that the paper is representative of the current situation and that little has changed since the last Committee meeting. Collaborative work is continuing with the North of England

Contingency Group where the industry is able to get together and stakeholders are able to provide feedback which is then built into the plans.

Ms. Hunter highlighted that TPE are currently operating around 86% of services with Northern operating approximately 67% of services which is focused on delivering capacity into the key urban areas whilst at the same time continuing to provide a service for key workers. Network Rail are continuing to support key freight flows. She further explained that demand continues to remain low, with it being 15-20% of usual levels with some localised peaks which are being managed.

On the issue of face coverings Ms. Hunter explained that this has improved and is consistently 'quite good.'

Ms. Hunter explained that there would be another timetable uplift in September but this will not include TPE as they uplifted in July, meaning that they are now using approximately 90% of their resources, Ms. Hunter explained that this is a good level for things to be at as it does not risk the resilience of the timetable. Northern's uplift will take into account the return of schools. She explained that work has commenced with the industry on the December 2020 timetable changes.

- 4.4 The Chair highlighted reports in the media that First Group may cease trading and asked about the protocols that are in place should for an operator of last resort (OLR) should this happen.

The Director of the Rail North Partnership explained that as a result of Covid the Section 30 function has been mobilised across the board.

Richard George confirmed that OLR and Section 30 arrangements are always in place. He highlighted that Emergency Measure Agreements (EMAs) are due to end in September and hopes that the Department has something in place to prevent all operators falling off the cliff.

Cllr Mackenzie raised the issue of the York to Scarborough line and wanted to know what plans are in place to deal with increased demand as the weather improves.

Mr. Jerry Farquharson explained that things are already being assessed in relation to this route and a proactive view is being taken as demand arises.

- 4.5 Cllr Scott raised the issue of the Bishop Auckland to Saltburn line and wondered if there was an opportunity for improvements to this service.

Mr. Nick Donovan explained that the service to Saltburn is being watched due to demands in the area. He explained that he is very conscious of satisfying any demands in this area in any future uplifts.

- 4.6 Cllr Little commented on the number of empty trains that are currently running.

Mr. George explained that everyone in the industry is conscious of this. He highlighted that their biggest worry for the long term is the psychology of passengers and when they will have the confidence to begin using trains again.

- 4.7 Mayor Burnham raised the issue of face coverings and public compliance wearing them whilst using public transport.

Both Ms. Hunter and Mr. George agreed that compliance would improve once there is consistency, they also agreed that there would be improvements once face coverings became mandatory in retail outlets.

- 4.8 Cllr Blake highlighted the importance of communication in building up confidence levels of the public. She suggested the possibility of television adverts illustrating what a journey looks like.

In response to Cllr Blake Ms. Louise Ebbs explained that TPE have produced a number of videos showing what customers can expect on their trains and in their stations. She explained that TPE would be happy to work with others in order to provide passengers with reassurance.

Mr. Donovan shared survey work that they have undertaken, he explained that the results had shown that the most important thing for getting customers back on trains is safety and confidence and that this is more important than pricing.

Mr. Donovan explained that the Government's essential travel only message has now been dropped but a degree of caution is still there as the core message. He explained that they are trying to balance encouraging people to come back to public transport against the national message.

- 4.9 The Chair thanked those involved for the collective work taking place across the industry including the Trade Unions.

He highlighted the fact that the current situation needs additional resources. He explained that whilst the pandemic has allowed for a reset on some of the challenges on the railway it has also led to some major financial issues. He highlighted the fact that at the start of the crisis Government had stated that it would do whatever was required. He further explained that Transport for the North (TfN) would continue to make the argument for getting the required resources for the rail network for both the short term and the long term.

## **5. Blake-Jones Review Update**

- 5.1 Members received the report of the Strategic Rail Advisor. Cllr Blake then highlighted key points in the report.

She explained that many of the key issues had been discussed in the previous item. Members were informed that she was glad to see that operators and Network Rail putting a strong emphasis on 'putting passengers first.'

The issues of franchising and the Williams Review were highlighted as areas of concern, and she was concerned that the Williams Review may not get published. Cllr Blake was also disappointed with the reluctance of the DfT to share information with TfN.

Cllr Blake informed Members that she is seeking an urgent meeting with the Minister, Chris Heaton Harris MP before the recess, to discuss the elements that are important to the North and she reassured Members that this is at the forefront of the work.

- 5.2 Mayor Burnham supported Cllr Blake in seeking clarity on the status of the Williams Review with the Minister. He also highlighted the importance of integration and devolution in getting a transport system of a different kind and similar to how things work in London.

### **Resolved:**

That the report be noted.

## **6. Rail Reform and Devolution**

- 6.1 Members received the report on rail reform and Devolution. Cllr Blake then highlighted the key points in the report.

The importance of devolution and the importance of it getting us through the current crisis were emphasised. She also explained that business leaders are keen to be involved and that they want to understand what the future is for public transport in order to help with their planning going forward.

The subject of funding was highlighted with the issue of accelerating infrastructure spend of particular importance. She stated the importance of being on the same page as government when talking about priorities.

Cllr Blake stated that she believed that work needs to be done on the issue of transparency and explained that the work that has been done in ensuring that the Committee is a sovereign body in the partnership needs to continue at pace.

- 6.2 The Strategic Rail Director informed Members that he would pick up the suggestion to include 'integration' for both local transport services as well

as track and train as this issue is at the heart of the Blake Jones review. He explained that the next step will be to take the issue to the meeting with the Minister.

The Chair expressed his support for the report. He explained that the ultimate aim should be to get all rail services across the North of England devolved. He further explained that this should be further devolved for service delivery to the local constituent areas and funded by a proper rail grant from Government.

**Resolved:**

That the report be noted.

**7. Date of Next Meeting plus forthcoming meetings dates for 2020/2021**

7.1 The Members agreed the dates of future Rail North Committee meetings.

**Resolved:**

That the future dates of the Rail North Committee be agreed.

**8. Exclusion of the Press and Public**

**9. Northern Trains Update and 100-day Review**

9.1 The report and presentation on Northern Trains and their 100 day Review were received by Members and they were invited to ask questions and make comments on the update.

**Resolved:**

That the report be noted.

**10. Manchester Recovery Task Force.**

10.1 The report was received by Members and they were invited to ask questions and make comments on the report.

**Resolved:**

- 1) That the report be noted.
- 2) That the report's recommendations be agreed.

**11. Service Changes to Support Improved Reliability**

11.1 The report was received by Members and they were invited to ask questions and make comments.



**Resolved:**

- 1) That the report be noted.
- 2) That the report's recommendations be agreed

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## Rail North Committee Meeting –

**Subject:** Priorities for the Future Rail Services

**Author:** David Worsley, Head of Rail Specification & Delivery

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

**Meeting Date:** 21 October 2020

### **1. Purpose of the Report:**

1.1 The Blake Jones Review Action Plan identified the opportunity to move on from the necessary re-active responses to the performance issues ensuing from previous timetable changes and allow Transport for the North and its members to shape the future planning of rail services. This report proposes a process for Transport for the North to provide advice to the industry on future priorities – particularly reflecting the challenges and uncertainty caused by the Covid-19 pandemic.

### **2. Executive Summary:**

- 2.1 The report highlights work initiated by Transport for the North which focussed on gaps in service and capacity compared to the previous franchise commitments; however, the impact of Covid-19 on demand, revenue and service provision means that initially the focus will be on planning the medium and longer term response to the impact of the pandemic. The proposal in this report is to bring together local knowledge and evidence with the expertise of the train operator planning teams in a new collaboration. It is a key part of re-setting the relationship between Transport for the North and the industry.
- 2.2 A workstream had been initiated with the intention of enabling Transport for the North and its member organisations to indicate to the train operators the rail services about which they were most concerned, on the basis that many services were experiencing crowding and there was a concern that not all of the previous franchise commitments had been delivered (due to factors such as delays in infrastructure schemes), thereby reducing capacity below expectations.
- 2.3 It is recommended that this workstream be progressed by holding a workshop every six months, at which the train operators and Transport for the North partners can share updated information and topics of concern and agree actions to address capacity issues. The workshops will therefore also provide a forum in which any issues that arise during the recovery of passenger rail demand from Covid-19 can be discussed. It is expected that different rail markets and services

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will be impacted differently, and the workshops will thus allow Transport for the North's partners to see the latest data from the operators and thereby understand the implications of any emerging trends.

### **3. Background:**

- 3.1 The impact of Covid-19 on rail services and demand is very significant. At the time of writing, whilst operators have restored their services to around 80-90% of pre-Covid levels (by building back incrementally from the initial keyworker timetables), passenger demand has fallen back to around 30% of previous levels. This creates an obvious mismatch between the cost of running services and the number of passengers benefitting. Whilst the government is picking up the extra subsidy required in the short term, there will clearly be pressure to reduce the taxpayer burden to more sustainable levels.
- 3.2 Whilst the extra capacity provided helps facilitate social distancing during the pandemic and helps build confidence with passengers, the underlying changes in travel patterns (for example the acceleration of more flexible home working) mean that the previous assumptions about demand increasing to near normal levels within 1-2 years may no longer hold. There are also signs of a more profound shift in commuting patterns, with the morning peak no longer being the main driver for resources and capacity that is then utilised throughout the day. The afternoon period is currently where the greatest (albeit significantly lower than previously) demand is being seen. A positive outcome of the lower demand and reduced service levels is a railway which is performing at a significantly better level than has been seen for many years in the North of England; maintaining this to help re-build confidence will be important.
- 3.3 Transport for the North has been analysing industry scenario planning and undertaking its own local analysis. As we move into a potential second wave of the pandemic with more regional restrictions on activities and movement, the level of uncertainty in the future demand is further highlighted. Whilst short-term changes may be necessary (and can be implemented through the successful joint contingency working with the industry), it is important that Transport for the North, and other bodies, engage in the medium and longer-term thinking about rebuilding demand as a means of reducing unnecessary costs, and matching services to actual demand levels. Such action is a pre-requisite to ensuring that the railway is sustainable going forward.

This action is also important in order to ensure there is a credible case for any future enhancements and investment. The objective throughout must be to ensure that there is a long-term sustainable railway in the North which meets passenger needs and that the recent

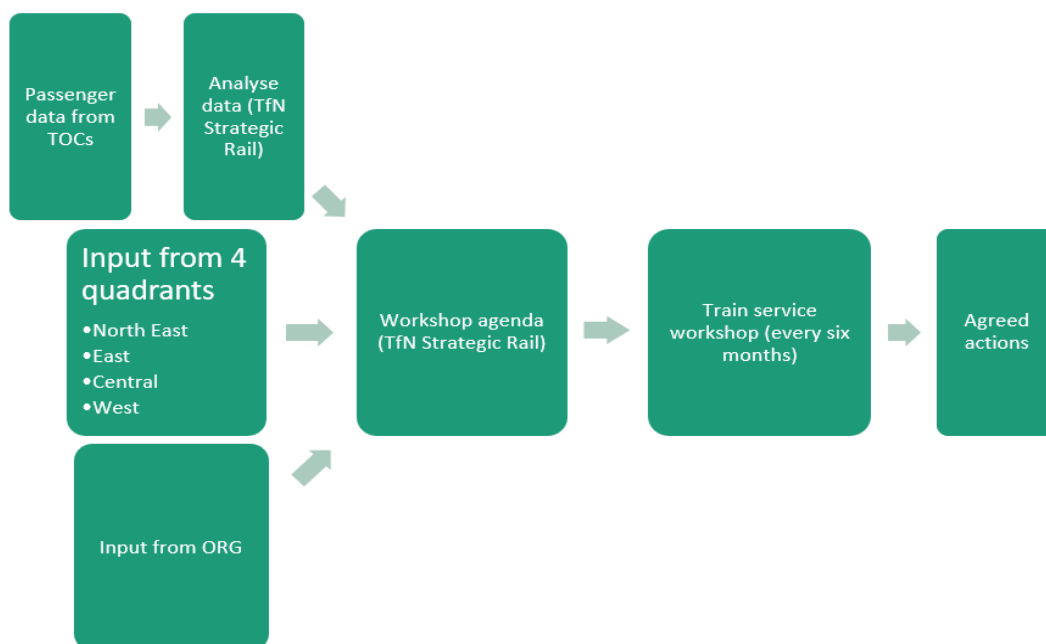
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progress on enhancing the railway and making it fit for purpose is maintained.

- 3.4 In response to requests originally made by lead officers at the end of 2019, Transport for the North initiated a workstream to assess how the uneven delivery of franchise commitments had impacted upon passenger capacity and overcrowding on Northern Rail's services. This culminated in a multi-criteria assessment of over 100 service groups across the North, which rated the level of concern for each service based on volume of passengers carried, crowding at peak times, average weekday loading (as a percentage of capacity), expected passenger growth (to 2033), journey time (as compared to Transport for the North's Desirable Minimum Standards), and perceived variation from previous franchise commitments.
- 3.5 This workstream resulted in an assessment by Transport for the North's Strategic Rail team of over 100 service groups against multiple criteria. However, the base data has become outdated and less relevant due to the Covid-19 pandemic, whilst some partner organisations were able to provide more pertinent information about crowding issues. As a result, a combined list of "services of greatest concern" has been assembled for submission to Northern Trains with the intention being to hold a workshop at which amelioration measures can be discussed. A similar process would also be established with TransPennine Express.
- 3.6 In addition to Transport for the North's workstream, Transport for Greater Manchester (TfGM) and West Yorkshire Combined Authority (WYCA) had previously commissioned their own analyses of which rail services in their areas were experiencing the highest levels of crowding. These were based on data observed in surveys, which varied considerably from the data modelled from ticket sales that is provided by Rail Delivery Group. This information informed an initial list of priorities. It is then intended that operators be asked for a response as to how they will ameliorate any issues identified, leading to a workshop (initially with Northern Trains) in early to mid-November 2020 at which lead officers can interact directly with the operators. It should however be noted that while social distancing measures are still in force, it will sometimes be necessary to adopt a more agile approach to managing service issues, and the new Rail North Officer Group (Operations) forum should be used to do this.
- 3.7 TfN Strategic Rail will compile the agenda for each workshop. This will enable partners to alter their priorities as the demand for rail travel develops in the coming years. It is anticipated that as the economy and transport recover from the pandemic, the extent to which specific markets and services are impacted will differ. The principal methods by which new issues and information will be fed in to the workstream are:

- The operators will be asked to provide updated passenger counts to Strategic Rail, which will enable current patronage to be compared to pre-Covid demand levels and the demand recovery forecasts provided by DfT and others. It is expected that the long-term impact of the pandemic will affect different markets (e.g. commuting, business, leisure travel) in varied ways; specific rail services will therefore be affected differently. As the pattern of future demand becomes evident, the services about which partners are most concerned will thus most likely change.
- There is currently a process by which local authorities liaise directly with the operators in local meetings (e.g. Quadrant meetings). If appropriate, items can be raised at these meetings and escalated to the rail service priorities workshops. This aspect of the process is intended to ensure that all geographical areas within Transport for the North's territory are represented in the workshop priorities. (It should however be noted that each quadrant performs different functions at present, and that before this process is enacted, it would be advisable to review the quadrant system and check the extent to which each quadrant wishes to become involved in the rail service workshop process.)
- It will also be possible to add items to the agenda by raising them directly at Officer Reference Group (ORG).

This process is illustrated by the diagram below:



**4. Recommendations:**

- 4.1 It is recommended that the Committee notes the significant impact on demand, revenue and subsidy that the pandemic is having and the risk this poses for future rail services and enhancements in the North of England.
- 4.2 It is recommended that Transport for the North engages with the industry on the medium and long-term response to the challenges as set out in this report.

**List of Background Documents:**

None

## 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	There are no equalities issues to consider as the report does not contain any specific proposals.	David Worsley	David Hoggarth

### Environment and Sustainability

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Environment and Sustainability	There are no equalities issues to consider as the report does not contain any specific proposals.	David Worsley	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 issues as a result of this report.	Deborah Dimock	Dawn Madin

### Finance

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	There are no direct financial issues for	Paul Kelly	Iain Craven



	Transport for the North as a result of this report as the financial risk on rail services is borne by the Department for Transport.		
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### Resource

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resources	There are no resource issues resulting from this report as the work outlined will be undertaken with existing budgeted staff.	Stephen Hipwell	Dawn Madin

### Risk

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	The report highlights the risk to future services as a result of Covid-19 and the impact on demand and revenue and engaging proactively with the industry is part of the mitigation strategy.	Haddy Njie	Iain craven

### Consultation

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	The report highlights that partner authorities have been consulted and will continue to be involved in developing priorities for future services.	David Worsley	David Hoggarth

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## Rail North Committee Meeting

- Subject:** Rail Reform Matters
- Author:** Adam Timewell and David Hoggarth
- Sponsor:** David Hoggarth, Strategic Rail Director
- Meeting Date:** Wednesday 21 October 2020

### 1. Purpose of the Report:

- 1.1 This report provides an update on rail reform matters and provides an opportunity for members to discuss next steps and consider any further actions required. It covers both the local Blake Jones Review actions and the national approach to reform of the industry.

### 2. Executive Summary:

- 2.1 This report provides an update on rail reform matters including national changes to rail franchises and actions being implemented following the Blake Jones review. The paper includes a set of priorities that Transport for the North has put forward as outcomes that the North wants to secure through rail reform.
- 2.2 The paper highlights the actions taken to date including a positive meeting with Rail Minister Chris Heaton-Harris, correspondence with the Secretary of State on the Northern Transport Charter and also sets out the next steps in the short and medium term.
- 2.3 As part of the implementation of the Blake Jones actions, the report includes a new 'Guide to Rail in the North' for endorsement.

### 3. Next Steps on Rail Reform:

- 3.1 At the last meeting of the Committee, members considered a report providing an update on the rail reform agenda including the journey of rail devolution in the North of England, currently in the form of a partnership with the Department for Transport (DfT) to jointly manage the services operated by Northern Trains and TransPennine Express (TPE). Transport for the North is also a statutory partner in relation to rail investment (although the DfT retains budget and decision-making responsibility) and a consultee on other rail services within the North of England (operators other than Northern and TPE). The objectives for devolution in the North remain:

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- a) To support economic growth by delivering more rail capacity and better rail connectivity;
  - b) To improve the quality of the railways in the North, with a better offer for passengers encouraging more use; and
  - c) To deliver a more efficient railway and to secure greater value for money for the support from the public purse.
- 3.2 Given the uncertainty around the timing of the Williams Review (in the light of the emergency response to the Covid-19 pandemic), members agreed four priorities for reform which the North will be seeking under whatever form rail reform takes. These are:
- a) **Accountability to the public** – A structure that ensures the industry acts in a way that demonstrates accountability to communities in the North.
  - b) **De-centralisation** - Decision making made locally as far as possible to ensure better-informed decisions.
  - c) **Transparency** – Better sharing of information and joint working with the industry.
  - d) **Integration** – Ensuring integration of rail services with wider transport networks in local areas – working as one system (for example joined up ticketing and information).
- The latter point was added by the Committee following a suggestion at the July 2020 meeting.
- 3.3 In September 2020, DfT made a significant statement on rail reform in relation to the next stage of the Emergency Measures Recovery Agreements for rail operators. More information on the specifics of the arrangement for TPE are included in Agenda Item 7.
- 3.4 The Secretary of State’s statement signalled the end of rail franchising and implemented the following changes:
- a) New ‘recovery’ contracts deliver government commitment to end the complicated franchising model and deliver a simpler, effective model to reform Britain’s railways; and
  - b) Agreements focused on high performance targets and simplifying journeys are first steps to a network that puts passengers back in control.
- 3.5 In making the announcement, the Secretary of State acknowledged that the old model of privatisation and franchises was no longer working and set out the intention to replace it with a system that keeps the best elements of the private sector including competition

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and investment, that have helped to drive growth, but deliver strategic direction, leadership and accountability. The intention is to also secure better passenger outcomes including simplifying people's journeys, ending the uncertainty and confusion about whether you are using the right ticket or the right train company.

- 3.6 The announcement, which was supported by Keith Williams (who chaired the Williams Review), is the prelude to a white paper which will respond to his recommendations. DfT said that white paper will be published when the course of the pandemic becomes clearer.
- 3.7 The main action from the July Committee meeting was to seek a discussion with the Rail Minister covering the reform agenda and Blake Jones Actions (see below). Following that meeting there was an option to write to the Secretary of State re-affirming our commitment to reform. A meeting was held with the rail minister Rail Minister Chris Heaton-Harris, Cllr Judith Blake, Cllr Liam Robinson and officials to discuss progress on the Blake-Jones Review and future steps on rail devolution.
- 3.8 In the meeting, Councillors Blake and Robinson highlighted the strong progress that has been made implementing the recommendations to improve things for passengers. In particular, there has been a re-setting of relationships with the industry and some very positive joint working with strong local input from Transport for the North and its members.

Councillor Blake highlighted that the focus needs to be on restoring the trust of passengers, particularly in light of the Covid-19 challenges. Positive communication and better information to those travelling will be essential to reinstate trust in a railway that puts passengers first. She also highlighted that greater local input (with appropriate resources) and decision-making from the North must be an essential part of reforming the railways. This is outlined in the Northern Transport Charter, which aims to make northern growth sustainable and inclusive, and be ultimately led by those closest to communities. The minister was keen to explain his long-standing commitment to the concept of localism and devolution and how he is looking forward to building the next steps towards this.

In particular, he looks forward to receiving the outputs of TfN's current work to implement some of the Blake Jones recommendations through the proposed 'Guide to Rail in the North' and wanted the department's officials to work with TfN with impetus to finalise this.

The minister also explained how the changed circumstances of Covid-19 was providing opportunities to accelerate some of the Williams agenda, all of which remains hugely relevant. He concluded by emphasising the need for everyone to work together to build on the current exceptional levels of reliability and cleanliness to entice

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passengers back to the railway in the months and years ahead, and that initiatives such as the Passenger Promise ought to form a key part of how the railway demonstrates a totally different approach to customer experience.

- 3.9 Subsequent to the meeting, Transport for the North wrote to the Secretary of State for Transport to highlight the work on the Northern Transport Charter (led by Cllr Judith Blake) which includes the ambition for further rail devolution and the objective of 'putting passengers first'.
- 3.10 A positive response has been received from the Secretary of State which includes specific reference to rail schemes/ funding confirming that the Department will always seek to devolve the responsibility for decisions where they are convinced that this would benefit passengers, provide value to the taxpayer and support economic growth. The response also highlights that even where devolution of powers is not the best solution, the Government is committed to involving local authorities, passengers and local communities more closely in the decisions that affect them.
- 3.11 Transport for the North is now arranging a meeting with DfT officials to commence more detailed discussions on the North Transport Charter.

#### **4. Update on Blake Jones Actions:**

- 4.1 At the last meeting of the Committee, members were provided with an update on the Blake Jones Action Plan and agreed a number of recommendations to:
1. 'Close out' the Blake Jones review and embedding the implementation of the action plan, as set out in this paper;
  2. Note the development of the 'Guide to Rail North' (currently a work in progress) as a resource to explain and clarify how the railways are currently arranged and governed in the North of England;
  3. Request a joint paper to the next Rail North Committee meeting on high level strategic decisions expected over the coming five years (see section 5 of the report); and
  4. Seek a meeting with the Rail Minister to formally 'sign-off' the Blake Jones review and re-affirm commitment to a better railway in the future (covered in paragraph 3.8 above).

In addition, the Committee recommended a number of changes to Transport for the North's constitution to enact some of the Blake Jones Actions. These were agreed by Transport for the North's Board in July 2020 and have been subsequently enacted.

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### The Guide to Rail in the North

- 4.2 Led by advisor Jane Cornthwaite and with helpful input from lead officers, the Guide will shortly be completed. We will be working with officers and the Industry ensure effective distribution and implement a process for keeping the document “live” for the most up-to-date information.
- 4.3 As a reminder, this Guide was written to provide information and explanation about how the railways work in the North. This Guide aims to set out how things work together. It covers the main organisations involved, the main legal, statutory, and regulatory arrangements. It also explains how the relationships between organisations work on a day to day basis. We hope it provides readers with useful information and some helpful explanations of how things work in this complicated environment.
- 4.4 The latest version of the Guide is included as Appendix A.

### Ways of Working

- 4.5 Another key action from the Blake Jones review was to improve the ways of working between these organisations. A strong example of this has been the North of England Contingency Group which has been effectively used in coming together during crisis situations especially in recent times during the Covid-19 pandemic.
- 4.6 Taking the lessons from this group, we are looking to implement two Rail North Officer groups, Operations and Passenger Experience. These groups will look to take the local concerns and ambitions from local member groups (e.g. North East Regional Management Unit) and the strategic direction & policies from the Rail North Committee and the current Officer Reference Group. These groups would then work with the Industry to review the current issues, identify actions, and look to develop future delivery plans.
- 4.7 Terms of reference for these groups will shortly be consulted on with Member Officers and the industry.

## **5. Next Steps and Strategic Decisions:**

- 5.1 The next steps and likely strategic decisions over the coming few years are set out below. These specifically relate to rail reform matters and the broader forward plan is covered in Agenda Item 8.
- 5.2 **Short Term (next 12 months)**
- Shaping the next phase of the TransPennine Express contract and outcomes with a focus on supporting delivery of the Transpennine Route Upgrade.

- Shaping changes to the Northern specification post-Covid to reflect demand and growth forecasts.
- Initial response to the Williams White Paper.
- Continued collaboration with other devolved and part-devolved authorities to shape the rail reform agenda.

#### **Medium Term (2-5 years)**

- Development of a detailed proposition for the next stage of devolution in the light of the Williams White Paper.
- Specification for the next iteration of the Northern service contract.

### **6. Recommendations:**

- 6.1 It is recommended that the report is noted and that that members consider any further actions required in relation to the Blake Jones actions and rail reform agenda.
- 6.2 It is recommended the 'Guide to Rail in the North' (included as Appendix A) is endorsed for use with partners and stakeholders.

### **7. Appendices:**

- 7.1 Appendix 1 – Guide to Rail in the North



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**List of Background Documents:**

There are no background papers to this report.

**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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because this does not deal with specific proposals.	Adam Timewell	David Hoggarth

**Environment and Sustainability**

Yes	No
-----	----

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report does not contain any specific new proposals.	Adam Timewell	David Hoggarth

**Legal**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	The report references changes to the TfN constitution which were agreed at the July meeting of the TfN Board. Transport for the North Legal Team has confirmed there are no legal implications from this report.	Deborah Dimock	Dawn Madin

### Finance

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	There are no financial implications as a result of this report. The implications of any future amended responsibilities would be considered as part of any business case.	Paul Kelly	Iain Craven

### Resource

Yes	No
-----	----

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	The resource implications for responding to the reform agenda are being developed as part of the 2021/22 Business Plan.	Stephen Hipwell	Dawn Madin

### Risk

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A risk assessment has not been carried out. There is a risk that Transport for the North doesn't get the devolved funding and responsibilities aspired to as part of the reform agenda.	Haddy Njie	Iain Craven

### Consultation

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	There is no consultation required as the report does not present any specific new proposals.	Adam Timewell	David Hoggarth

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# A GUIDE TO RAIL IN THE NORTH

First final draft

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## 1. INTRODUCTION

This Guide is written to provide information and explanation about how the railways work in the North. The railway industry is complicated. The North, as sub-national area, has its own complex set of geographies and authority arrangements. How the railway and the North fit together have many touchpoints. This Guide aims to set out how things work together. It covers the main organisations involved, the main legal, statutory, and regulatory arrangements. It also explains how the relationships between organisations work on a day to day basis.

This Guide has been produced following the Blake Jones Review<sup>1</sup> which, in response to the disastrous May 2018 timetable introduction, recommended actions to improve trust, transparency and accountability across and between all industry participants and observers so that we can all really focus on delivering for our communities and passengers.

The Guide is not intended to be read cover to cover. The sections present information in themes and some points may be replicated as they are covered in a different way at different points. The information is intended to be factual, but not comprehensive. Data is approximate and should not be cited from this source. Detail is deliberately omitted to avoid burdening the reader. For this reason, the content of this guide should not be **solely** relied on for a detailed understanding of rail in the North of England. We hope it provides readers with useful information and some helpful explanations of how things work in this complicated environment

At the heart of the railway in the North are the passengers and freight customers. Everyone involved in specifying, funding, planning, delivering and operating the railway is part of a wide community serving the people and businesses who depend on what we do. These are the people who must be in the forefront of our minds as we work together to deliver the best possible services for our communities and economy.

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1

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/818985/blake-jones-technical-report.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818985/blake-jones-technical-report.pdf)

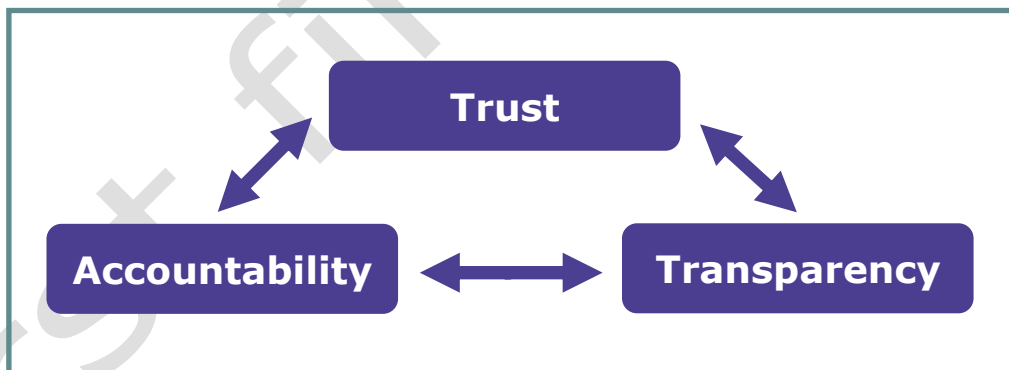
## 2. RELATIONSHIPS AND WORKING TOGETHER

### The Blake-Jones Review

The Blake Jones review was commissioned in 2018 by the then Secretary of State for Transport and was led by Councillor Judith Blake (leader of Leeds City Council) and the then Rail Minister. It was published in 2019 jointly by the Rail Minister – Andrew Jones and Councillor Blake. The review looked at the workings of the Rail North Partnership in relation to the introduction of the May 2018 timetable. As has been examined elsewhere, the failings which resulted in May 2018 were many. Importantly, Government acknowledged that the current railway arrangements were no longer fully fit for purpose. Rail reform is on the way, with the wider Review led by Keith Williams looking at the industry in its entirety.

The Blake Jones review concluded that the arrangements in the north – particularly with respect to the Rail North Partnership – did not contribute to the May 18 situation, nor would they have been able to prevent it. Nevertheless, the review did conclude that the arrangements had not worked perfectly and recommendations were made so that these could improve.

Underpinning all the recommendations of the Blake-Jones Review is the need to improve trust, accountability and transparency between all organisations who work to specify, plan, and deliver rail services in the North of England for passengers and freight customers.



### Ways of working

To support the re-establishment of trust, and to work towards greater accountability and transparency in delivering rail services in the North of England, those involved in rail in the North of England have agreed to the following ways of working. This is our commitment to passengers, freight users and the wider communities we all serve to put the users of train services at the heart of everything we do.

- Take account of all passengers and passenger interests, as well as freight customers when making decisions and setting priorities



- Reaffirm the 'Purpose' of the Rail North Partnership Agreement – namely to facilitate greater rail devolution in the North of England
- Support progress to provide greater elected member oversight of decisions affecting passengers and freight in the North of England
- Undertake early passenger consultation when possible and communicate clearly and transparently when not
- Make the case for investment and service improvements
- Advocate the efficient and sensible use of resource
- Be clear to operators, passengers and communities about how decisions and trade-offs are made
- Fully assess risks when implementing or recommending changes and actively mitigate these
- Develop a joint forward plan for decision-making on issues affecting the railways in the North of England
- Support and oversee the Rail North Partnership Contract Management team to deliver in-life franchises/service agreements
- Celebrate success and participate in positive stories and events that occur across the network

### 3. ORGANISATIONS INVOLVED IN RAIL IN THE NORTH

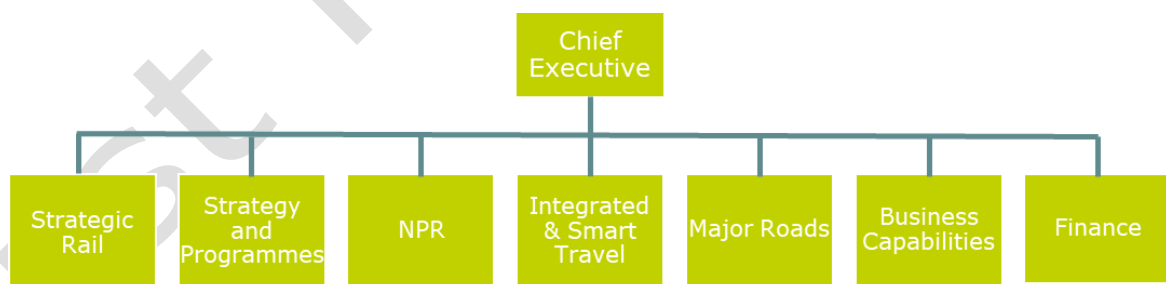
This section briefly describes each of the organisations involved in delivering rail services in the North of England. It is not intended to be comprehensive. It offers a simple summary of what each organisation does. Section 4 covers where these organisations formally meet.

#### Transport for the North

Transport for the North is a sub-national transport body for the North with statutory status. The Transport for the North Board is made up of the elected political and business leaders from across the region. It has been formed to transform the transport system across the North of England, providing the infrastructure needed to deliver economic growth. Transport for the North's statutory powers allows it to:

- Develop and implement a Strategic Transport Plan
- Act as 'one voice' for the North, relaying priorities to the Secretary of State
- Coordinate and deliver smart ticketing systems across the North
- Become a statutory partner in road and rail investment decisions
- Oversee (jointly with Department for Transport) franchised rail services covering the Northern and TransPennine Express franchises
- Construct new roads, with the agreement of Government and relevant highway and local authorities
- Decide on capital grants

Transport for the North is supported by a professional body of around (173) officers. For the railway, most activity is undertaken and co-ordinated by the Strategic Rail Directorate.



Transport for the North consists of representatives of the member authorities, former Rail North authorities, Local Enterprise Partnerships and Delivery Partners.

## Transport for the North Partners

Members	Former Rail North Authorities
Blackburn with Darwen	Derbyshire County Council
Blackpool	Lincolnshire
Cheshire East	Nottinghamshire County Council
Cheshire West and Chester	Nottingham City Council
City of York	Staffordshire County Council
Cumbria	Stoke City Council
East Riding of Yorkshire	<b>Local Economic Partnerships</b>
Greater Manchester	Cheshire and Warrington
Hull	Cumbria
Lancashire	Hull and Humber
Liverpool City Region	Lancashire
North East	Leeds City Region
North of Tyne	Liverpool City Region
North East Lincolnshire	North East
North Lincolnshire	York and North Yorkshire
North Yorkshire	Sheffield City Region
Sheffield City Region	Tees Valley
Tees Valley	
Warrington	<b>Delivery Partners</b>
West Yorkshire	Highways Agency
	Network Rail
	HS2 Ltd

## Transport for the North - Strategic Rail

The Strategic Rail team is the focus for relationships with the current railway for both operational activity and planning. The NPR team concentrates on future railways – HS2 and NPR. The Strategy and Programmes Directorate is responsible for developing the Integrated Transport Plan (ITP) which will be a proposed co-ordinated and aligned pathway for the development of the conventional and new railway services over the long term.

Prior to the formation of Transport for the North in 2018, the Strategic Rail team was part of 'Rail North Ltd' a company set up in 2014 to take the first steps towards rail devolution in the North through a partnership with the Department for Transport (DfT). This partnership undertook the specification and procurement of the transformational Northern and TransPennine Express franchises in 2015, and provision was made to jointly manage these contracts through the Rail North Partnership Board. Although well publicised problems beset both these franchises, the arrangements envisaged for the partnership have endured, albeit with modifications recommended by the Blake Jones Review.

Rail North Ltd was absorbed by Transport for the North in 2018. The main activities of the Strategic Rail Team are:

- Author and custodian of Transport for the North's Long Term Rail Strategy (LTRS)
- Representative on the Rail North Partnership Board
- Co-ordinator of TfN members Officers Reference Group – including responsibilities for consulting and garnering collective views on rail matters for Transport for the North
- Supporting member authorities on promoting and developing rail schemes and service improvements – particularly those authorities who do not have dedicated rail officers themselves
- Acting as contact point between the wider Transport for the North authorities community and the Train Operating companies – particularly the two which fall under the auspices of the Rail North Partnership Agreement - Northern and TransPennine Express
- Working with the Rail North Partnership Team on on-going contract management issues and resolving matters that emerge in the interests of passengers in the North, under the guidance of the Rail North Committee and the Rail North Partnership Board.

### **Department for Transport (DfT)**

The has 4 key roles in relation to Rail in the North of England, namely:

- Partner with TfN in the Rail North Partnership Agreement
- Funder of Transport for the North (pending further transference of powers and devolution arrangements)
- Funder of the Northern and TransPennine Express franchises
- Client, funder and specifier of the wider railway industry – for example other passenger rail services and Network Rail

The railway industry will be undergoing reform over the coming years. The Williams Review, which was initiated in 2018 and is due to conclude at the end of 2020 was expected to result in a White Paper which will lead to legislative, regulatory and organisational change that will address the structural problems in the railway at the moment and lead to an industry better equipped to provide people-orientated, cost-effective rail services to the community in the future.

The White Paper was understandably delayed as a result of the Covid pandemic, but reform is still very much on the agenda, and TfN will continue to be engaged in developments as they emerge.

Meantime, the railway operates under existing arrangements – namely that train operating services are provided through contracts (franchises) with Train Operating Companies. These are commercial agreements for which operators are paid to deliver a specified set of outputs – notably rail services. This model was also transformed due to the impact of the Covid pandemic.

Pending any further reform, the DfT continues to client and fund Network Rail through two main mechanisms:

1. The existing 5-year periodic regulatory framework (known as 'Control Periods' – we are currently in Control Period 6 (CP6) which runs between 2019-2024.
2. Direct funding to deliver the Rail Network Enhancement Pipeline, which covers investment to deliver outputs above the renewal, maintenance and operations of the existing network covered by funding through the regulatory review process.

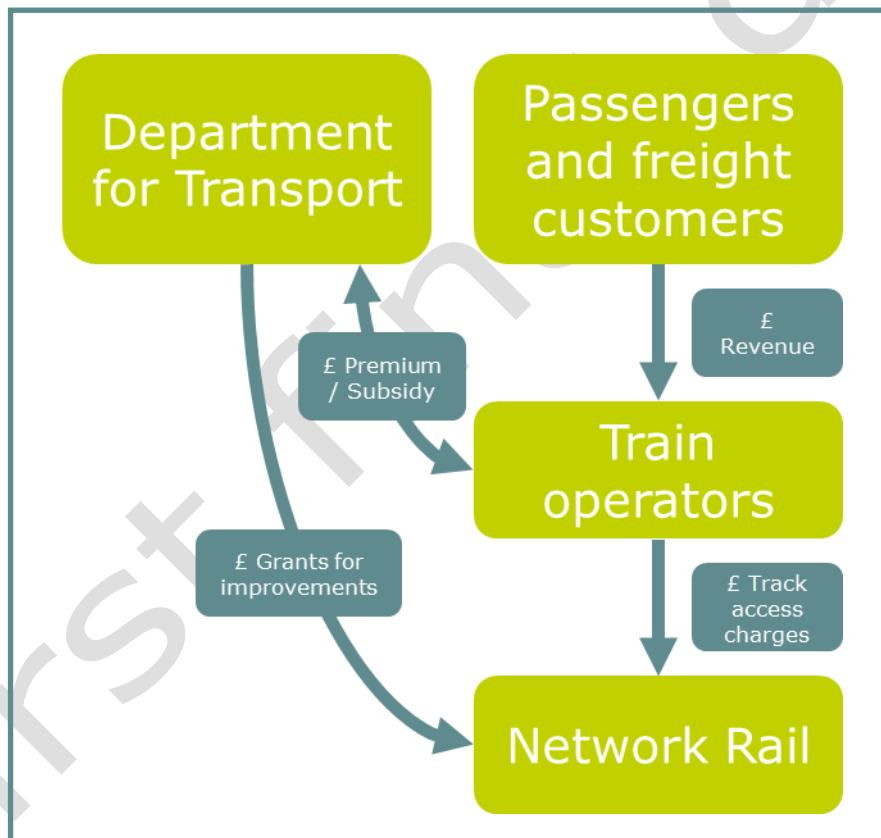
First final draft

## Network Rail

Network Rail is the owner and operator of railway infrastructure in Great Britain. Network Rail has three main functions it performs in relation to the railways in the North of England.

1. Physically operating, maintaining, renewing and enhancing railway infrastructure – including signalling and train control.
2. Selling 'track access' to its customers (train operating companies, both freight and passengers) – effectively co-ordinating and managing the development of a working timetable which is the manifestation of this Sale of Track Access process.
3. Planning the development of the railway – a function in which Network Rail is required to engage with stakeholders, partners and funders.

Very simply, the flow of money in the railway is as follows:



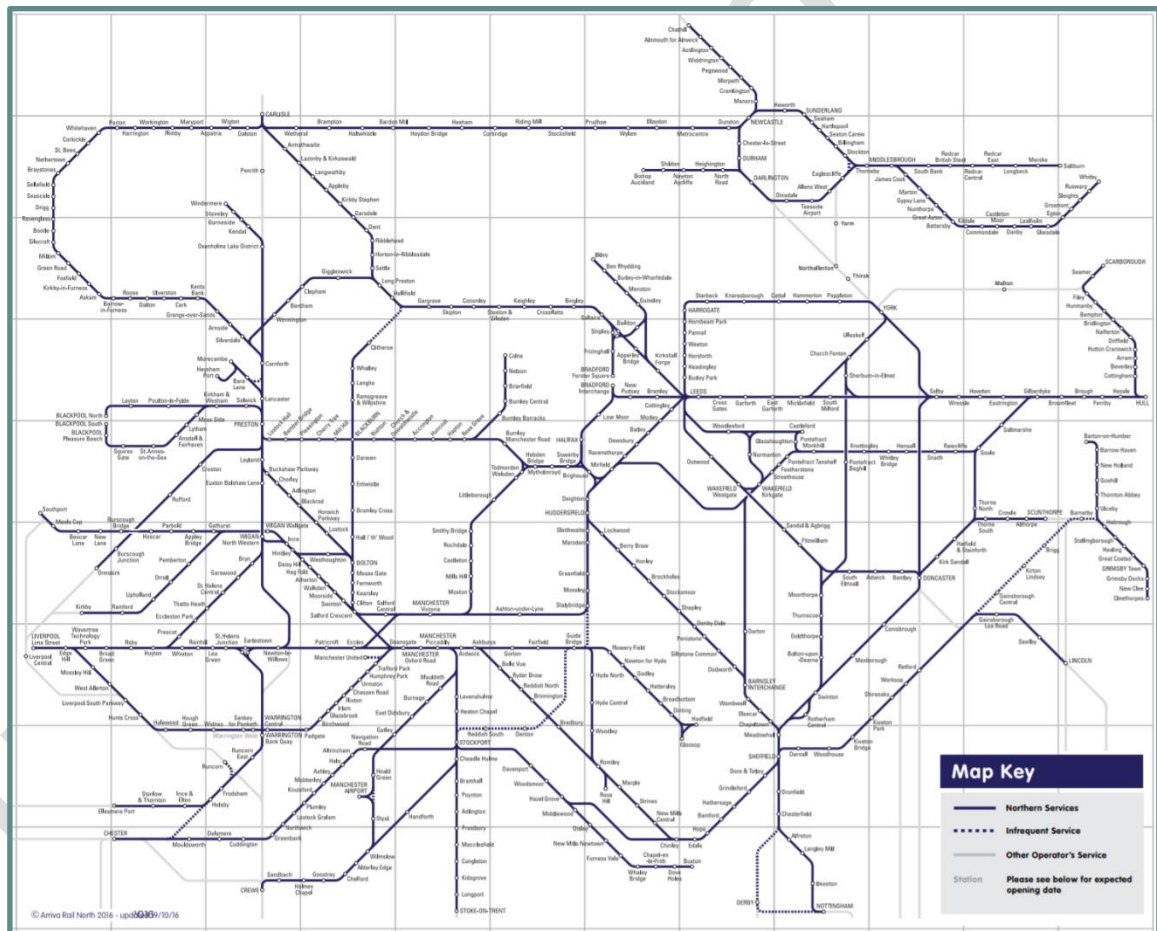
## Train Operating Companies

There are two main train operators for the North of England which are jointly managed by Transport for the North and DfT through the Rail North Partnership Agreement - Northern and TransPennine Express.

### Northern

Northern provides regional, urban and rural services across the entire North of England region. It operates around 2,900 services a day with 6,000 staff. There are around 100m passenger journeys a year<sup>2</sup>.

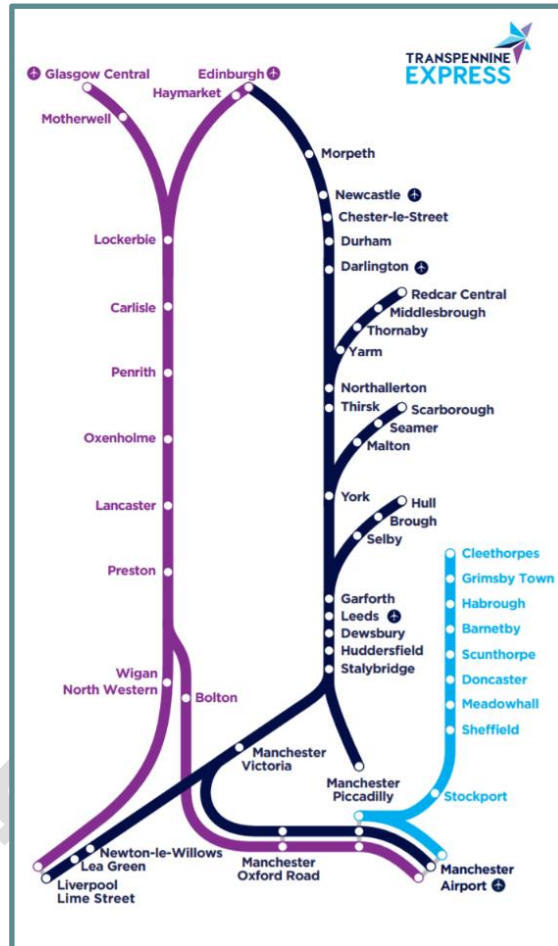
Northern Rail currently is operated by DOHL (Directly Operated Holdings Ltd) – the operator of last resort function of the Department for Transport following the financial failure of the previous franchise in early 2020.



<sup>2</sup> Stats are approximate and pre-Covid-19

## TransPennine Express

TransPennine Express provides mainly regional, inter-urban services across the North of England and into Scotland. It operates around 320 services per day and employs around 1,100 staff. Pre Covid-19, around 30m journeys were made on TPE services per annum.



## Other rail service operators in the North

In addition to these services, communities in the North are served by several other franchises/contracted train operators, including:

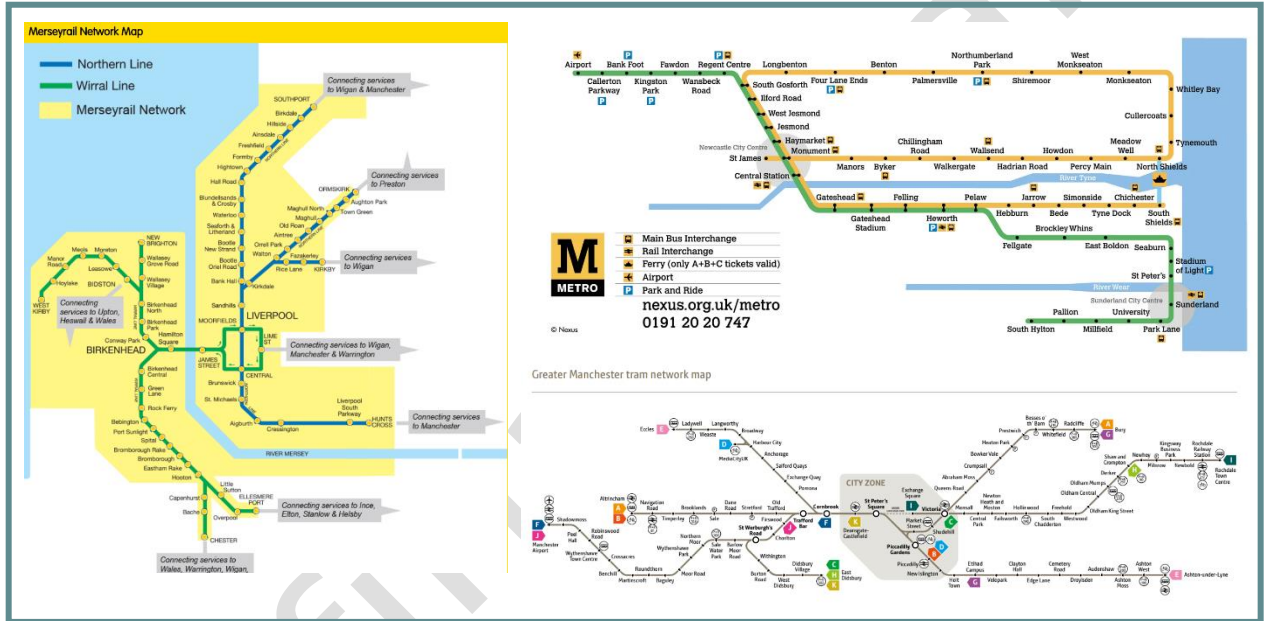
- **Avanti West Coast** – services to and from London to Manchester, Crewe, Liverpool, Preston, Lancaster and other North West towns
- **LNER** – services between London, Doncaster, Leeds, York, Newcastle and other North East towns
- **East Midlands Trains** – services to and from London and Sheffield plus services between Lincolnshire and the North
- **Transport for Wales** – services from north Wales to Chester, Crewe, Manchester and Liverpool, and from south Wales to Manchester
- **London Northwestern Railway** – Services to the Liverpool and other towns in the North West to and from Birmingham/London
- **Cross-Country** – intercity services connecting towns and cities in the North on to Birmingham and the South West



There are also two open access operators (not contracted by Governments) – **Hull Trains** who runs services between London and Hull, and **Grand Central**, who run services between London, Bradford and Sunderland.

### Existing locally devolved railways

The North of England has two successfully devolved rail networks – Merseyrail in the Liverpool City Region, run by Merseytravel, and the light rail Tyne and Wear Metro, run by NEXUS – the transport executive for the Tyne and Wear region.



There are also devolved tram networks in the North – notably Metrolink run by Transport for Greater Manchester which includes the use of tracks that had previously been part of the national rail network. There is a tram system in Sheffield, and a traditional tram operation in Blackpool.

### Community Rail Partnerships

The Community Rail Network<sup>3</sup> is an umbrella organisation that support the extensive network of Community Rail Partnerships, community station adoptions, and 'Friends of' groups for local stations across the country. Community Rail Partnerships (and other community rail; groups) activity promotes the importance of local railways, in terms of improving mobility and sustainable travel, community engagement and cohesion, education, learning and wellbeing.

In the north of England there is an extensive community rail network including the following establish Community Rail Partnerships.

<sup>3</sup> <https://communityrail.org.uk/about-us/>

## Community Rail Partnerships in the North of England

Yorkshire Coast  
Bentham Line  
Penistone Line  
Settle - Carlisle  
Bishop Line  
Esk Valley Railway  
Tyne Valley Rail  
Clitheroe Line  
East Lancashire  
Crewe Manchester

South East Manchester  
High Peak and Hope Valley  
Mid-Cheshire  
Cumbrian Coast  
Lakes Line  
South Fylde  
West of Lancashire  
Barton Cleethorpes  
North Notts & Lincs

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## 4. BOARDS, COMMITTEES, GROUPS

The governance arrangements for rail in the North of England are complicated – one reason why rail reform is so important. The arrangements for Transport for the North are unique too – being the only statutory sub-national transport body. Constituent authorities of Transport for the North have different arrangements as either, unitary, county, combined authority or city region status. The geographic area of Transport for the North, being the combined areas of all the Constituent Authorities, does not conveniently align with the physical arrangements of railway assets or services. Finally, the arrangements for the management of the Northern and TransPennine Express train operators are unique – being determined through the Rail North Partnership Agreement.

Pending rail reform and longer-term restructuring of our transport network to provide further financial and legal devolution, everyone involved in Rail in the North of England must work together with arrangements that are currently in place. We are all involved in delivering the best possible rail services for passengers, freight businesses and communities with the resources available to us.

This section provides a brief overview of the key member and officer groups which are the key places for accountability, decision-making and influence.

### Transport for the North Board (TfN)

The TfN Board meets at least 4 times a year. The TfN Board is made up of the elected Leaders of all the Constituent Authorities and the representatives of the LEPS across the region who are co-opted members of the Board. There are also representatives of Network Rail, Highways England and HS2. It is independently chaired. Where necessary decisions are taken by a weighted voted system set out in the Transport for the North constitution.<sup>4</sup> Pending further financial and legal devolution, papers and decisions taken at TfN Board concern the adoption of transport strategy and the approval of statutory advice to the Department for Transport. Given the strong, co-ordinated and organised voice that Transport for the North has for communities and businesses in the North of England, the Board and its sub-committees also provide an important public fora for transport operators to demonstrate accountability to elected members and the people they represent.

TfN has 3 Committees:

- the Audit and Governance Committee
- the Scrutiny Committee
- the Rail North Committee

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<sup>4</sup> [https://transportforthenorth.com/wp-content/uploads/Constitution-2019\\_2020-004.pdf](https://transportforthenorth.com/wp-content/uploads/Constitution-2019_2020-004.pdf)

Except for reserved matters for the full Transport for the North Board, most immediate rail matters – including those relating to railway services, investment on the existing network and proposed rail reform – are discussed at the Rail North Committee.

Transport for the North Board meetings are conducted in public.<sup>5</sup> Two agendas from previous meetings provide readers with a flavour for the items discussed the board.

<b>TfN Board agenda 31.07.2019</b>	
Item 0 -	TfN Board Agenda - 31.07.2019
Item 3 -	TfN Board Minutes 200619 Draft
Item 4 -	Governance Report TfN Board
Item 5 -	Annual Governance Statement
Item 6 -	Active Travel presentation
Item 8 -	Blake Jones Action Plan
<b>TfN Board agenda 12.03.2020</b>	
Item 0 -	TfN Board Agenda - 12.03.2020
Item 3 -	TfN Board Minutes DRAFT 08.01.2020
Item 8 -	High Speed North - Next steps
Item 9 -	Northern Powerhouse Rail Governance
Item 10 -	Monthly Operating Report
Item 11 -	Business Plan
Item 12 -	Budget Paper 202021
Item 13 -	Northern Transport Charter
Item 14 -	Decarbonisation Update

### **North of England Acceleration Council**

The Northern Transport Acceleration Council has recently been established to provide a forum for Government and Northern elected leaders to discuss transport investment together. The driver for the Council is to provide focus for a successful economic recovery in the North of England and to accelerate planned investment that has sometimes been dogged by bureaucratic processes. Whilst the Council does not alter the statutory or legal duties of existing bodies, it does create the opportunity for streamlining and co-ordinating decision-making between different organisations more effectively.

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<sup>5</sup> Unless confidential or exempt information is being discussed as defined in s100A(2) or paragraph 3 of Part 1 of Schedule 12a respectively of the Local Government Act 1972 (as amended)

## Rail North Committee (TfN)

The Rail North Committee was formed in 2018 following the establishment of Transport for the North. The membership of the Rail North Committee is based on Regional Groups and mirrors the membership of Rail North Ltd - a company set up to enable Local Transport Authorities in the North to be jointly involved in partnership with the Department of Transport in the management of the rail franchises following the award of the Northern and TransPennine Express contracts in 2015. Rail North Limited had a slightly wider membership than the Constituent Authorities of Transport for the North (including Staffordshire County Council, Nottinghamshire County Council, Derbyshire County Council, Lincolnshire County Council, Nottingham City Council, Stoke-on Trent City Council). These Councils have membership representation at the Rail North Committee.

### Terms of Reference for the Rail North Committee

To consider and advise the Transport for the North Board on the following matters:

- *The promotion and improvement of rail services in the area of Transport for the North and the wider Rail North area; through the improvement of franchised and contracted rail services*
- *The management of the performance of obligations under the agreements let by the Secretary of State in respect of the carriage of passengers by rail;*
- *Recommending to the Transport for the North Board the Rail North Business Plan and related annual budget and any Rail North policies in so far as they related to rail franchise and contract matters*

The Rail North Committee shall actively consider and advise the Transport for the North Board on strategic issues relating to rail transport including:

- *Priorities for services and infrastructure improvement*
- *Rail devolution and reform matters*

On behalf of Transport for the North, the Rail North Committee is the only forum where rail issues affecting passengers and communities in the North of England are discussed by elected members in public unless confidentiality obligations require otherwise. This means the Rail North Committee offers rail industry partners – operators, Network Rail, and other colleagues - the chance to be held to account by the representatives of the people they serve.

Particularly in the light of an industry in need of, and awaiting reform, this Committee provides a public focal point for rail passenger and freight interests in the North of England.

Two agendas from previous meetings provides the type of items discussed by the Committee.

<b>Rail North Committee agenda 06.03.2019</b>	
1.0	Welcome and Apologies
2.0	Declarations of Interest
3.0	Minutes of the previous meeting
4.0	Performance Update
5.0	Exclusion of Press and Public
6.0	Franchise Strategy
7.0	Review of the Rail North Partnership
8.0	Special Compensation Scheme
9.0	Date of Next Meeting
<b>Rail North Committee agenda 14.07.2020</b>	
1.0	Welcome and Apologies
2.0	Declarations of interest
3.0	Minutes of the previous meeting
4.0	Rail Operations and Covid-19
5.0	Blake-Jones Review Update
6.0	Rail Reform and Devolution
7.0	Date of Next Meeting
8.0	Exclusion of the Press and Public
9.0	Northern Trains Update and 100-day Review
10.0	Manchester Recovery Task Force
11.0	Service Changes to Support Improved Reliability

The Rail North Committee provides guidance and steer to the officers of Transport for the North – particularly those in the Strategic Rail Team, and to the 3 senior officers from TfN organisations who represent TfN on the Rail North Partnership Board. Appropriate delegated authority has been made to TfN officers according to the arrangements set out in the Transport for the North Constitution<sup>6</sup>

### **Officer Reference Group (TfN)**

The Officer Reference Group (ORG) is a body of officer representatives from the Rail North constituent authorities who support and service the activities of the Rail North Partnership members. They are supported by the work of the TfN Strategic Rail Team who facilitate and enable ORG. ORGs role is to:

- Review and contribute to draft Rail North Committee papers;
- Provide support to the Rail North Committee Members on matters discussed at the Committee;
- Oversee the formulation and presentation of Rail North plans
- Consult their appointing Member Authorities on rail matters
- Represent their Member Authorities in Transport for the North and rail industry working groups

<sup>6</sup> [https://transportforthenorth.com/wp-content/uploads/Constitution-2019\\_2020-004.pdf](https://transportforthenorth.com/wp-content/uploads/Constitution-2019_2020-004.pdf)

- Report back to their Rail North Committee members on this activity
- Contribute to reports to Rail North Committee on rail matters affecting the Constituent or Rail North Authorities

Every member of the Rail North Committee is represented by an official (either directly or by a partner authority), so the ORG is an important forum for ensuring strategy and issues are examined from an individual authority perspective so that a consolidated position is presented at Rail North Committee meetings.

ORG is also the forum for officers to prepare and shape the future agenda of the Rail North Committee in the light of Committee direction and guidance from the Committee Chair.

### **Officer Operations Group (TfN)**

The Officer Operations Group (OOG) has been established to provide a forum for officers to discuss current on ongoing operational matters directly with senior Train Operating colleagues and with Network Rail. The forum began meeting weekly during the early days of the pandemic, and participants have found its immediacy and directness an effective way to ensure clear and quick communication on current matters. As the need for weekly meetings has reduced, participants have agreed to continue the forum. The revised role of OOG is therefore to:

- Provide a regular informal forum for industry partners to discuss live operational issues and challenges.
- Provide the opportunity for all operators to engage with and respond to issues affecting the North of England authorities – particularly those who have responsibility for co-ordinating services across all modes, and those who have responsibility for reporting on and communicating rail and wider transport operational matters to their elected members and communities.
- Streamline operational communication and to encourage swift and appropriate action for problems or issues that can readily be sorted out by attending parties.

### **Quadrant meetings and Working Groups**

In addition, the authorities in the North have divided in 'Quadrants' – West (including Liverpool, Greater Manchester and surrounding authorities), Central (Leeds, Sheffield and surrounding authorities), Yorkshire and Humberside, and the North East - which is formally established as the North East Rail Management Unit. These are smaller officer groups which convene periodically to discuss specific issues affecting their area, often with operators and Network Rail in attendance.

For particular issues, ORG may commission a Working Group which may consist of subject matter experts, or officers with particular policy responsibilities, who are asked to consider a particular subject on behalf of the whole group.



The diagram below shows the regular rhythm of the Rail North Committee and its supporting fora. The meeting cycle is set around Rail North Committee meeting every three months.

Wk	RN Officers Operations Group	Quadrants and NERMU	Specialist Working Groups	RN Officers Reference Group	RNC Chair meeting	Rail North Committee	TOCs/NR to attend	Purpose of meeting
1	M						✓	Provide feedback and concerns to operators. Discuss emerging and live service and operational issues. Flag local issues and requests to operators and provide an informal forum to discuss options/solutions.
2				M				Review and comment on draft/emerging RNC papers
3	M				M		✓	RNOOG - As above Chair meeting - Discussion of RNC preliminary paper recommendations. Advice from Chair on pre-RNC briefings. Confirmation of non-member attendees at RNC meeting.
4				M		Papers issued		Strategy discussion - rail reform, long-term rail plan, devolution issues
5	M						✓	RNOOG - As above
6						M		Members review, challenge and endorsement of recommendations. Guidance and steer of future actions and agenda. Commission work for future meetings.
7	M						✓	RNOOG - As above
8				M				Strategy discussion. Confirmation of RNC actions in terms of rail reform, long-term rail plan, devolution agenda. Confirm papers and work plan for next RNC meeting.
9	M						✓	RNOOG - As above
10					M			Discussion with RNC Chair on operational matters (flagging anything to be raised or followed up for RNC). Confirming agenda and future papers for next RNC meeting.
11	M						✓	RNOOG - As above
12				M			✓	Officer strategy group with TOC/NR attendance. Consideration of Week 4 agenda items with operators, and follow-up of RNC meeting and emerging work.

Meetings take place around every 3 months, frequency determined by prevailing member requirements

Meetings convened when required. Will generally comprise subject matter experts on particular issues and will be set ToRs form ORG



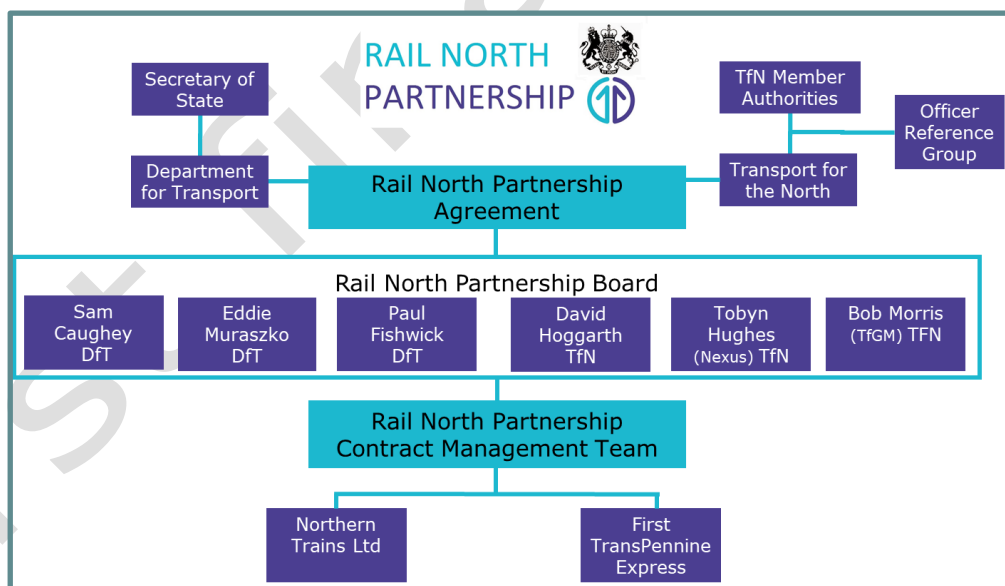
## Rail North Partnership Board (TfN/DfT)

The Rail North Partnership Board was created in 2015 following the award of the transformational Northern and Transpennine Express contracts. Much has happened to the railway in the North since 2015, but it is worth remembering the ground-breaking intent of the Partnership Board. For the first time, arrangements were put in place to **jointly manage** the two train operating contracts in the North.

This was achieved legally through the Rail North Partnership Agreement. The signatories to the Rail North Partnership Agreement are Transport for the North, and the Department for Transport. As well as setting out the practical arrangements for managing the two contracts, the Agreement is designed as the first step towards intended further rail devolution in the North of England.

The Partnership Agreement specifies the creation of a board – the Rail North Partnership Board, consisting of 3 TfN senior officers, and 3 DfT senior officials. The Partnership Board provides the formal reporting and escalation line for the Contract Management Team managing the train operating contracts on a daily basis.

The following diagram sets out the arrangements for the Rail North Partnership Board.



It is worth noting that the Rail North Partnership Director (who heads the Contract management team) reports to the Rail North Partnership Board – not to the DfT or to TfN. The Rail North Partnership Director is accountable and empowered to sign changes to the train operating contracts providing decisions have been taken through decision-making protocols put in place by the two partner organisations.

## Rail North Partnership budget

The Rail North Partnership Director is responsible for managing a multi-million pound annual public expenditure budget. This budget is effectively set (or baselined) at the point at which the franchise contracts were awarded. Therefore the awarding of train operating contracts (a procurement process that typically takes 18 months) are a very important process during which the service specifications and other passenger outcomes are set, and - as importantly - funded for the duration of the contract.

## Contract change arrangements

As for all major public procurement contracts, changes are expected and catered for as prevailing circumstances occur. Managing this activity and ensuring the delivery of the specification contracted is the core role of the Rail North Partnership Contract Management team.

In the North of England, both train operating contracts – particularly for Northern – were subject to substantial change prior to the May 18 timetable introduction. The May 2018 timetable clearly placed further strain on the ability of the train operators to deliver the planned and originally specified outputs at the original agreed budget.

## Transport for the North matters

The Rail North Partnership Agreement makes provision for certain matters for to be at the independent responsibility of TfN providing they do not result in an overall increase subsidy or costs commitment. These matters are:

	<b>Matters for which Transport for the North is responsible within the RNPA</b>
1	Development of and changes to the Train Service Requirement
2	Changes to train fleet
3	Assets, leases and third parties
4	Concessionary Travel, Multi Modal Ticketing Schemes and Smart Transactions
5	Performance Management and Enforcement
6	Matters relating to the deployment of Rolling Stock where this affects any TfN Party
7	Development of and changes to the Train Plan
8	Right to carry out Surveys
9	Station facilities addressed by the provisions of a relevant Franchise Agreement
10	Right to inspect e.g. surveys of stations, trains and any other passenger facility)
11	The application of fare increases to fare baskets
12	Any matter agreed to be TfN's responsibility pursuant to clause 8 (Statutory Partner Role) or 14.1 (Annual Review) of the Agreement

## **Reserved matters for the Secretary of State**

Certain matters within the Partnership Agreement are reserved for the Secretary of State. Broadly, these matters protect the obligations of the Secretary of State with regards to overall cost/subsidy, other rail franchises or provision of rail services or obligations with regards to procurement law.

## **Operator of Last Resort arrangements for Northern Rail**

The Operator of Last Resort took over the Northern Rail Franchise on March 1st. The OLR is governed by DOHL (Directly Operated Holdings Ltd) which is a company owned wholly by the Secretary of State. Services operate under the name 'Northern Trains Ltd'. The Rail North Partnership arrangements will remain. The Northern Trains operation operate to a 'Service Level Agreement' managed by the Rail North Partnership Team in a similar way to the previous franchise.

## **Emergency Measures Agreements (EMA)**

The TransPennine Express Franchise Agreement (and other franchise contracts in England) were terminated shortly after the beginning of the Covid pandemic in the UK. Immediate, sustained and drastic reductions in passenger travel (and therefore revenue) put all operators in imminent risk of financial collapse. To ensure the continuity of rail services, emergency contracts have been implemented (Emergency Measures Agreements – EMAs) for franchised operators, including TransPennine Express.

The structure of the EMA contract covers similar provisions to a regular franchise. The most significant difference is that operators are not taking any revenue risk, and very little cost risk. This places considerable additional onus on the contract management teams to manage the contracts – greater scrutiny is required to ensure that costs are being managed prudently (something that would normally be in an operators commercial interest), and to ensure that revenue, and passenger growth incentives (when conditions permit) are pursued – again something that an operator taking no revenue risk is not commercially incentivised to do.

The next generation of EMAs (the first tranche will expire in Autumn 2020) are likely to adapt the existing arrangements to make medium-term provision rail services for as the country emerges from the pandemic, and perhaps incorporates enablers for longer term arrangements that are anticipated for wider rail reform.

## DfT Investment Portfolio and Delivery Committee (DfT)

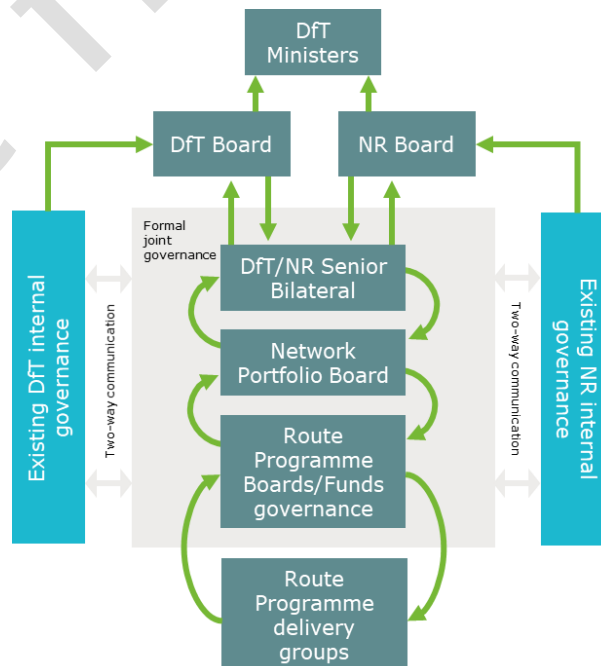
The DfT Investment Portfolio and Delivery Committee is the most senior official investment body in the department. The Committee oversees all the major investment expenditure across the whole transport portfolio, and in line with the protocols set out in *Managing Public Money*<sup>7</sup>, is the place that endorses or amends the final request for formal Ministerial approval.

For example, commitments to expenditure on HS2, TransPennine Route Upgrade, major rolling stock procurements, as well as each rail franchise award, will have been scrutinised by this Committee before approval being sought by the Secretary of State.

## North of England Portfolio Board (DfT/NR)

Below the DfT's IPDC sits the North of England Programme Board. This Board is chaired by the DfT and oversees the entire Network Rail Enhancement Portfolio for the North of England – a portfolio being delivered by Network Rail. The Board provides change control governance for Network Rail for the portfolio of programmes and provides an opportunity for wider partner discussion about the progress, delivery and implications of changes of the portfolio.

The North of England Portfolio Board forms part of the joint governance arrangements that DfT and Network Rail have in place to manage infrastructure enhancement and delivery decisions set out in the diagram below.



7

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/742188/Managing\\_Public\\_Money\\_MPM\\_2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/742188/Managing_Public_Money_MPM_2018.pdf)

The Network Portfolio Board for the North is the North of England Portfolio Board, and Transport for the North is represented at this Board by the Strategic Rail Director. For the North, the route programme board is split into two – TRU Route Programme Board, and the Rest of the North of England Route Programme Board. Both these boards have Transport for the North Strategic Rail representatives. TfN Officers are also active on the Network Rail programme delivery groups (PDGs).

This joint governance is for infrastructure enhancement programmes. Whilst service specification assumptions form an important element of infrastructure investment planning, the funding and commitment to specific service levels is currently legally undertaken through train operating contracts, which are not party to this joint governance framework. Work over the last few years has been working towards better alignment of the specification of rail services and the capability and capacity of rail infrastructure, but the two are not yet perfectly aligned.

First final draft

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## Rail North Committee Meeting –

- Subject:** Update on Operational Rail Issues
- Author:** Adam Timewell, Head of Rail Service Outputs
- Sponsor:** David Hoggarth, Strategic Rail Director
- Meeting Date:** Wednesday 21 October 2020

### 1. Purpose of the Report:

- 1.1 This report provides an update on operational rail issues and provides an opportunity for members to discuss current progress and next steps on the timetable recovery plans. It covers current operational performance, and December 2020 & May 2021 timetable plans. It also covers a proposal received by the Rail North Partnership relating to Boxing Day services in 2020.

### 2. Executive Summary:

- 2.1 This report summarises the current operational performance and levels of demand in light of the transition from summer holiday period to the return of school. The report also touches on impact the recent local lockdown and other Covid restrictions have had on demand in recent weeks.
- 2.2 This report outlines the upcoming timetable changes for both December 2020 and May 2021 as part of the Covid recovery timetables, building further on the recent September timetable changes.
- 2.3 This includes an update on the approach to Boxing Day services.

### 3. Current Operational Performance

- 3.1 Previously, punctuality was primarily recorded using the Public Performance Measure (PPM) which considered trains to be 'on time' if they arrived within five or ten minutes at their final destination only, for short distance and long-distance trains respectively. In April 2019, all rail companies began to use the more transparent measure as its primary method of measuring punctuality. Rail companies now publish a spread of information about train punctuality: early, within a minute of the timetabled arrival or within three, five, 10 or 15 minutes and after 15, 20 or 30 minutes. The proportion of trains cancelled is also shown.

- 3.2 For Northern, the timetable uplifts have operated successfully and continue to deliver high levels of operational performance, both in terms of punctuality and low levels of cancellations. The punctuality within 3 minutes at each stop measure pre-Covid was 75% which increased to 96% in April as part of the Covid Timetable introduction. The measure has since been trending downwards across the last five periods as more services have been introduced to 90.4% (Public Performance Measure comparator 93.4%). TPE have seen a similar trend and their punctuality within 3 minutes at each stop was 87.87% (Public Performance Measure comparator 95.6%).
- 3.3 Over the summer period, passenger demand grew to between 40-60% of pre-Covid levels. Whilst there was anticipation of further demand with the return of school, the only noticeable effect was a drop in mid-week leisure travel. Peak travel has also shifted from traditional peak times to Thursday & Friday afternoons.
- 3.4 With more local lockdowns being put in place over recent weeks, passenger demand has fallen again by approx. 10% and has been felt widely across the North.

#### **4. December 2020 timetable changes**

- 4.1 December 2020 continues the progress made to build back rail services from the Covid Timetable. The North of England Contingency Group, which brings member officers and the industry together, has helped to shape and monitor the development of these incremental plans under an extremely challenging environment.
- 4.2 Northern's plans for December 2020 will see additional services to the current September timetable from 82% to 89% of full-service provision. A summary of the changes can be found in Appendix 1 of this report.
- 4.3 A key issue developed in the lead up to the September changes, which saw a planned removal of the service from Rose Hill Marple. As a result of discussions with Rail North Partnership, Transport for the North, and TfGM, Northern were able to develop a revised plan which saw the reinstatement of some additional trips to Rose Hill Marple in September with a further uplift in services is being introduced from the end of October, followed by the resumption of an hourly service from December 2020.
- 4.4 TPE's plans also see a step-up for December 2020, as part of a phased, measured, and considered move toward full timetable introduction. The timetable aims to maintain high levels of performance, to maximise journey opportunities and capacity, and is based on a reliable level of competent traincrew resource. A summary of the changes can be found in Appendix 2 of this report.



- 4.5 Concerns have been raised from member authorities regarding the suspension of most calls at Alsager Station for East Midlands Railway (EMR) services between Derby and Crewe. Concerns also remain for the reduced number of calls at Chesterfield Station for Cross Country services. Both Operators maintain that these decisions were for performance improvement reasons.

Transport for the North and member officers continue to work with EMR and Cross Country to address these concerns and identify the key interventions needed to take place to operate the full service with good performance. These include the issue with the level crossing immediately next to Alsager station and Dore Station junction.

## **5. May 2021 timetable plans**

- 5.1 There is a clear desire across the industry to embrace the opportunity to 'Build Back Better' and deliver a timetable change that will sustain the much-improved levels of train performance we have seen across the network since March, benefiting passengers and freight users alike.
- 5.2 As seen in timetable uplifts this year, there is a relationship between increased levels of service and reduced network performance and several operator plans for May 2021 have been identified as potential risks to network performance including TPE. TPE had been working on plans to return to a full service, with further service increases in line with their franchise agreement. To maintain the current high levels of performance it has been proposed to continue with the December 2020 level of service, with some minor amendments where necessary to improve performance further and match passenger demand. The System Operator (part of Network Rail) will work with TPE to identify how the slots not proposed to be used might be retained to facilitate driver training or reinstate services later in the timetable period should circumstances require it.
- 5.3 Northern plan to re-instate further services from May 2021, building on the December 2020 uplift from 89% to 92% of full-service provision. However, several services will remain suspended due to predicted levels of resource shortfalls. Details of the service uplifts and remaining service suspensions have been shared with lead officers as part of the North of England Contingency Group. Building on the experience of this summer, this plan has been optimised in order to provide the capacity and frequency for customers where it is needed most and a reliable/punctual railway.
- 5.4 Northern are working with Rail North Partnership and DoHL as the operator maps the areas (both around staffing and by geographical/service group location) where they are particularly susceptible to the impacts of Covid spikes/second wave and how services could be stepped back in an orderly fashion should this prove necessary through time. This work is due to be completed in the coming weeks and will be brought together with the System Operator's own plans early in the

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New Year to either verify readiness for May 21, or map necessary amendments.

- 5.5 Rail North Partnership report that the work around projected driver availability and the interactions between this and other areas such as depot/signalling staff availability is at a level that has not been achieved since May 2018 although it remains a hugely complex task given Northern's complex, interworked planning. There is also an appreciation, in particular following issues around the September Timetable uplift of a need for close working with stakeholders.

## **6. Boxing Day Services**

- 6.1 The Rail North Partnership Board endorsed a recommendation, subject to consultation with the Rail North Committee, to approve Northern's variation request to not operate a Boxing Day 2020 service, taking on board the limited routes over which Northern can operate on Boxing Day 2020 due to engineering works and the impact of Covid-19.
- 6.2 The potential demand for Boxing Day services in 2020 has been considered. Covid-19 has seen vastly reduced current levels of passenger demand and could be a possibility of further reductions in demand if restrictions during the winter period increase. Consideration was also given to the low passenger numbers for Boxing Day 2019 which also saw restricted routes resulting from engineering works.
- 6.3 The extent of the engineering works can be found in Appendix 3 of this report, but the works cover the key flows which, under normal circumstances, would generate the most passenger demand opportunities across the North.
- 6.4 This recommendation is that given the Covid impact in 2020, Transport for the North seeks a clear focus delivery of the Boxing Day service commitment from 2021 onwards. To this end Rail North Partnership Management Team will engage Transport for the North in a 4-way dialogue (Rail North Partnership/Transport for the North/Network Rail and Northern) to plan Boxing Day services from 2021, and explore the full potential of running Boxing Day services balanced against the need of Network Rail to have unrestricted access to the rail network for enhancement and renewal works.

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**7. Recommendations**

- 7.1 It is recommended that the report is noted and that that members endorse the approach to Boxing Day services, including securing early commitment to services from 2021 onwards.

<b>8.</b>	<b>Appendices</b>
8.1	Appendix 1: Northern December 2020 service uplift
8.2	Appendix 2: TPE December 2020 service uplift
8.3	Appendix 3: Key Engineering works during the Christmas Period

## Appendix 1: Northern December 2020 service uplift

Corridor	September 2020 Service Level	Service Resumption in Dec 2020
Rose Hill -Piccadilly	6 services per day	Hourly service
Victoria–Warrington -Chester	Two hourly (Hourly Leeds –Vic with two hourly extension to Chester)	Hourly (provided by hourly Leeds - Chester service)
Barrow -Manchester Airport	Through service focused on peak times	Increase from 6 to 11 through services
Windermere -Manchester Airport	Through service focused on peak times	Increase from 3 to 4 through services
Liverpool -Warrington -Airport fast	Peak only service	Increase from 3 to 10 services per day
Piccadilly -Chester via Altrincham	Hourly peak and two hourly off peak	Hourly all day
Piccadilly -Hadfield/Glossop	Half hourly service	Additional peak services resumed
Blackburn -Todmorden–Wigan	3 hourly service Blackburn–Todmorden–Victoria	Blackburn -Todmorden–Wigan hourly
Saltburn–Bishop Auckland	Hourly	Hourly with half hourly frequency Darlington -Saltburn
Sheffield–Gainsborough/Lincoln	Hourly Sheffield–Lincoln	Hourly service with Gainsborough - Sheffield peak services
Leeds –Carlisle	6 services per day	8 services per day

## Appendix 2: TPE December 2020 service uplift

TPE’s plans for December 2020 include;

### Anglo-Scottish routes – Edinburgh to Manchester Airport / Glasgow to Liverpool

Most services will operate from December apart from a number of services predominately focused around early morning/late evening times of the day.

### South routes – Cleethorpes to Manchester Airport

Services will continue to operate an hourly Cleethorpes – Manchester Piccadilly service. All trains are planned to be six car formations throughout the operating day. TPE will maintain the first and last services of the day running through to Manchester Airport.

### North routes - Scarborough to Liverpool, Redcar to Manchester Airport, Edinburgh/Newcastle to Liverpool, Newcastle to Manchester Airport

TPE plan to increase services between Newcastle and York including additional extensions to Edinburgh, as well as an additional journey each direction between Redcar and York.

## Appendix 3: Key Engineering works during Christmas Period

The Key engineering works include

- Newcastle KEB Waybeams (year 10 of 12),
- Sheffield station
- York station
- Leeds station (Shutdown period only)
- Doncaster reballasting
- Carlisle heavy maintenance including Carlisle Station

- Sunderland station overbridge, Streethouse branch for underbridge replacement and Gilberdyke station overbridge (re-planned due to Coronavirus).
- Crewe to Sandbach
- Drainage at Farington
- Ashburys to Manchester Piccadilly
- Manchester Piccadilly to Ordsall Lane

## 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 the report does not contain any specific new proposals.	Adam Timewell	David Hoggarth

### Environment and Sustainability

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Environment and Sustainability	A full impact assessment has not been carried out because it is not required.	Adam Timewell	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 new legal implications for TfN as a result of this report	Deborah Dimock	Dawn Madin

### Finance

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	There are no direct finance implications to TFN as a result of this report.	Paul Kelly	Iain Craven

### Resource

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	There are no direct resourcing implications as a result of this report.	Stephen Hipwell	Dawn Madin

### Risk

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A full risk assessment has not been carried out as it is not required for the purpose of this report.	Haddy Njie	Iain Craven

### Consultation

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	Relevant consultation on timetable changes has taken place with member authorities.	Adam Timewell	David Hoggarth

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## Rail North Committee Meeting –

**Subject:** Update on matters reserved for the Secretary of State

**Author:** Adam Timewell, Head of Rail Service Outputs

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

**Meeting Date:** Wednesday 21 October 2020

### **1. Purpose of the Report:**

- 1.1 This report provides an update on matters reserved for the Secretary of State (Department for Transport) and provides an opportunity for members to consider any further actions required. It covers the new Emergency Recovery Measures Agreements and the Liverpool to Norwich service.

### **2. Executive Summary:**

- 2.1 This report provides an update on new Emergency Recovery Measures Agreements (ERMA) announced by the Secretary of State on the 21<sup>st</sup> September 2020. The new 'recovery' contracts are proposed to deliver government's commitment to end the complicated franchising model and deliver a simpler, effective model to reform Britain's railways.
- 2.2 This report provides an update on the delay to the proposed amendments to the Liverpool – Norwich via Nottingham service which is currently operated by East Midlands Railway (EMR). The previously agreed plan was to split this into two separate services at Nottingham and transfer the Liverpool - Nottingham section from December 2021. This report recommends continuing our approach to press for implementing the plans for splitting the Liverpool – Norwich service and improve the type of train operating on the service at the earliest possible opportunity, followed by a transfer of service.

### **3. Emergency Recovery Measures Agreements (ERMA)**

- 3.1 The ERMAs announced by the Secretary of State are a transitional stage to a new system. The new system aims to create a simpler, more effective structure and will take shape over the coming months and are designed as the first steps to a network that puts passengers back in control.

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- 3.2 These management agreements have tougher performance targets and lower management fees. The new contracts allow the Department for Transport (DfT) to make an early start on key reforms, including requiring operators to co-ordinate better with each other and driving down the railways' excessive capital costs.
- 3.3 The ERMA also promotes greater collaborative behaviour, particularly in co-ordinating and co-operating with Network Rail and other operators for the planning, development and implementation of proposals to support the continuous improvement of train timetabling and train planning functions.
- 3.4 It should be noted that the MerseyRail operation is administered by Liverpool City Region and is therefore not a party to the ERMA arrangements.

#### **Impact on Northern Trains Limited (NTL) and TransPennine Express (TPE)**

- 3.5 The immediate impact is on TPE. Under these arrangements, cost and revenue risk will remain with the Department for Transport and remuneration to TPE will be in the form of a Management Fee.
- 3.6 Performance will be measured through a qualitative scorecard assessment, which will be based on operational performance, customer experience, financial and collaborative behaviours.
- 3.7 However, as a transitional contract, the ERMA will help prepare TPE for any new contract arrangements which follow, and will provide a platform from which we may develop, design and implement future initiatives such as new models for assessing customer satisfaction, operational performance, service quality standards and for introducing ticketing, decarbonisation and other environmental improvements.
- 3.8 As NTL are operated by the Operator of Last Resort (DOHL), they have not been required to transition to an ERMA. Therefore, the Services Agreement remains in place.
- 3.9 Both Operators will still be managed by the Rail North Partnership on behalf of Transport for the North and the Department for Transport.
- 3.10 In order to secure the best outcomes for passengers in the North, it is important that Transport for the North is engaged with what comes next for TPE (in the short term) and Northern (in the longer-term given they are operated under Operator of Last Resort). In line with the ways of working established following the Blake Jones review, it is therefore proposed to establish an appropriate member-led working group to oversee the North's input to the process and dialogue with the Department for Transport on the next steps.

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#### **4. Liverpool – Norwich Service**

- 4.1 The East Midlands re-franchising competition was seen as an opportunity to split the Liverpool – Norwich services at Nottingham and transfer the north-western section to another operator. The case for this was broadly threefold as set out below:
- 4.2 Firstly, while some existing through journeys would be inconvenienced, splitting the service would recognise the extremely different passenger volumes and markets served either side of Nottingham. This would allow the train service to develop to better fit each market, including opportunities for adding badly needed capacity on the north-western section serving commuters into, and between, Liverpool, Manchester, Sheffield and Nottingham.
- 4.3 Secondly, splitting the service should improve its poor performance. Pre-Covid, long-term performance had declined to 71% PPM (Public Performance Measure) as the service crossed a number of congested routes and stations. The service also uses rolling stock with narrow doors that lead to long dwell times at stations and splitting the service would make it easier to use more appropriate trains.
- 4.4 Thirdly, the case for also transferring the service to another operator was that because the north-western section covers four major northern cities, it would benefit from being part of one of the North of England franchises managed by Rail North Partnership. Transport for the North (TfN) were consulted and supported the transfer. The transfer date was agreed as December 2021 to align with other changes in EMR and thereby helping with workforce planning.
- 4.5 However, as a result of the pandemic and the deliverability challenges associated with a transfer of operator, the approach will now be to secure the benefits from splitting the service, by asking EMR to do this, while re-examining the case for transferring the service to a North of England operator at a later date which would be more easily accomplished after the split.

#### **5. Recommendations:**

- 5.1 It is recommended that the report is noted and that an appropriate member-led working group is established to guide the North's input into the future service contracts.
- 5.2 It is recommended that TfN continue to press for implementing the plans for splitting the Liverpool – Norwich service and improve the type of train operating on the service at the earliest possible opportunity, followed by a transfer of service.

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**List of Background Documents:**

None

**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 this does not deal with specific proposals.	Adam Timewell	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 – including considerations regarding Active Travel and Wellbeing	A full Impact assessment has not been carried out because this does not deal with specific proposals.	Adam Timewell	David Hoggarth

**Legal**

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
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Legal	Items in this report are reserved matters for the Secretary of State for Transport. There are no new legal implications for TfN as a result of this report	Deborah Dimock	Dawn Madin
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### Finance

	No
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Consideration	Comment	Responsible Officer	Director
Finance	There are no direct financial implications to TFN as a consequence of this report. Items in this report are reserved matters for the Secretary of State for Transport.	Paul Kelly	Iain Craven

### Resource

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

### Risk

	No
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Consideration	Comment	Responsible Officer	Director
Risk	A full risk assessment has not been carried out as it is not required for	Haddy Njie	Iain Craven

	the purpose of this report.		
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**Consultation**

	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	Items in this report are reserved matters for the Secretary of State for Transport.	Adam Timewell	David Hoggarth

## Rail North Committee Meeting -

**Subject:** Business Planning and Commissioning

**Author:** David Hoggarth and Salim Patel

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

**Meeting Date:** Wednesday 21 October 2020

### **1. Purpose of the Report:**

- 1.1 This report provides an update on progress against Transport for the North's Strategic Rail Business Plan and a proposed forward plan for future committee meetings.
- 1.2 The report also sets out (for endorsement) a planned approach to the business plan, budget and member contributions for 2021/22. Details of the proposed budget and contributions are included as Appendix 1.

### **2. Executive Summary:**

- 2.1 The report outlines progress that has been made on delivery of the long-term rail strategy including continued roll-out of new trains and additional services. It also highlights some of the ongoing challenges of performance in the North of England and the severe impact of Covid-19 which has led to a number of significant changes for the industry. A core priority will be for Transport for the North to continue to work in partnership with the Department for Transport to re-build demand and confidence in the rail network.
- 2.2 The approach outlined in the draft business plan and budget is for Transport for the North to use its influence to continue to push for better outcomes for passengers and the required investment in the network.
- 2.3 Subject to input from members the draft business plan and budget will go forward to Transport for the North's Board for endorsement. It should be noted that, as per the Comprehensive Spending Review (CSR) submission that has previously been provided to the Transport for the North Board, this is subject to the Department for Transport's response to our CSR Comprehensive Spending Review proposals and, depending on the outcome of that exercise, there may be a need to re-visit proposed activity.

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### **3. Progress Update:**

- 3.1 Transport for the North members established the current arrangements (formerly Rail North Ltd) to make the case for transformational investment in the Northern and TransPennine Express franchises at a time when it was unclear whether investment would be made in rail services in the North. Northern Leaders made a clear economic case for investment in both services and infrastructure to support economic growth in the North of England. Headline outputs from the franchises included 500 brand new carriages, a 40 percent uplift in capacity and over 2,000 additional services per week (including a significant uplift in Sunday frequency). All of this was accompanied by a first step towards devolution by moving the oversight of the two franchises to the Rail North Partnership based in Leeds (with oversight from both Department for Transport and Transport for the North).
- 3.2 Whilst good progress has been made on many of the outputs, there have been a series of seismic events affecting rail services in the North of England. Following on from the disastrous timetable change in 2018, progress was being made on the implementation and learning from the various reviews, and steady progress on improving timetables and performance was being made. A proposal by Transport for the North's leaders led to the appointment of an industry expert to oversee performance recovery – which did stabilise during the latter part of 2018 and 2019.
- 3.3 During 2019 and because of further issues with the franchise, Transport for the North called for the replacement of Arriva Trains Northern by the Operator of Last Resort. In January 2020, the Secretary of State for Transport confirmed that the Operator of Last resort would indeed be brought in to operate the Northern franchise from March 2020. This has allowed the re-setting of relationships with Northern who have begun making progress in transforming the business.
- 3.4 During 2019, much headway was made by both Northern and TPE on the introduction of the new fleets of trains to transform the passenger offer and this included, in Northern's case, facilitating the replacement of the older pacer trains. Following a poor implementation of the December 2019 timetable (primarily as a result of staffing issues associated with TPE's new train introduction), Transport for the North set a public performance improvement target for the operator. TPE is now operating under an Emergency Measures Recovery Agreement and an amended timetable is delivering much higher levels of performance.
- 3.5 From March 2020, the full impact of Covid-19 hit and operators moved to a series of emergency timetables, initially focussing on supporting key workers. Subsequent iterations have sought to build back towards the normal timetable but reflecting the lower levels of demand (particularly the impact on peak commuting) and the impact on resource availability (for example driver training has been impacted



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significantly by Covid-19). At the start of the pandemic, Transport for the North established the North of England Contingency Group as a bridge between local partners (and their local contingency planning) and the rail industry. This has facilitated a new way of working and demonstrated the ability of the industry to respond better to local needs and suggestions. This is something that Transport for the North intends to retain and build-upon during the recovery.

- 3.6 In partnership with, Northern, TPE and Merseyrail, Transport for the North has led the rollout of smartcards for season ticket (weekly, monthly and annual) holders across the North's rail network. The majority of season ticket sales at ticket offices are now sold to smartcard rather than paper, with web and ticket machine retailing also now live and seeing increased passenger uptake. During 2020, Transport for the North has worked with the operators on the implementation of flexi-season tickets which have taken on even more importance with the reduction in traditional commuting patterns and the move to greater home working. Transport for the North has plans, working with the operators, to roll out pilot schemes across the North and install platform validators across more stations in the North.
- 3.7 By virtue of being a statutory sub-national transport body, Transport for the North is able to make statutory advice on investment schemes to the Secretary of State. The first formal advice was made in September 2018 in relation to the Transpennine Route Upgrade scheme. Subsequently, during 2020 the Department for Transport announced that they are now developing an option for the upgrade which is much closer than previously was the case to Transport for the North's recommended option. It includes, for example, full electrification between York, Leeds and Manchester. In January 2020, Transport for the North made further statutory advice relating to infrastructure to unblock congestion in Central Manchester. Working with the industry, Transport for the North has helped secure short-term service changes pending infrastructure investment to support better reliability. The first tranche of changes are due from December 2020 and further changes are under discussion.
- 3.8 At a local level, Northern authorities continue to make progress with the development and delivery of a variety of schemes and initiatives. These include local station improvements (e.g. at Carlisle, Middlesbrough, Darlington and Sunderland) and new stations (such as Warrington West which opened in December 2019 and Horden which opened in June 2020). There are also a number of potential new lines under development. These include the Northumberland Line project (reopening of the line between Newcastle and Ashington to passenger services to improve connectivity and accessibility in the South East Northumberland Corridor to encourage more sustainable access to the key regional economic centres in Tyne and Wear), Skelmersdale Line, and business case work on restoring the Skipton-Colne link. Progress is also been made on initiatives including the Cumbrian Coast p upgrade and journey time improvements across the North.

3.9 Transport for the North continues to support the development of a number of innovative projects including the development of battery-electric units for the services in the North West, hydrogen trains for the Tees Valley, and battery-electric trains for the Lakes Line.

#### **4. Business Plan for 2020/21:**

4.1 Transport for the North's Strategic Rail Team has two core functions:

- Providing Transport for the North's direction to the Rail North Partnership to meet the terms of the Partnership Agreement including consultation with partner authorities
- Overseeing delivery of the Long-Term Rail Strategy element of the Strategic Transport Plan including the rail investment programme and Statutory Advice to the Secretary of State relating to rail investment

4.2 The Strategic Rail team represent Transport for the North's interests on the project and programme boards for the DfT's North of England Rail Programme. As well as prioritising the shape and focus of the rail investment pipeline in the North, working with partners, the Programme also serves as a vehicle to bring together the organisations and bodies which together drive this work and ensure that local intelligence helps shape decision-making.

4.3 The original Comprehensive Spending Review (CSR) process was intended to commence in March 2020 and would have concluded in the summer. The delay caused by the Covid-19 pandemic means that it is unlikely now to be concluded until late November at the earliest and there may be further delays before we are informed of the funding allocations of 2021/22 onwards. In the meantime, Transport for the North's business planning process for next year has commenced, with the intention to present an initial plan to the Board in January 2021 with the final plan and budget to be agreed in March. However, as per Section 9 of the CSR submission provided to the Transport for the North Board, there are a number of challenges associated with this year's business planning process which may impact upon this timetable.

4.4 Clearly, any significant move away from current funding levels for either core activity or programmes will significantly increase the challenge that Transport for the North faces and may indicate the need for a "holding" budget to be put in place supported by a business planning process and revised budget to be completed in Quarter 2 of 2021/22.

#### 4.5 Proposed Priorities

As per previous years, this report provides an opportunity for the Rail North Committee to comment on and shape the relevant aspects of draft business plan ahead of Board meeting in January 2021. This report also sets out the proposed approach to members' financial contributions which are specific to the rail franchising aspect of Transport for the North.

#### 4.6 Given the seismic change that have taken place in 2020, the suggested overarching aim for 2021/22 is:

*To use Transport for the North's influence to ensure customers are at the heart of the re-building of demand/ services after the pandemic and ensure that passengers can return with confidence to a reliable service the delivers value for money.*

#### 4.7 Within this, the following objectives are proposed for 2021/22:

1. To drive accountability to deliver better passenger outcomes including maintaining and building on recent better performance.
2. To secure and implement new ways of working to provide the North with greater levels of influence over a more customer-focussed industry emerging from the Williams Review
3. To secure greater levels of investment and smarter delivery of projects to support Transport for the North's strategy.
4. Building on successes including the North of England Contingency Group, strengthen joint working with Transport for the North member authorities to make better use of local knowledge and insight.

#### 4.8 The main priorities the Strategic Rail aspects of the business plan for 2021/22 are proposed to be:

1. Help to re-build demand for and confidence in rail services after the pandemic.
2. Make the case for continued and enhanced investment in the North's rail services as part of the 'building back better' agenda.
3. Secure the best outcomes for North from the transition from the old franchises to the DfT's planned new contractual arrangements.
4. Fully embed the Blake Jones Action Plan and secure appropriate resources to ensure passengers are central to decision making.
5. Respond to the Williams Review in line with the aspirations in the Northern Transport Charter.
6. Continue the programme of developing and implementing Delivery Plans for the Long-Term Rail Strategy including fares reform and planning for growth and greater reliability in the future.
7. Drive the industry to deliver improved passenger and freight customer satisfaction.
8. Formalising and enhancing collaboration with Network Rail with an agreed programme of joint work

9. Use Transport for the North's influence including statutory advice as appropriate to secure and shape infrastructure development to support the long-term strategy.
10. Support partners' development and delivery of schemes.

4.9 The above priorities are intended to be used to allocate the core funding available to the Strategic Rail team, noting that there are still a number of uncertainties in the process which means the funding available could vary (as highlighted in paragraphs 4.3 and 4.4).

### Resources

- 4.10 The overall approach to resource allocation follows the overall approach that Transport for the North is taking:
1. A business as usual baseline based on a continuation of resources/ budget in the current financial year
  2. Further aspirations/ ambition to accelerate progress and increase responsibilities captured through our submission and ongoing discussions on the Northern Transport Charter.
- 4.11 Transport for the North has made a submission to the Department for Transport in respect of the additional resources required to fully embed the outcomes of the Blake Jones review into business as usual. Discussions are ongoing and pending resolution of this, these are not included in the base budget.
- 4.12 The budget also assumes a continuation of the specific funding contribution from Department for Transport for the Rail North Partnership Management Team. It also assumes a continuation of partner contributions at current levels (subject to the usual indexation).
- 4.13 The budget currently funds ten roles in the Strategic Rail Team in addition to modest external consultancy support and accommodation costs. As the role/ scope of activities has evolved (from that originally established under Rail North Ltd), the majority of the team's funding (around £1 million p.a) is now through Transport for the North's core budget and is not subject to any ringfencing. Expenditure levels are therefore dependent on the Board overall prioritisation of activities. In summary the budget submission is:

£m	Staffing	Professional Services	Other	<b>Total</b>
Rail admin. grant	0.19	0.00	0.06	<b>0.24</b>
Member contributions	0.00	0.00	0.06	<b>0.06</b>
Core contribution	0.70	0.17	0.07	<b>0.95</b>
<b>Total</b>	<b>0.89</b>	<b>0.17</b>	<b>0.19</b>	<b>1.25</b>

- 4.14 The range of activities that can be supported through the core funding and budget include:
- Current level of influence on rail services and outputs.
  - Servicing Rail North Committee and working groups to current levels (quarterly Committee meetings).
  - Limited input to DfT funded major schemes including the Transpennine Route Upgrade (e.g. around access planning and information about project progress).
  - Communicating information from Rail North Partnership and operators to members.
  - Response to industry consultations and engagement where directly relevant to the North.
  - A basic service to member authorities on their plans and priorities except where there are able to provide additional funding (e.g. the collaboration with North Yorkshire County Council on the Esk Valley project).
  - Continuing programme of delivery plans and development of business cases for 1-2 projects across the North.
  - Collation and monitoring of an industry investment programme.
  - Ensuring that the synergies between Transport for the North's Northern Powerhouse Rail Programme, together with HS2 Phase 2b and TRU, are fully optimised with the wider classic rail network.

The activities undertaken will need to be scaled depending on the final budget available for rail activities. If the funding available is less than anticipated the options available are broadly:

- Scale back activities in line with prevailing priorities; and/or
  - Seek additional member contributions.
- 4.15 The impacts of the May 2018 timetable change, replacement of Arriva Trains Northern franchise with the Operator of Last Resort and coronavirus have all had major impacts on the management of rail operations; in particular it has significantly increased the volume of change and number of choices and decisions to be made where Transport for the North needs to provide input on behalf of the North.
- 4.16 Within the Strategic Rail Programme, a core part of the plan is to determine a pipeline of rail investment for the North which will bring rail provision into line with the Desirable Minimum Standards for performance and provision as stated in the Programme's Long-Term Rail Strategy. This is being taken forward through the development of Delivery Plans which will inform industry programmes (including the DfT's Rail Network Enhancement Programme) and Transport for the North's Long-Term Investment programme. Based on current resources, it will take several years to work through the full sequence of Delivery Plans and develop outline business cases for interventions that are not being taken forward by the industry or partners. For example, work is only just commencing on a reliability delivery plan. Reflecting the strong desire to accelerate delivery, this is an area

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where more resources are required to ensure the North's priorities are clear and business cases are as strong as possible.

- 4.18 More details on the draft budget including the proposed member contributions for 2021/22 are included as Appendix 1.

## **5. Committee Forward Plan and Commissioning:**

- 5.1 A proposed Forward Plan for Committee meetings through to June 2021 is set out in Appendix 2. This will be subject to change depending on the need to respond to events such as the timing of the expected Williams Review White Paper.
- 5.2 As per the Blake Jones Action plan, members are asked to consider whether they would like to commission any further papers for future meetings of the Committee.
- 5.3 Dates for future meetings of the Committee are currently as follows:
- 12 January 2021
  - 17 March 2021
  - 23 June 2021
- 5.4 At the September 2020 meeting of the Transport for the North Board, members raised the timing of future Committee meetings and suggested that they may need to be amended to fit better with Transport for the North Board meetings. Although the January meeting is only two days before the Board meeting, bringing it forward is not really a practical option with the Christmas break and still allows feedback from the Committee to the Board to be made as urgent business. The June meeting will allow adequate time to feed into the July Board meeting. That leaves the March meeting which is a week after the Board meeting. One option would be to move the March meeting of the Committee to early April to provide a better spacing between meetings. Bringing it forward in advance of the March Board meeting is not recommended as there would only be a small gap from the January Committee meeting. Members are asked to consider the merits of moving the March meeting to early April.

## **6. Recommendations:**

- 6.1 It is recommended that the Committee note progress on delivery of the business plan and improved passenger outcomes despite the challenges faced by the industry, particularly the impact of reduced demand due to the pandemic.

- 6.2 It is recommended that the Committee endorses the approach set out in the report to the 2021/22 business plan. This would then be included in the draft budget provided to the Transport for the North Board in January 2021, subject to the caveats set out in the report relating to the current uncertainty in the budget process as a result of Covid-19 and the CSR timescale.
- 6.3 That the Committee considers the proposed forward plan set out in Appendix 2 and consider any further papers they would like to commission.
- 6.4 That the Committee gives consideration to amending the date of the meeting currently planned for 17 March 2021 as set out in the report.

## **7. Appendices:**

- 7.1 Appendix 1 – Draft Budget and Proposed Member Contributions in 2021/22
- 7.2 Appendix 2 – Committee Meeting Forward Plan



## Appendix 1: Draft Budget and Proposed Member Contributions

The draft budget is set out below. This is subject to further revision as part of Transport for the North's business planning process and a further draft will be presented to Transport for the North's Board in January 2021 for discussion.

<b>Draft budget for 2021/22</b>			
	Revised	Proposed	
<b>Budget (£000s):</b>	2020/21	2021/22	
TfN Strategic Rail	1,254	1,261	
Rail North Partnership	1,081	1,184	
<b>Total Base</b>	<b>2,335</b>	<b>2,445</b>	<b>Base</b>
TRU Project (RNP)	234	275	
Esk Valley (Strat Rail)	75	81	
Blake Jones Implementation (TBC)	176	427	
	<b>2,820</b>	<b>3,228</b>	<b>Total</b>
<b>Resourced from (£000s):</b>			
TfN Core Grant	1,036	1,119	Subject to confirmation
Rail Grant (Members)	559	567	Indexed as per agreement
RNP Grant (DfT)	681	698	Assumed 2.5% uplift
Partner Contributions	40	41	Indexed as per agreement
Additional Partner Contributions	19	20	Net of contributions in kind
NYCC (Esk Valley)	75	81	Cost recovery on project
TRU Funding (Network Rail)	234	275	Cost recovery on project
Blake Jones Funding	176	427	Subject to confirmation
	<b>2,820</b>	<b>3,228</b>	

The proposed total Members contributions (as defined in Transport for the North's Franchise Management Agreement) are:

- Member Contributions: £40,828 (including indexation) 'Cash' contribution
- Additional Contributions: £40,828 (including indexation) 'Cash' or 'in kind' contribution.
- Supplemental Payments: £567,54 (including indexation) Combined Authorities/PTEs only

Previously 'in kind' contributions have been permitted or the Additional Contributions in the form of staff time (for example Local Transport Authority staff working on specific projects or programmes on behalf of Transport for the North). Specific members' contributions are set out in the Franchise Management Agreement and are based on voting metrics.



## Appendix 2: Committee Meeting Forward Plan

### Rail North Committee Forward Plan 2021

12 January 2021	17 March 2021	23 June 2021
<ul style="list-style-type: none"> <li>★ Update Paper: December 2021 timetable change and COVID build back better.</li> <li>★ Update Paper: Manchester OBC for 2030 – Services and Infrastructure.</li> <li>★ Discussion: Future of Service Contracts.</li> <li>★ Update Paper: Performance reporting; new format</li> </ul>	<ul style="list-style-type: none"> <li>★ Update Paper: Infrastructure Update.</li> <li>★ Discussion: Decarbonisation of Rail.</li> <li>★ Update Paper: Central Manchester services and infrastructure update.</li> <li>★ Update Paper: Future of franchising; Proposal post ERMA's.</li> </ul>	<ul style="list-style-type: none"> <li>★ Update Paper: LTRS Delivery Plans.</li> <li>★ Update Paper: Northumberland Line Update.</li> </ul>
<ul style="list-style-type: none"> <li>◆ Decision Paper: December 2021 Incremental timetable change and 2022 Central Manchester service specification and consultation proposal.</li> </ul>	<ul style="list-style-type: none"> <li>◆ Decision Paper: Williams review response (subject to DFT publishing)</li> </ul>	<ul style="list-style-type: none"> <li>◆ Decision Paper: Central Manchester services and infrastructure OBC for 2030.</li> </ul>

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**List of Background Documents:**

There are no background papers to this report.

**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

<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Equalities	A full Impact assessment has not been carried out because this does not deal with specific proposals.	Salim Patel	David Hoggarth

**Environment and Sustainability**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability / Environment – including considerations regarding Active Travel and Wellbeing	A full impact assessment has not been carried out because the report does not contain any specific proposals.	Salim Patel	David Hoggarth

**Legal**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	Transport for the North Legal Team has confirmed there are no new legal implications for Transport for the North as a result of this report.	Deborah Dimock	Julie Openshaw

### Finance

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Finance	The budgetary expenditure values included in this report (Appendix 1) are largely in draft form at this stage but have been prepared in line with prudent assumptions.	Paul Kelly	Iain Craven

### Resource

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Resource	The resource implications are being developed as part of the 2021/22 Business Plan	Stephen Hipwell	Dawn Madin

### Risk

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A risk assessment has not been carried out. The report highlights the risk if sufficient resources are not available.	Salim Patel	David Hoggarth

**Consultation**

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	This report forms part of the consultation on the draft business plan with Transport for the North member authorities.	Salim Patel	David Hoggarth