

## The Network Rail (Leeds to Micklefield Enhancements) Order

### Note on Transpennine Route Upgrade Objectives Comparison

Transpennine Route Upgrade (TRU) Objectives	Existing North Transpennine Route (NTPR)
Improved journey time Leeds – Manchester of 43-44mins	46min – 52min but rarely achieved due to congestion and incidents on the route <sup>1</sup>
Improved journey time York – Manchester of 67-69mins	76min – 82min but rarely achieved due to congestion and incidents on the route
Capability to operate 8 express services an hour on the route	6 per hour (2 TransPennine Express and 1 Cross Country in each direction)
Capability to operate 6 local services an hour on the route	4 per hour (2 in each direction)
Performance of the Transpennine Route to be 92.5% (Public Performance Measure) or higher each period	PPM figure for the last two years has varied significantly, but as an average is predominantly between 70%-83% <sup>2</sup> .
Freight paths to be retained as existing	
A contribution to NR's Decarbonisation Strategy and Climate policy	

### Proof of Evidence (CD 7.02) Para 5.4.1 Costs commentary

The figures quoted in para 5.4.1. of my Proof come from the Programme Business Case 1 (PBC1), October 2019 (originally named Outline Business Case, October 2019). This central government document set the strategic direction for the TRU Programme in conjunction with the then-draft Integrated Rail Plan. Programme Business Case 2 was submitted to HM Treasury in May 2023 which further strengthened the case for TRU, but did not specifically mention the figures in 5.4.1.

The BCR of 1.44. This is also provided in the Programme Business Case 1 (PBC 1) (October 2019). The Programme Business Case is not a publicly available document, but I confirm that the summary information provided in my Proof at para 5.4.1 was confirmed by the project's client, the DfT, before it was submitted and that they were content that the summary in para 5.4.1 be provided for the purpose of this Inquiry.

<sup>1</sup> Target journey times taken from the December 2022 Manchester Recovery Taskforce [MRTF] and East Coast Main Line Event Steering Group timetables – Timetable currently used on NTPR.

<sup>2</sup> Taken from TRU Programme Business Case, May 2023

### **Definition of Public Performance Measure (PPM)**

The PPM shows the percentage of trains which ran their entire planned journey calling at all scheduled stations and arriving at their terminating station within 5 minutes (for London & South East and regional services) or 10 minutes (for long distance services). It combines figures for punctuality and reliability into a single performance measure. It is the current industry standard measurement of performance.

For PPM calculations, the NTPR is assessed as a regional service, not long distance.

**David Vernon, Senior Sponsor, Network Rail**  
**6 March 2024**