

Transport for the North Scrutiny Committee Agenda

Date of Meeting	Tuesday 5 September 2023
Time of Meeting	11.00 am
Venue	Virtual

Filming and broadcast of the meeting

Meetings of the Transport for the North are 'webcast'. These meetings are filmed and broadcast live on the Internet. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Item No.	Agenda Item	Page
1.0	Welcome & Apologies The Chair to welcome Members and the public to the meeting. Lead: Chair	
2.0	Declarations of Interest 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. Lead: Chair	
3.0	Minutes of the Previous Meeting To note the minutes of the meeting held on the 1 June 2023 (including updates on agreed matters as appropriate). Lead: Chair	3 - 10
4.0	Strategic Transport Plan Update To consider the update following the public consultation. Lead: Katie Day/Lucy Jacques	11 - 14
5.0	Date and Time of Next Meeting Tuesday 21 November 2023 11.00am Microsoft Teams	

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Scrutiny Committee Minutes

Thursday 01 June 2023

**Carriageworks Theatre, The Electric Press. 3 Millennium Square, Leeds,
LS2 3AD**

Present:

Attendee

Cllr Paul Haslam (Chair)
Cllr Rhys Furley
Cllr Matthew Salter
Cllr Damian O'Connor
Cllr John Davison
Cllr Andy Connell
Cllr Manisha Kaushik

Local Authority

North Yorkshire;
Hull;
Lancashire;
Liverpool City Region;
North Lincolnshire;
Westmorland and Furness;
West Yorkshire Combined Authority;

Officers in Attendance:

Name

Matt Smallwood
Gary Rich
Julie Openshaw
Charlie French
Angela Harwood
Katie Day

Job Title

Connected Mobility Manager
Democratic Services Officer
Head of Legal
Investment Planning Manager
Senior Solicitor
Strategy, Analysis and
Communications Director

Item No:

1 Welcome & Apologies

- 1.1 The Chair welcomed all in attendance and informed Members that the meeting was being recorded and would be added to the website following the meeting. Apologies were received from Cllrs Parish, Fletcher, Dixon, Cooper and Melly.

2 Declarations of Interest

- 2.1 Cllr Merrett declared that he is employed by Amey and undertakes bridge assessments contract work for Network Rail. He is also a member of a Transport activist group.

3 Minutes of the Previous Meeting

- 3.1 The minutes of the meeting held on 2 March 2023 were considered and their accuracy as a correct record confirmed. The minutes were proposed by Cllr Salter and seconded by Cllr Davidson.

- 3.2 Cllr Merrett asked if there had been any update as to when the Terms of Reference of the Leeds Area Study are due to be published.

The Investment Planning Manager explained that confirmation is still awaited from the DfT.

Resolved:

That the minutes of the meeting held on 2 March 2023 be approved as a true and accurate record.

4 Election of the Chair and the Majority & Minority Group Vice Chairs

- 4.1 The Majority Group Vice Chair Cllr Kaushik took the Chair and invited nominations for the position of Chair of the Committee. Cllr Haslam was nominated by Cllr Salter and seconded by Cllr Davidson and elected unopposed.
- 4.2 The Chair invited nominations to the position of Majority group Vice Chair. Cllr Kaushik was proposed by Cllr Merrett and seconded by Cllr Davison and elected unopposed.
- 4.3 The appointment of the minority group Vice Chair was deferred until the following meeting.

Resolved:

- 1) That Cllr Haslam be appointed as Chair of the Transport for the North Scrutiny Committee for the 2023/24 Municipal Year
- 2) That Cllr Kaushik be appointed as majority group Vice Chair of the Transport for the North Scrutiny Committee for the 2023/24 Municipal Year.
- 3) That the appointment of the minority group vice chair be deferred.

5 Scrutiny Committee work 2022-2023

- 5.1 Members received the report from the Democratic Services Officer outlining the work the Committee had undertaken in the previous year.
- 5.2 Cllr Kaushik raised the question of sharing confidential papers with officers. The Head of Legal Services explained that any confidential papers would be marked as such as would happen in their own authorities.

Resolved:

That the report be noted.

6 Manchester Statutory Advice Update

- 6.1 Members received the report from the Investment Planning Manager who outlined the key points within the report.
- 6.2 Cllr Davison raised the issue of services to Manchester Airport and requested the recommendation in the report include that trains continue on to Manchester Airport after leaving Manchester Piccadilly.

The Investment Planning Manager explained that in order for this to be possible he would need to look at the bounds of possibility of this happening with the current infrastructure and then look at what extra infrastructure will be required in order to do so without impacting other services.

- 6.3 The Chair continued the theme on Manchester Airport and stated that he would like to see what financial impact this would have on Manchester Airport and the local economy. He expressed disappointment that the removal of services to Manchester Airport is causing social inequalities as well as not creating opportunities for modal shift.

- 6.4 Cllr Kaushik asked about the December 2023 timetable changes.

- 6.5 The investment Planning Manager explained that there is a formal consultation process that the operators are undertaking.

- 6.6 Cllr Furley highlighted that the report makes no mention of electrification and decarbonisation. He also highlighted the need for compliance with accessibility law.

- 6.7 Cllr Parish had submitted a number of comments that he wanted to be addressed, and these were shared with the Committee.

The Investment Planning Manager suggested that he responds to these questions offline and the Chair requested that the answers be shared with all Committee Members.

- 6.8 The Chair requested that two additional outcomes be included in the report going to the Transport for the North Board, namely the inclusion of decarbonisation and social inequalities.

- 6.9 The Strategy, Analysis and Communications Director explained that this work has been taking place in parallel to the work being undertaken on the Strategic Transport Plan. She highlighted the three core ambitions of economic performance, decarbonisation and reducing transport related social exclusion. She explained that there is an opportunity to strengthen the advice as this is currently at the heart of TfN activity.

Resolved:

- 1) That the Committee welcomes the successful delivery of Configuration State 1 infrastructure and implementation of the December 2022 timetable change

- 2) That the Committee welcomes the commitment from the Department for Transport to fund delivery of infrastructure in Configuration State 2 alongside the continued development of Configuration State 3
- 3) That the Committee endorses the proposed update to Transport for the North's Statutory Advice for Manchester for consideration by Transport for the North's Board
- 4) That decarbonisation and social inequalities be added as additional outcomes to the Board report.

7 TfN Decarbonisation Priority Activities Update'

7.1 Members received the report of Principal Environmental and Sustainability Officer and the Strategy, Analysis and Communications Director outlined the key aspects of the report.

7.2 Cllr Furley raised the issue of getting freight back on to rail and believes that this is a step forward and wanted to know how it would look.

In response the Strategy, Analysis and Communications Director stated that TfN will be examining with partners what is necessary to implement this ambition, using the evidence base to provide advice/priorities for investment. She explained that a right share target for freight has been included in the revised Strategic Transport Plan, which is being consulted upon, to test the ambition the North wishes to have to shift freight from road and rail.

7.3 Cllr Merrett enquired about accessibility and whether tools such as visualisers are being made available to the wider public.

The Strategy, Analysis and Communications Director confirmed that the Electric Vehicle Charging Infrastructure (EVCI) and the Transport Related Social Exclusion (TRSE) tools are available on the TfN website. She added that the clean mobility and hydrogen tools are being developed and hoped that these will also be able to be added to the website.

Cllr Merrett asked whether there will be a communications strategy with the decarbonisation strategy.

7.4 On the issue of hydrogen Cllr Salter stated that whilst the focus on hydrogen is on larger vehicles, he requested that smaller and private vehicles are not forgotten. He referred to those who are economically less well off, tradespeople and those who have to use their vehicles for work of and stated that these people should not be priced out.

7.5 In response the Strategy, Analysis and Communications Director stated that TfN is looking at alternative fuels. On the issue of light freight, she expected this to be further examined as part of TfN's work on freight and logistics in future. She stated that she would take away the points raised and include them within the thinking/forward planning for the work.

- 7.6 Cllr Davison spoke about the importance of moving freight out of lorries and on to rail because even by using hydrogen and electric there is still tyre pollution and congestion which are major causes to pollution. He then highlighted the importance of inter modals, where there has been little investment.

In response the Strategy, Analysis and Communications Director explained that a whole system approach needs to be taken with regard to transport which includes digital connectivity as well as the energy needs and distribution, and taking a broad view of potential impacts/benefits.

- 7.7 The Chair suggested that that all the work mentioned should be shared with council officers (where not done so already) as well as being available to the public. He highlighted the importance of quantified carbon reduction plans with quantified targets in order that corrections can be made along the way. The Chair opined that the national grid is the biggest block to new energy.

The Chair also stated that the Committee welcomes TfN's commitment to wanting Northern Powerhouse Rail (NPR) in full, HS2 and Transpennine Route Upgrade (TRU).

Resolved:

That the report and feedback be noted and that it be used on future proposed TfN decarbonisation activities and priorities for TfN's Decarbonisation Strategy update due for 2025.

8 Connected Mobility Strategy

- 8.1 Members received the report and presentation from the Connected Mobility Manager who highlighted the key elements within the presentation.
- 8.2 The Chair stated that the approach needs to be more granular as people have different travel habits creating different outcomes.

The Connected Mobility Manager explained that there was an output from the former IST Programme where a set of consumer personas were created. He suggested updating the personas from a post pandemic viewpoint and checking their relevance and then focusing research on them. He explained that from a user perspective, fare structures can't be made on the basis that everyone has the same travel habits and he agreed that this needs to be included in the current work.

- 8.3 Cllr Kaushik questioned whether work would take place with the operators.

The Connected Mobility Manager explained that the approach would need to be tailored for geographical regions. For a city region the default position needs to be a fully integrated network which takes away the challenge of multiple operators.

With regard to areas outside of this there need to be governance and administration structures around the schemes that make it easier for operators working in multiple areas to engage with them. A standardised approach needs to be taken within these areas to assist operators but it will have passenger variation. Ticketing arrangements will need to be looked at with standardised governance that ensures that operators will be involved from the outset.

Cllr Kaushik then raised the issue with regards to generational differences in paying.

The Connected Mobility Manager confirmed that fares reform is currently a big issue.

8.4 The Chair expressed his concern that it costs three to four times more to use transport in the north of England than it does in London and asked to see numbers to illustrate benefits for people.

8.5 Cllr Davison opined that the former IST programme failed due to bus operators not being interested in being involved and asked what has changed now.

The Connected Mobility Manager explained that the previous programme was a capital heavy delivery programme. The position has now changed, and the technical systems are a lot less complicated. He explained that authorities and operators are aligned and revised emphasis is building up from existing work collaboratively across public and private sector.

8.6 Cllr Salter described the Executive Summary as 'dull' and suggested that this be re-examined.

He referred to the graph on page.48 of the pack and using London as an example where use increases as a result of investment, suggested this could be used as an argument for increased spending on public transport in the North.

The Connected Mobility Manager agreed that the Executive Summary will be refreshed. On the point around the usage map he explained that the increase in usage was as a result of the Elizabeth Line opening and previous London Underground use now reporting with national rail. the report to Board will have a caveat included in it.

The Chair requested that further work be undertaken on the Executive Summary.

Resolved:

- 1) That the report be noted;
- 2) That the comments of the Committee be noted.

9 Date and Time of Next Meeting

Tuesday 5 September
11am
Microsoft Teams

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Meeting: Scrutiny Committee
Subject: Strategic Transport Plan Update
Author: Lucy Jacques, Acting Head of Strategy & Policy
Sponsor: Katie Day, Director of Strategy, Analysis and Communications
Meeting Date: Tuesday 5 September 2023

Does the report contain information which has been identified as confidential or exempt as defined in S100A(2) of the Local Government Act 1972 (as amended) and/or is the information exempt as set out in Schedule 12A of the Local Government Act 1972 (as amended)?

No this report does not contain information identified as confidential or exempt.

1. Purpose of the Report:

- 1.1 To provide an overview of the outcomes of the statutory consultation on our second Strategic Transport Plan (STP).
- 1.2 To seek steers from Scrutiny Committee to how we ought to revise the STP post consultation.

2. Recommendations:

- 2.1 It is recommended that the scrutiny committee:
 - a) Notes the outcomes from the statutory consultation, summarised in section 3
 - b) Provides feedback on areas of the plan to revise post consultation, set out in Appendix 1
 - c) Notes the arrangements for finalising and publishing the final plan ahead of TfN Board in December, set out at section 4.

3. Main Issues:

- 3.1 TfN has a statutory duty to produce a STP on behalf of the North of England. Its purpose is to set out, based on robust evidence, the strategic ambitions for transport, specifically pan-regional infrastructure priorities and issues that are common to many partners where there is efficiency in tackling them regionally. Following Boards approval in March 2023, a 12-week statutory consultation took place between May and August 2023, with a post-consultation version of the STP to be presented to Board for adoption in December 2023. An independent Integrated Sustainability Appraisal (ISA) was also prepared and consulted on and will be revised post consultation alongside the final STP.
- 3.2 The purpose of the consultation was to seek views and comments on the draft plan, enabling us to refine and improve it ahead of adoption as statutory advice to the Government. Equally though, it provided an opportunity for early dialogue, ahead of a general election, to inform policy thinking on implementation and interventions to deliver; and supported stakeholder engagement ahead of local transport plans.
- 3.3 As agreed with TfN Board we deployed a mixture of methods to engage stakeholders throughout the consultation period and we extensively promoted the consultation throughout through digital media, including TfN website and social media channels, as well media outlets.

In total we received **650** responses which can be further broken down as:

- **350** total users of our online virtual consultation room, **97** of which responded to the questions
- **145** attendees at the TfN led virtual and face to face workshops, taking place in Manchester, Leeds and Newcastle
- **31** responses from statutory consultees
- **51** responses from other groups such as local charities and user groups.
- **220** responses to our STP citizens panel activities
- **97** other written responses from members of the public, for example emails and letters
- **9** MPs from the region attended our All-Party Parliamentary Group (APPG) session in Whitehall.

3.4 TfN officers also attended and presented at 22 partner events including sessions with chambers of commerce, local enterprise partnerships, environmental and public health stakeholders, local transport authority committee and member briefings.

3.5 In total we had 31 / 134 total responses from our statutory consultees. Albeit it should be noted that number is for the STP, ISA and HRA and includes some double counting, i.e. Manchester City Council and TfGM.

3.6 All the feedback received from the consultation has been coded and is in the process of being summarised into a final report which will be shared with TfN partners ahead of TfN Board in September 2023. The slides in appendix 1 provide an overview of the emerging feedback and how TfN will consider it.

4. Next Steps:

4.1 Following Scrutiny Committee, we will also be providing a post consultation update to Executive Board on 7 September 2023. Taking feedback from this committee and the Executive Board, we will seek steers from the TfN Board on 27 September 2023 as to how to revise the document to address the consultation outcomes.

4.2 TfN officers will then work on the revisions through September and October ahead of bringing a final STP back through TfN governance in November and December 2023 to seek sign off and adoption.

4.3 Once adopted by TfN Board, the final plan will be published on our website and issued as formal statutory advice, alongside our implementation proposals, to the Department for Transport.

5. Corporate Considerations:

Financial Implications

5.1 The financial implications related to STP publication and consultation are captured in the 2023/24 budget approved by TfN Board in March 2023.

Resource Implications

5.2 The necessary resources to prepare the revised STP to the timeline set out in this report have been identified and agreed, aligned to TfN's Budget & Business Planning Process for FY 2023/24.

Legal Implications

5.3 The statutory obligations on TfN under the Local Transport Act 2008 as amended by Cities and Local Government Devolution Act 2016 in preparation of the STP will be kept under review to ensure the STP is legally sound and complies with the legal requirements.

Risk Management and Key Issues

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

Environmental Implications

- 5.5 A full Integrated Sustainability Appraisal (ISA) and Habitat Regulations Assessment was prepared to accompany the revised STP, supported by external expertise. These reports were also consulted upon alongside the revised STP and the findings of which are included in appendix A.
- 5.6 The ISA will document how and where consultation comments on the ISA/HRA have been addressed following completion of the consultation. This will include updated assessments where policies within the STP have been updated in response to the consultation. The revised ISA2 report, will be brought back to TfN Board in December 2023 for approval.

Equality and Diversity

- 5.7 To accompany the revised STP we have undertaken an Equality Impact Assessment as part of the wider Integrated Sustainability Appraisal (ISA), where possible the findings of these were addressed in the consultation draft.

In addition, TfN's Transport Related Social Exclusion 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

- 5.8 As detailed above, the revised STP has undertaken a full statutory 12-week consultation period.

6. Background Papers

- 6.1 N/A

7. Appendices

- 7.1 Appendix 1 – STP consultation update

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

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) STP | Strategic Transport Plan |
| b) ISA | Integrated Sustainability Appraisal |
| c) APPG | All Party Parliamentary Group |
| d) HRA | Habitats Regulation Assessment |
| e) TRSE | Transport Related Social Exclusion |

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