

**Briefing on the
Northern and Trans Pennine ITTs
Transforming the North's Railways
Richard Watts
Rail Development Team Manager
Lancashire County Council
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Purpose of the briefing

- To provide an overview of the key points in the ITTs for Northern and Trans Pennine;
- Identify key issues; and
- Areas for further action.

Role of Rail North

- The new franchises will be managed by a partnership between Rail North and DfT.
- CC John Fillis is the Director appointed to serve on Rail North Ltd for the NW (N) area:
made up of Cumbria and Lancashire CCs and Blackburn with Darwen BC and Blackpool BC.
- Rail North will be based in Leeds and share offices with the WYCA.
- The Partnership Agreement between Rail North and DfT was signed by 26th March

Current position in Chorley Borough:

Services

- Blackpool to Manchester Airport – TPE (hrly semi fast)
- Blackpool to Manchester Victoria – Northern (hrly slow)
- Blackpool to Hazel Grove – Northern (hrly semi fast)
- Blackpool to Liverpool via Euxton Balshaw Lane – Northern (hrly semi fast incl Euxton Balshaw Lane)
- Preston to Ormskirk – Northern (13 trains per day all stations incl Croston)

Stations:

All stations are owned by Network Rail and leased to Northern Rail

Community Rail:

West of Lancashire Community Rail Partnership (covers the Preston to Ormskirk Line)

Electrification:

Liverpool to Preston/Blackpool and Blackpool to Manchester via Chorley

Remapping:

A number of passenger services in Lancashire will transfer to the new Northern franchise from Trans Pennine Express:

- ✓ Blackpool North to Manchester Airport via Preston & Chorley
 - ✓ Barrow in Furness to Manchester / Manchester Airport via Lancaster & Preston
 - ✓ Windermere to Preston / Manchester Airport via Lancaster
- Stations on remapped services will also be transferred to Northern in Lancashire this affects one station:
 - ✓ Carnforth

A number of other services across the north are also being remapped.

Rolling stock:

- Removal of all Pacer units by 2020 (class 142/143/144 – rail buses)
- New trains – ***minimum 120 new build vehicles*** for use on non electrified routes
- Northern has about 240 Pacer vehicles comprising 2 and 3 car trains
- Full refurbishment of all units remaining in the fleet post 2019 so that they comply with PRM – TSI requirements

- By 2020 Northern Regional Passenger Services to feature:
 - ✓ Effective air conditioning and heating systems
 - ✓ Fixed or folding tables
 - ✓ Power sockets or USB charging points
 - ✓ Adequate space for luggage
 - ✓ Compliance with PRM – TSI requirements
 - ✓ **Deployment** on services transferred from TP to Northern but also on other Northern Regional Services

- Action points:**
 - ✓ Which additional services should be branded as ‘Northern Regional Passenger Services’?
 - ✓ Need to maintain pressure on bidders and government to ensure enough new vehicles are built to replace all Pacers.

All Pacers to be replaced under the rolling stock plans for the new Northern franchise



Passenger Services (1)

• Overview

- ✓ Extra weekday services
- ✓ Extra Sunday services
- ✓ Bidders asked to submit proposals for services on Boxing Day

• Changes to note1 - weekdays

- ✓ By Dec 2017 Manchester to Blackburn – additional 8 return off peak services to provide 1/2 hourly frequency (N)
- ✓ By Dec 2017 additional evening return Manchester to Glasgow service (TP)
- ✓ By Dec 2017 2 return journeys Windermere to Manchester Airport (N)
- ✓ By Dec 2019 2 additional journeys between Skipton and Lancaster (N)
- ✓ At start of franchise extension of the (Wigan) Manchester - Todmorden service to Blackburn via Burnley via Todmorden Curve funded by Lancashire CC. (N)

•Changes to note 2 – Sundays

- ✓ By Dec 2017 additional return journey between Manchester and Glasgow (TP)
- ✓ All year round Sunday service between Preston and Blackpool South (N)

•In addition

- ✓ TP bidders have been asked to look at the potential for a Liverpool/Blackpool to Scotland service via the WCML. (TP)

Passenger Services (2)

Trans Pennine

The Manchester Airport to Scotland services will revert to the Bolton/Chorley route on completion of electrification – expected during 2017.

Northern (based on to Manchester services)

	Current frequency	Dec 2017	Dec 2019
Buckshaw Parkway	46	50	50
Chorley	50	50 (b)	50 (b)
Adlington	23(a)	22	22
Euxton Balshaw Lane	16	18	18
Croston	13	14	14

Notes

a. One TP train stops at Adlington

b. Does not include potential TP stops at Chorley in the Scotland to Manchester airport service.

c. Potential for the Manchester airport to Scotland services to call at Chorley/Buckshaw Parkway (TP)

d. Potential for the Barrow and Windermere to Manchester Airport services to call at Chorley/Buckshaw Parkway up to 12 trains per day (N)

STATIONS

Station Improvement Fund

- **£30m fund for Northern only**
 - ✓ At least £15m for stations with a footfall of 100,000 or lower
 - ✓ At least £10m for stations with a footfall of 101,000 to 250,000
 - ✓ At least £5m for stations with a footfall of over 250,000
- **Areas for action:**
 - ✓ Safety and security eg CCTV, help points
 - ✓ Information eg CIS, LLPA, information panels
 - ✓ Ticket and other retailing purchases eg TVM, coffee karts etc
 - ✓ Physical comfort eg adequate passenger waiting shelters, seats, heated waiting areas
- **Action points**
 - ✓ Gap analysis of all Northern stations in Lancashire
 - ✓ Identification of where new or additional facilities may be required
- **Timescale:**
 - ✓ Between 2016 and 2018
- **Note:**
 - ✓ This won't fund big projects such as access ramps or lifts which are dealt with through Access for All

STATIONS (continued)

•Social and Commercial Development Plan

- ✓ Covers a rolling 40 year period
- ✓ Aim to better use redundant space at stations for:
 - Commercial use
 - Community possibly in partnership with CRP's, social enterprises or charitable organisations
- ✓ Plan requires regular consultation with customers and local communities to identify priorities for
Investment

•Station Asset Management Plan

- ✓ Covers a rolling 40 year period
- ✓ Transfer of some assets where there is split responsibility between the TOC for maintenance and Network Rail for renewal.

•Customer and Communities Improvement Fund

- ✓ Aim to improve customer experience in the latter years of the franchise
- ✓ No set projects but could be used for small scale station investments, transforming stations into 'community hubs', ticket retailing initiatives etc
- ✓ For Northern this will be £2.3m per year from 2020
- ✓ For Trans Pennine this will be £700,000 per year from 2020
- ✓ Action point: paper developed by ACoRP on stations as 'Community Hubs'.

COMMUNITY RAIL (Northern ITT)

- The ITT significantly increase support for the 19 CRPs across the north of England.
- One CRP in area - West of Lancashire CRP covering Preston to Ormskirk.
- The draft Franchise Agreement mandates that the Northern franchise will contribute £500,000 per annum towards the 19 CRPs.
- A senior manager will be appointed by the Northern franchisee to work with CRPs, Rail North, ACoRP etc.
- A representative from both franchises will attend CRP meetings.
- An annual conference for all Northern CRPs will be arranged jointly by both franchisees and in partnership with ACoRP.
- Produce an annual 'Community Rail Report' this MUST demonstrate that the franchisee has discussed with each CRP its funding requirements.
- Develop a new Station Adopters Scheme
- **To note:**
- The 4 Lancashire CRPs could receive around £100k per annum which will meet the wages for the 2 Community Rail Development Officers and support small scale projects.

Other points:

- Increased capacity especially on routes into the main city regions
- Fares – no +2% rise to pay for the transformational package of improvements
- Fare simplification especially between shire and PTE areas
- Introduction of SMART ticketing
- Gradual introduction of Driver Controlled Operation (DCO) with drivers being responsible for all safety aspects of the train including the operation of the doors while the conductor will be responsible for customer facing duties including ticket sales, provision of information and passenger comfort.
- Improved customer satisfaction targets

Role of Rail North

- Rail North's **Long-Term Rail Strategy** called for a truly transformational package. The most important outputs Rail North wanted to see in the Invitations to Tender were:
 - A step-change in the quality of rolling stock including replacement of the totally inadequate 'Pacer' trains;
 - More carriages to meet future demand as well as to reduce current overcrowding, helping to support economic growth;
 - Oyster-style smart ticketing rolled out;
 - Better quality stations including improved facilities for buying tickets;
 - A consistent approach to service provision, creating certainty for passengers;
 - Service improvements including later evening journeys, and more services on Sundays.
- The content of the Invitations to Tender go a long way in delivering our aspirations. They are however the minimum requirements from bidders; Rail North will push bidders during the tendering process to build upon this.

Questions?

or email:

richard.watts@lancashire.gov.uk