

Transport for the North Scrutiny Committee Agenda

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| Date of Meeting | Wednesday 15 June 2022 |
| Time of Meeting | 11.00 am |
| Venue | Malmaison Manchester (1-3 Piccadilly, Manchester, England, M1 3AQ) |

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| Item No. | Agenda Item | Page |
|------------|--|-----------|
| 1.0 | <p>Welcome & Apologies</p> <p>The Chair to welcome Members and the public to the meeting.</p> <p>Lead: Chair</p> | |
| 2.0 | <p>Declarations of Interest</p> <p>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.</p> <p>Lead: Chair</p> | |
| 3.0 | <p>Minutes of the Previous Meeting</p> <p>To approve the minutes of the meeting held on 10 March 2022 and the Consultation Call on 16 March 2022 (including updates on agreed matters as appropriate).</p> <p>Lead: Chair</p> | 3 - 14 |
| 4.0 | <p>Budget and Business Plan 2022/23</p> <p>For Members to receive an update on the budget and</p> | To Follow |

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|------------|--|---------|
| | <p>business planning process.</p> <p>Lead: Martin Tugwell</p> | |
| 5.0 | <p>Strategic Transport Plan Development</p> <p>To provide an update on the proposed structure and principles to underpin the development of our second Strategic Transport Plan.</p> <p>Lead: Lucy Jacques</p> | 15 - 18 |

Scrutiny Committee Minutes

Thursday 10 March 2022
Hilton Leeds City, Neville Street, Leeds, LS1 4BX

Present:

| Attendee | Local Authority |
|----------------------|------------------------------------|
| Cllr Paul Haslam | North Yorkshire; |
| Cllr David O'Hara | Blackpool; |
| Cllr Andrew Cooper | Cheshire West & Chester; |
| Cllr Neil Hughes | Cumbria; |
| Cllr Sean Chaytor | Hull; |
| Cllr Matthew Salter | Lancashire; |
| Cllr Manisha Kaushik | West Yorkshire Combined Authority; |
| Cllr Stephen Fenton | York; |

Officers in Attendance:

| Name | Job Title |
|----------------|---------------------------------------|
| Lucy Jacques | Acting Head of Policy and Strategy |
| Gary Rich | Democratic Services Officer |
| Matt Smallwood | Head of Digital Strategy |
| Paul Kelly | Interim Finance Director |
| Tim Foster | Interim Strategy & Programme Director |
| Rosemary Lyon | Legal and Democratic Services Officer |
| Owen Wilson | Major Roads Strategy Manager |
| Tim Wood | Northern Powerhouse Rail Director |
| Simon McGlone | Senior Planning and Strategy Officer |
| Manjit Dhillon | Senior Solicitor |

Item No: Item

1. Welcome & Apologies

- 1.1 The Chair welcomed all in attendance and informed Members that the meeting is being streamed live. Apologies were received from Cllr Jones, Cllr Parish, Cllr Mitchell and Cllr Shorrocks.

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 4 November 2021 were considered and their accuracy as a correct record confirmed. The minutes were proposed by Cllr Kaushik and seconded by Cllr Salter.
- 3.2 The minutes of the meeting 12 January 2022 were considered and their accuracy as a correct record confirmed. The minutes were proposed by Cllr Kaushik and seconded by Cllr Hughes.

Resolved:

- 1) That the minutes of the meeting held on 12 January 2022 be approved as a true and accurate record.
 - 2) That the minutes of the meeting held on 4 November 2021 be approved as a true and accurate record.
- 3.3 The committee was then addressed by the Northern Powerhouse Rail Director at his final meeting.

4. 2022/23 Budget and Business Planning

- 4.1 Members received the report from the Interim Finance Director who highlighted the key points in the report.
- 4.2 The Chair sought clarity on staffing reductions and asked about support available to staff./The Interim Finance Director explained that the Business plan would need to be set before the staffing situation could be looked at. The Committee was informed that staff have been invited to consider whether they wish to apply for voluntary redundancy.
- 4.3 Cllr Salter enquired about the criteria that Transport for the North would be judged against in the future when decisions are made by Government on funding. He also enquired as to whether inflation had been taken into account with the figures within the report.

The Interim Finance Director explained that there had been no clear targets set around future funding, and on the issue of inflation, he stated that this had been factored in where the organisation had been able to do so.

- 4.4 Cllr Hughes raised the issues of co-Sponsorship of the NPR programme and the impact of the loss of funding for the Northern Infrastructure pipeline and the impact these will have on TfN.

The Interim Finance Director explained that the co-sponsorship role is being worked on between the Department and TfN. Regarding the pipeline funding the Interim Programme and Strategy Director explained that this is not core funding and has been put in place in order to support

local authority schemes. He explained that had the funding remained then it would have built on TfN's strengths and capabilities and allowed the organisation to support local authorities' scheme developments.

- 4.5 Cllr Cooper asked if TfN would be able to fulfil its statutory obligation with the current funding levels across the whole of the North. The Interim Finance Director commented that it would, and it will be looking to explore what can be achieved within the current funding levels, with the Chief Executive keen to work closely with partners to explore opportunities.
- 4.6 Cllr Chaytor expressed his disappointment at the lack of funding for the North and sympathised with officers who are now unable to deliver a first class transport system for the North./Responding to Cllr Chaytor the Chair stated that there is still a lot in the budget but expressed his concerns as to how effectively TfN would be able to operate with the current level of funding.
- 4.7 The Chair expressed concern that reports received by the Committee lack quantitative data; in future he would like to see metrics, units of measure, and the ambition of TfN as well as tables, charts and graphs included in reports to make them more effective.
- 4.8 The Chair requested that the June report to Committee include reference as to how staffing resources will be managed and that any reduction in staffing be managed sympathetically. He also requested that the report include the criteria that TfN will be measured against in order that resources can be managed accordingly. Further to this he stated that the Committee would also like to see the priority aspirations for the organisation, any risk and their full assessment, the statutory functions of TfN and the co-sponsorship role and what it involves included in the report.

Resolved:

- 1) That the funding position for 2022/23 and the impact that that will have on TfN's ability to undertake its intended programme of activity be noted.
- 2) That the objectives set out in paragraphs 4.3 – 4.8 of the report as the basis for business planning be noted.
- 3) That the Committee notes the process by which TfN will proceed to a business plan and budget for 2022/23, in particular the intention to adopt an Interim Budget on 30 March.
- 4) That the Committee notes the cost control measures proposed to safeguard TfN reserves until such time as the objectives for 2022/23, and the Interim Budget are approved.

5. Strategic Transport Plan Policy Development - International Connectivity & Rural Mobility policies

5.1 Members received the report from the Acting Head of Policy and Strategy who highlighted the key areas of each policy.

5.2 On the Rural Mobility policy Cllr Fenton referred to the Bus Service Improvement Plans (BSIPS) and asked what had been gleaned from the plans submitted from Local Transport Authorities.

The Acting Head of Policy and Strategy explained that an initial review has been undertaken on those that have been submitted, and delivery plans are being developed with the DfT as well as work taking place to establish TfN's role in this.

The Major Roads Strategy Manager explained that the analytical framework is being used and that he anticipated that the Bus network would be included in this framework. He further explained that the outputs would be used to support local authorities with their BSIPS. He hoped that in the next 12 months there would be three or four case studies with local authorities in the North.

5.3 Cllr Salter enquired about the selection process for choosing case studies. He also raised the issue of rural isolation.

The Acting Head of Policy and Strategy stated that she would circulate a response to the Committee regarding the selection process for the case studies. On rural isolation and deprivation she referred to the Transport Related Social Exclusion work that has been undertaken which has strengthened the evidence base, and the policy can build on this base. Further work will be required once the policy has been published.

5.4 Members commented on rising costs and how the strategy will be able to deal with this and the need for better public transport.

5.5 The Acting Head of Policy and Strategy addressed the International Connectivity policy and emphasised that this policy is currently only for noting and comment and not for approval. She stressed that the policy is not an aviation policy, rather an International Connectivity policy. She noted that a number of questions had been received from Mr. Anthony Rae on this matter prior to the Committee and that she has responded to Mr. Rae. Mr. Rae stated he was content with the information that he had received.

5.6 The Chair suggested that rather than a "rail first" policy there should be a "public transport first" policy. Regarding the visitor economy he stated that it is important to have the right people involved. He also suggested that scales should be included in the policy such as the amount of freight and passengers passing through ports.

- 5.7 Cllr Salter suggested that the policy should include references to carbon offsetting and sequestration.

Resolved:

That the report be noted.

6. Integrated Rail Plan Update

- 6.1 Members received the update report from the Interim Programme and Policy Director who highlighted the key points.
- 6.2 Cllr Chaytor suggested that the report be noted until the Select Committee reports back on its findings.
- 6.3 The Chair noted the Committee's concerns about the co-sponsorship arrangements and stated that the voice of the North needs to be heard. He added that the Committee needs to understand how comprehensive the analytical support is and requested that the report be brought back to the Committee following the findings of the Select Committee.

Resolved:

That the report be noted.

7. Approval of the Freight and Logistics Strategy

- 7.1 Members requested more time to review the strategy and asked for Consultation call on this item prior to Board.

Resolved:

That a Consultation Call be set up prior to the Transport for the North Board for Members to discuss this item.

8. Setting the Scope & Objectives of the Northern Digital Mobility Strategy

- 8.1 Members received the report and presentation from the Head of Digital Strategy who highlighted the key issues in the report.
- 8.2 Cllr Fenton was supportive of adding value and not seeking to duplicate practice. He stated that he would be keen for this to be used for the tourist and visitor economy and commented on micro mobility.
- 8.3 Cllr Salter suggested the inclusion of modes of transport such as ferries and added that once in place, in order to get public support, this needs to be as visible as possible.
- 8.4 Cllr Cooper asked how this proposal fits in with the work of the DfT and whether non Mayoral authorities would have the same powers.

The Head of Digital Strategy stated that there is work on going with the Department on contactless ticketing on bus and rail, and that TfN's priorities are understanding it at a local level and allowing for engagement with it. Regarding local authorities' powers on ticketing he explained that they do have powers on ticketing and one of TfN's statutory powers was being able to create a statutory ticketing scheme.

- 8.5 The Chair asked about the adoption of the London scheme in the North and wanted to establish the 'pain points' for the customer and local authorities. He also suggested that this work should start in non-Mayoral authorities.

The Head of Digital Strategy explained that the London system is expensive and not necessarily suitable for the North; however, the core pillars are useable. With regard to the 'pain points' for passengers he believes these are around accessibility and education on existing ticketing systems whilst for local authorities it is duplication of systems.

- 8.6 The Chair stated that the Committee welcomes 'frictionless' payment for travel but needs to go beyond buses and trains and needs to be fully interchangeable.

Resolved:

That the report be noted.

9. Electric Vehicle Charging Infrastructure (EVCI) Framework Update

- 9.1 Members received the report and presentation from the Senior Planning and Strategy Officer.

- 9.2 The Chair requested further information as to how this will be dealt with in rural areas and raised the issue of broken-down charging points. He suggested that a smart solution may be required for their repair.

The Senior Planning and Strategy Officer stated that TfN's evidence indicates the potential requirement for charging points in all area types of the North of England, whether that's rural, urban or coastal areas. This allows TfN to articulate a whole network view of need, which is key for effective public planning and delivery but also encouraging private investment in all areas of the region.

- 9.3 Cllr Cooper suggested that the focus should be on charging points at home and at the office, rather than "en route" charging. He also asked about standards for maintenance of charging points.

The Senior Planning and Strategy Officer explained that that a mixture of charging categories are needed to support an effective and holistic network of charging for the user. TfN's evidence points to a large need for public residential charging, to meet anticipated user patterns and

demands, but also the needs identified for those without driveways. He further explained that they have looked at the locations of rapid charging. He stated that a mixture of charging categories can allow for efficiency gains as the more that vehicles are linked to the electricity grid, the more efficient the system of electricity transmission and use becomes. This will also have a positive impact on decarbonisation. With regard to standards of maintenance, the policy does not do enough on this currently; he explained that the National EV Strategy is due to be released soon and expects this to go some way to addressing the issue.

- 9.4 Cllr Salter raised the issue of applications for funding for charging points in rural areas and suggested that such opportunities could be made more visible. He also enquired as to whether any similar work will be taking place around hydrogen vehicles.

On the hydrogen question the Senior Planning and Strategy Officer explained that TfN is undertaking a separate programme of work, in partnership with other organisations across the North, to develop similar evidence for Hydrogen refueling infrastructure. TfN will look to join these elements up where appropriate in future phases of work. In relation to funding opportunities, he explained that there are a number of funding pots, and TfN's regional EV Steering Group could be a useful mechanism to support planning and delivery of these more.

Resolved:

That the report be noted.

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Scrutiny Committee Minutes

Wednesday 16 March 2022
Virtual

Present:

| Attendee | Local Authority |
|--------------------------|--------------------------|
| Cllr Paul Haslam (Chair) | North Yorkshire; |
| Cllr Jim Shorrocks | Blackburn with Darwen; |
| Cllr David O'Hara | Blackpool; |
| Cllr Rod Fletcher | Cheshire East; |
| Cllr Andrew Cooper | Cheshire West & Chester; |
| Cllr John Davison | North Lincolnshire; |

Officers in Attendance:

| Name | Job Title |
|----------------|---|
| Gary Rich | Democratic Services Officer |
| Dawn Madin | Director of Business Capabilities |
| Tim Foster | Interim Strategy & Programme Director |
| Rosemary Lyon | Legal and Democratic Services Officer |
| Lucy Hudson | Principal Policy Officer for Freight and Logistics |
| Manjit Dhillon | Senior Solicitor |

Item No: Item

1. Welcome & Apologies

- 1.1 The Chair welcomed all in attendance and informed Members that the meeting is being streamed live. Apologies were received from Cllr Jones, Cllr Salter, Cllr Furneaux, Cllr Johnson and Cllr Parish.

2. Declarations of Interest

- 2.1 There were no declarations of interest.

3. Freight and Logistics Strategy

- 3.1 Members received the report from the Principal Policy Officer for Freight and Logistics who highlighted the key points of the report and the strategy.

- 3.2 The Chair thanked the Principal Policy Officer for Freight and Logistics and congratulated her on the number of responses she had received.

On the issue of road haulage he suggested an improvement of facilities in transport hubs. He also suggested collaborating with an overall freight body if one exists rather than working direct with private hauliers.

- 3.3 Cllr Davison raised the issues of decarbonisation, overhead electrification and line speeds. He raised concern as to how poorly the North is serviced by intermodals with the North currently having six. He highlighted their importance and believed the Local authorities could do more on this issue when planning.

- 3.4 Cllr Fletcher raised issue of gauging and TfN's policy on this.

The Principal Policy Officer for Freight and Logistics explained that the ambition is for w12 particularly across Pennines, whilst in other parts of the North about a key issue is monitoring the industry and what people want.

Cllr Fletcher asked whether there is no longer a Trafford Park to Newcastle service as this was not showing on the map.

The Principal Policy Officer for Freight and Logistics confirmed that she would query this and update for future iterations.

Cllr Fletcher then raised the issue of capacity and whether the Woodhead tunnel would be opened in order to provide this. The Principal Policy Officer for Freight and Logistics agreed that extra capacity is needed; however in order to avoid criticism and not to take away from the credibility of the Strategy she was unable to include the reopening of old lines, but explained that when fiscal opportunities present themselves in the future these will be explored.

On the issues of warehousing and rail connection Cllr Fletcher asked if there were any powers that could ensure that planning officers take this into account when granting permission on warehouses opening.

The Principal Policy Officer for Freight and Logistics stated that Local Authorities should secure network rail opinions as part of the decision-making process.

The Chair suggested that TfN write a letter to Network Rail asking it to agree to participate in any inter local inter modal hubs and that local authority planning authorities be copied into the response.

- 3.5 The Chair asked if the IRP has had an influence on any of the Strategy.

The Principal Policy Officer for Freight and Logistics stated that regardless of what has been published the Freight and Logistics Strategy would still argue for gauge clearance, connectivity and analysis of future

demand for rail traffic. She emphasised that she would rather consider what can be done than what the North has not been given.

- 3.6 The Interim Strategy and Programme Director explained that it is clear that the IRP is not going to deliver on ambitions on freight and work is in progress in the background on the IRP and the implications it will have on freight. He also highlighted that the removal of Eastern leg of HS2 will also have an impact on freight capacity. The implications of IRP on the publication of the Rail Network Enhancement Programme is also awaited. He further explained that the recommendations in the strategy have been “future proofed”.
- 3.7 In summarising, the Chair stated that the Committee supported the report and requested that the following nine points be noted.
- 1) The IRP has meant reduced capacity and the Board needs to be aware of that including that there are insufficient funds to deliver freight ambitions
 - 2) The Committee expects the correct gauges to be in the right place with a preference for a W12 gauge
 - 3) The technology maybe electrical or non electrical.
 - 4) Line speed improvement needs to be explored and strengthening of weak bridges is required to improve speed
 - 5) A letter should be sent to Network Rail and local authorities on Intermodal hubs
 - 6) The Committee expresses the need to look at how access on the network is maximized
 - 7) The Committee suggests the involvement of LEPs and that an integrated and collaborative approach needs to be taken
 - 8) Enquiries should be made around the Trafford park to Newcastle routing
 - 9) The issues around the Penistone line should be examined.

Resolved:

That the Scrutiny Committee notes the activity to date and that the above recommendations on future activity be considered by Board on 30 March 2022.

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| Meeting: | Transport for the North Scrutiny Committee Meeting |
| Subject: | Strategic Transport Plan Development |
| Author: | Lucy Jacques, Acting Head of Policy and Strategy |
| Sponsor: | Tim Foster, Interim Strategy and Programme Director |
| Meeting Date: | Wednesday 15 June 2022 |

1. Purpose of the Report:

- 1.1 To provide an update to Scrutiny Committee on the proposed structure and principles to underpin the development of our second Strategic Transport Plan (STP2).

2. Recommendations:

- 2.1 The committee is asked to review and comment on the proposed structure for STP2.
- 2.2 The committee is also asked to review and comment on the principles outlined in section 4 of this report.

3. Main Issues:

- 3.1 TfN has a statutory duty to produce a Strategic Transport Plan on behalf of the North of England. The first Strategic Transport Plan was approved by the TfN Board and adopted in February 2019.
- 3.2 In September 2021, TfN Board agreed that TfN should commence work on a new programme of work to seek adoption of the new STP no later than Spring 2024. The high-level timeline we are working to is as follows.
- Complete sign off to evidence base and policies – December 2022
 - Board approval of draft STP2 – Spring 2023
 - Statutory 12-week consultation – Summer 2023
 - Board approval of final STP2 – December 2023.
 - Publication of STP2 – January 2024.
- 3.3 In February 2022, the first wave of policy positions that will feed into STP2, Active Travel and Multi modal hubs were approved by TfN Board. In March 2022, the second wave of policy positions that will feed into the revised STP – Rural Mobility and Spatial Planning, were approved by TfN Partnership Board.
- 3.4 Between January and April 2022, TfN has completed the final stage of the planning for STP2. As part of this work, we successfully completed 1-1 sessions with 18 of the 20 Northern transport authorities, Department for Transport, National Highways and Network Rail. In addition, we also undertook a review of other transport strategies at different spatial levels to consider best practice.

4. Principles to underpin the drafting of a revised STP

Throughout the engagement with external partners and internal TfN teams, a need to consider several competing trade-offs was identified with regards to the contents, form and structure of STP2. Our recommendations regarding this form a fundamental part of the drafting principles for STP2. Executive Board is invited

to review and comment on the principles for drafting set out in this section of the paper.

- 4.1 Whilst STP2 needs to **(re)state the long-term vision** for transport in the North up to 2050, there is also a need to **focus on the short – medium term in terms delivery**: this will be critical in supporting efforts to decarbonise the transport network, unlock opportunity and accelerate investment. The new STP will need to recognise both the ongoing uncertainty post Covid, and the challenging fiscal environment. In this regard the intervention prioritisation needs to focus on identifying the genuinely strategic investments required, with a particular focus on the period up to 2033 in our Investment Programme.
- 4.2 This approach will ensure that TfN continues to use the statutory Strategic Transport Plan to make the case for investment in the North’s infrastructure and services. This ensures the focus previously provided by the Northern Transport Charter continues to shape TfN’s advice to Government.
- 4.3 STP2 needs to be **outcome focused**. We will build on our current STP objectives but make them SMART - Specific, Measurable, Achievable, Relevant and Time Bound. To do this, we will work with partners to review the original STP objectives and identify appropriate targets, trajectories or KPI’s that would allow us to monitor progress over time and reevaluate our policies and actions as required. This will also give us the opportunity to ensure our approach is in alignment with the revised green book and thereby more directly supporting the realization of the levelling up agenda.
- 4.4 STP2 needs to be **place based**. STP2 needs to remain the long-term vision for transport infrastructure in the North while also identifying the short – medium term investment priorities. Identifying what needs to be true to deliver the STP2 vision for different types of places will be critical to bring our revised plan to life, recognizing that the transport solutions, scale and pace of change required to achieve our agreed outcomes will vary for different geographies. In order to consider this we will be looking to work closely with partner officers over the summer through a series of task and finish groups to really unpick the challenges and opportunities for different place typologies but also consider the pan regional connectivity priorities required to enable local delivery.
- 4.5 STP2 needs to be user centered. Our travel choices – both as individuals and as businesses (freight and logistics) – are the consequence of multiple factors. TfN’s understanding of these factors is significantly improved from the original STP. Our work on Transport Related Social Exclusion (TRSE) is but one example of the insight that TfN’s research brings to STP2, our work on Health and Well-being another. In addition, in looking to the future of transport it is essential that the continued rise of the digital economy will have in changing the scale, type and nature of future travel demand. We need to be clear about the continued uncertainty post-covid about the future travel needs of the North. TfN’s award-winning Future Travel Scenarios (linked with our work on decarbonisation) will provide invaluable insight in this regard.
- 4.6 STP2 is a strategy: it sets out a statutory framework for the development of the North’s strategic transport infrastructure and services. As such it provides a framework within which TfN’s partners are able to plan, develop and implement place-based solutions. It also provides a framework within which TfN can speak with ‘one voice’ on issues of regional importance and advise Government on strategic priorities. However, whilst the primary audience for STP2 is strategic the wider communications and engagement associated with it needs to bring STP2 to life; making its impact meaningful to people and businesses. The review suggested a number of ways to do this including the concept of ‘talking heads’

using real people and businesses to identify why certain transport interventions are needed and what's required as well as debating different viewpoints.

- 4.7 A further key drafting principle for STP2 is to ensure the document is significantly **short and more concise** than the first document: a consistent message from the 1-to-1 sessions reviewing the original STP. This reinforces the importance of STP2 being focused on setting out the high-level strategic case for the North. STP2 will continue to be underpinned by TfN's comprehensive and robust evidence the main document will signpost the reader to this, as opposed to seeking to include it within STP2 itself. In this way we believe it is possible for STP2 to be a document of circa 50 pages, which would mean a significant reduction from the current STP.
- 4.8 In terms of structure of the document we are proposing to move from the previous why, what and how structure to four core building blocks;
- **The Case** - Setting out the case for change guided by the principles of the 'Sustainability Stool'.
 - **The Vision** - Setting the vision, objectives and KPIs.
 - **Policy and Place** - Developing workstreams and policies to deliver the vision, with consideration for different people, users, and geographies of the North.
 - **The Impact** - Setting out how we will measure our impact, the role and responsibilities of TfN and funding principles required to deliver our vision.
- 4.9 This structure will enable TfN to produce a more concise and focused document, one that better reflects the complexity of strategic transport planning at a regional level and can be much clearer about how TfN supports and adds value to the work of both our LTA and national delivery partners.
- 4.10 At the TfN Board meeting on the 30 June, Members will be asked to agree the overall approach and principles as set out in this paper before the next phases of work continue through the Summer and Autumn.

5. Corporate Considerations

Financial Implications

- 5.1 No direct financial implications of these recommendations beyond resource implications noted below. TfN's 2022/23 business planning process has prioritised the need to produce the new Strategic Transport Plan.

Resource Implications

- 5.2 The human resource implications associated with the preparation of STP2 have been fully considered align to TfN's overall financial position and as part of TfN's business and budget planning process for FY2022/23.

Legal Implications

- 5.3 TfN has a statutory duty under the Local Transport Act 2008 as amended by Cities and Local Government Devolution Act 2016 to prepare the STP.

Risk Management and Key Issues

- 5.4 This paper does not require a risk assessment. TfN's Corporate Risk Register includes risks associated with STP2.

Environmental Implications

- 5.5 To accompany STP2 we will be revising our existing Integrated Sustainability Appraisal (ISA), the extent to which changes to the existing ISA may be required

will depend on how fundamentally different the revised STP2 is from our current one, as such a full review will be undertaken in due course supported by external expertise.

Equality and Diversity

- 5.6 To accompany the revised STP we will also be undertaking an Equality Impact Assessment as part of the wider Integrated Sustainability Appraisal (ISA).

TfN's TRSE workstream will allow TfN and its partners to better understand the distribution and causes of TRSE in the North and will form an important part of the evidence base for the revised STP.

Consultations

- 5.7 A consultation is not required at this time; the statutory consultation planned for the revised STP in Summer 2023 will be undertaken in due course.

6. Background Papers

- 6.1 September 2021 TfN Board Paper – STP Programme

Glossary of terms, abbreviations and acronyms used (*if applicable*)

Please include any technical abbreviations and acronyms used in the report in this section. (Please see examples below.) This will provide an easy reference point for the reader for any abbreviations and acronyms that are used in the report.

- | | |
|----------|--|
| a) STP2 | <i>Second Strategic Transport Plan</i> |
| b) SMART | <i>Specific, Measurable, Achievable, Relevant and Time Bound</i> |
| c) CSR | <i>Comprehensive Spending Review</i> |
| d) ISA | <i>Integrated Sustainability Assessment</i> |