

Transport for the North Board Agenda

Date of Meeting	Monday 16 September 2024
Time of Meeting	11.00 am
Venue	Hilton Leeds City - Neville Street Leeds, LS1 4BX

Filming and broadcast of the meeting

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Item No.	Agenda Item	Page
1.0	Appointment of Chair and Vice-Chairs To make the appointments for 2024/25: deferred as the June meeting was cancelled. Lead: Chief Executive/Chair	
2.0	Welcome & Apologies The Chair to welcome Members and the public to the meeting. Lead: Chair	
3.0	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	
4.0	Minutes of the Previous Meeting To approve the minutes of the meeting held on 20 March 2024: to include the Chief Executive update on matters arising. Lead: Chair	5 - 36
5.0	Accessibility Task Force To receive an update on the work of the Rail Accessibility	37 - 42

	<p>Task Force established by the Rail North Committee.</p> <p>Lead: David Worsley</p>	
6.0	<p>Priorities to Inform Business Planning</p> <p>To seek a steer from the Board on priorities for inclusion within Business Planning for 2025/26.</p> <p>Lead: Martin Tugwell/Katie Day</p>	43 - 72
7.0	<p>Options Paper on Regional Fleet Procurement Support</p> <p>In response to the request from Members, to seek a steer from the Board on which approach to support constituent authorities it wishes the executive to develop.</p> <p>Lead: Matt Smallwood</p>	73 - 76
8.0	<p>Freight and Logistics: Roundtable with Major Ports</p> <p>To report on the output of roundtable held with the major ports and to consider and endorse proposed actions arising from it.</p> <p>Lead: Katie Day</p>	77 - 82
9.0	<p>Electric Vehicle: State of Play</p> <p>To consider and endorse the Electric Vehicle State of Play report which reviews and evaluates progress of EV charging infrastructure deployment across the North and highlights key policy recommendations to National Government in order to enhance the speed and effectiveness of the EV transition.</p> <p>Lead: Simon McGlone</p>	83 - 134
10.0	<p>Rail North Committee</p> <p>To receive the update on the work of the Committee.</p> <p>Lead: David Hoggarth</p>	135 - 138
11.0	<p>Governance Report</p> <p>To confirm appointments to TfN's Board and Committees and to seek support for the General Purposes to look at proposals for substitutes for the Audit and Governance Committee.</p> <p>Lead: Julie Openshaw</p>	139 - 146
12.0	<p>Date and Time of Next Meeting</p> <p>The next meeting will be held on Monday 9 December 2024 in Manchester.</p>	

Transport for the North Board Minutes

**20 March 2024
Hilton City Leeds**

Present:

Lord McLoughlin (Chair)

Attendee

Cllr Mark Smith
Cllr Sam Corcoran
Cllr Louise Gittins
Cllr Denise Rollo
Cllr Anne Handley
Mayor Andy Burnham

Cllr Mark Ieronimo
Cllr Rupert Swarbrick
Mayor Steve Rotheram
Cllr Martin Gannon
Cllr Stewart Swinburn
Cllr Tim Mitchell
Cllr Tom Hunt

Cllr Stephen Harker
Cllr Hans Mundry
Cllr Neil Hughes
Mayor Tracy Brabin
Cllr Peter Kilbane

Local Authority

Blackpool;
Cheshire East;
Cheshire West & Chester;
Cumberland;
East Riding of Yorkshire;
Greater Manchester Combined
Authority;
Hull;
Lancashire;
Liverpool City Region;
North East Combined Authority;
North East Lincolnshire;
North Lincolnshire;
South Yorkshire Mayoral Combined
Authority;
Tees Valley;
Warrington;
Westmorland and Furness;
West Yorkshire Combined Authority;
York and North Yorkshire Combined
Authority;

Local Enterprise Partnership (LEP) Attendees

Clare Hayward
Justin Kelly
Mark Rawstron

LEP Chair
Greater Manchester LEP
Lancashire LEP

Partners in Attendance:

Steve Montgomery
Andy Mellors
Stephen Fidler
Andy Rhind
Richard Leonard
Rob McIntosh

Avanti
Avanti
DfT
DfT
Highways England
Network Rail

Officers in Attendance:

Name
Martin Tugwell
Katie Day

Job Title
Chief Executive
Director of Strategy, Analysis and
Communications

Gary Rich
Paul Kelly
Julie Openshaw
Rachel Ford
David Hoggarth
Kirsten Keen

Owen Wilson
Darren Oldham
Alex Woodall
Joanne Barclay

Democratic Services Officer
Finance Director
Head of Legal
Head of Strategic Policy and Research
Head of Strategic Rail
Major Roads Planning and Scheme
Development Officer
Major Roads Strategy Manager
Rail and Road Director
Rail Reform Advisor
Senior Solicitor

Item No:

1. Welcome & Apologies

1.1 The Chairman welcomed Members and apologies were noted from Mayor Driscoll, Cllrs Kemp, Renwick, Wharmby and David Williams as well as Helen Simpson and Alexandra Batey.

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 of the Transport for the North Board held on 14 December 2023 were considered.

3.2 Members received a written update on matters arising including a copy of the Quarterly Operating Report from the Chief Executive. He highlighted the success of the TfN Conference in Liverpool, and that the intention is to go to York for the 2025 event.

3.3 He also highlighted the commitment given by the Rail Minister at the TfN conference on the extension of the Midland Main Line electrification through to Sheffield. He explained that TfN may be approached by colleagues in the Midlands for support on the business case for the scheme; if this happens, he advised that TfN would support this.

3.4 He informed the Board about the positive news on the A66 dual carriageway upgrade. Mr Richard Leonard provided further detail, explaining that approval for the Development Consent Order (DCO) to proceed with the works has been given. The window for challenges against the decision lasts until the end of April; if there is no legal challenge then the work can proceed. Some preparatory work is taking place pending the outcome. Additionally, approval to submit the DCO for the Simister Island interchange in North Manchester has also been given: a scheme that has been previously identified as a pan-regional priority.

3.5 On the issue of diversity raised at previous meetings the Chief Executive stated that he had met with the Chair and Vice Chairs to discuss this and referred Members to the note in his update. In addition, he highlighted how the voice of young people at the Convention of the North had

brought an energy and a different focus to the conversation. He is keen to build on the momentum and has asked the Director of Strategy Analysis and Communications to examine this further in the context of how TfN might do something similar.

- 3.6 Mayor Brabin supported the update on diversity, commenting that the Board needs to ensure it reflects the views of the communities Members serve. She sought reassurance that lived experience is as important as data; the Chief Executive provided this reassurance.
- 3.7 On the matter of the A66 Cllr Hughes commented that whilst the A66 dualling has positives, parking issues need to be resolved in towns such as Keswick and Penrith.
- 3.8 Responding to a question raised by Cllr Hughes, Mayor Brabin commented that the Citizens UK partnership (involved in the Convention of the North) is a separate organisation, and her team would need to check what involvement had been from the Cumbrian perspective and return to Cllr Hughes on this.
- 3.9 The Director of Strategy, Analysis and Communication provided an update on the Northern Transport Voices panel, explaining that this is a representative panel of communities across the North, and it is the intention to grow it from 600 to 2,000 individuals over the next year. She also noted that TfN hopes to establish the aforementioned stakeholder/community panel over the next six months.
- 3.10 The Chief Executive advised the Board that the Rail & Road Director will be leaving his post at the end of May and the recruitment process has already begun. He expressed confidence that there will be a good response to the advert. He added that the Director of Strategy, Analysis and Communications will take over as the Deputy Chief Executive, in addition to their current responsibilities, with effect from 1 April. The Chief Executive placed on record his thanks to the Rail and Road Director for all his hard work.
- 3.11 The Chair echoed the Chief Executive's thanks to the Rail and Road Director and congratulated the Director of Strategy on her new role. Mayor Burnham as Chair of the Rail North Committee also echoed these sentiments.

Resolved:

- 1) That the minutes of the Transport for the North Board held on 14 December 2023 be approved as a correct record.
- 2) That the written Matters Arising update and the Quarterly Operating Report be noted.

4. Avanti West Coast Performance

- 4.1 The Chair welcomed Mr Steve Montgomery to the meeting and thanked him for his attendance. In introducing the item, he highlighted the deep concerns of Board Members on the performance of services on the West Coast Mainline.
- 4.2 Mr Montgomery stated that Avanti West Coast has experienced a number of issues and apologised for the inconvenience caused to customers and

- stakeholders. He recognised that service levels have fallen below the levels that customers might reasonably expect.
- 4.3 He explained that this arises from a number of complex issues. He highlighted that since October 2023 the number of Avanti caused cancellations has grown and was approximately 7% in the last period. He attributed this to national disputes, as well as the removal of rest day working agreement at Avanti which has impacted on driver training and the business. This in turn has impacted on delivery of services on certain days of the week, with Saturdays proving a particularly difficult day.
- 4.4 In order to address the issues Avanti has been working with the Trade Unions and extra resources have been provided from First Group, but they have had difficulty with the lack of flexibility. He explained that they are working closely with ASLEF to establish more cooperation and have now secured a new rest day working agreement.
- 4.5 He informed Board that Avanti is now starting to take delivery of a new fleet of trains and has begun to train drivers, which has caused some additional pressures. The rest day working agreement will allow faster training leading to the introduction of these trains in the summer.
- 4.6 He stated he will seek to improve communications with the North and wants to meet regularly with Northern leaders.
- 4.7 Mr Andy Mellors provided an update on the second hourly service to Liverpool. He stated that the new trains will help enable this to be delivered but noted that this would only happen once there is the operational resilience to do so.
- 4.8 Cllr Gittins expressed her frustration that the Cheshire and Warrington areas are not seeing improvements to services, which has been the case for the last 18 months. She commented that she is unable to see how things will improve in the short and medium term and expressed concern at the impact that an additional service to Liverpool will have on the North Wales line.
- 4.9 Mr Montgomery apologised for the disruption in services along the North Wales main line to/from Chester. He explained that the restoration of the rest day working agreement and training of three new drivers in the Holyhead area will help make services in the area more reliable at the beginning of April.
- 4.10 Ms Clare Hayward stated her belief that Avanti has lost the trust and confidence of the business community which is impacting on the ability of businesses to deliver for their customers. She also observed that from her experience of travelling extensively on Avanti there is a lack of trust amongst Avanti's employees towards the company. She expressed concern about the level of resilience in the company's training and workforce planning system and is not confident that they can return to a level of service with the necessary level of trust and culture within the business. She believes that there is much work to do and is not convinced that Avanti is able to deliver what is required.
- 4.11 Mr Montgomery admitted that Avanti has much to do but observed that the industrial relations issue is an industry wide problem, and that it is

difficult for both staff and management. He stated that they know how many people they have and what the plan to move forward needs to look like. He recognised that the only way Avanti can give confidence is by delivering services daily. He stated that the RMT negotiations are almost complete, and more work is required with ASLEF.

- 4.12 Mayor Brabin commented that the Avanti situation echoes what happened with TPE and stated that whatever happens the owning group (which is the common factor) never takes responsibility. She highlighted the impact that Avanti's poor service is having on local services such as TPE services between Leeds and Manchester, which are becoming overcrowded as a result as customers avoid using Avanti. She requested information about the discussions that are taking place with TPE and LNER about the impact this is having on their capacity and budgets.
- 4.13 In response Mr Montgomery stated that there is industry co-operation when there is disruption.
- 4.14 Mayor Rotheram commented that the impact of poor services on areas and their economies is the main issue and that train operating companies cannot operate in isolation. He added that the only area in the country that has not had industrial relation problems is Merseyrail because he had instructed the company to find a settlement through meaningful negotiations.
- 4.15 He continued by stating that the deterioration in Avanti services has impacted on the area's economy because passengers will not travel if they do not have confidence in their journeys. He emphasised that improved services must be delivered, to specified deadlines, in order to reassure the public.
- 4.16 Cllr Rollo expressed frustration that Cumbrian residents find that all too often Avanti terminates services at Preston rather than continue northwards. Experience shows that in such circumstances there is often no support for customers looking to continue further; she sought reassurance that operational resilience extends further than getting services from London just to Preston.
- 4.17 On paragraph 5.8 of the report relating to the second service to Liverpool operating in diesel mode between Crewe to Liverpool, Cllr Corcoran asked what is being done to address restore the power supply issues between Crewe and Liverpool, which trains will be used to provide the second Liverpool service and where they will originate from. Additionally, he sought reassurance that there will be no restrictions on the Crewe to Chester route.
- 4.18 In response to Members' questions and comments, Mr Montgomery addressed a number of issues. Regarding the second Liverpool service he stated he is aware of the impact on the economy of current poor performance and believes that services will improve in the area. He recognised the importance of rectifying the issues with the current hourly service before considering a second train. He said the new trains to be used are "bi modes" (a mix of diesel and electric) with the diesel element used in areas where the lines are not electrified/power supply is limited.

- 4.19 Addressing the issue of services running North of Preston, he stated that the reliability issues being experienced are a result of historical leave issues and this has impacted on the number of services running from Preston to Scotland.
- 4.20 Mayor Burnham highlighted the seriousness of the situation and the huge damage that the poor performance on the West Coast Main Line has done to the Greater Manchester economy over the last two years, leading to low levels of trust in the company. He presented a number of pieces of data on service reliability and cancellations which illustrated the extent of the poor performance. Mr Montgomery accepted that the data illustrated the scale of the problem.
- 4.21 Mayor Burnham concluded that he was not reassured with the answers provided by Mr Montgomery during the debate and in particular he did not believe the company was accepting responsibility for the situation as it should.
- 4.22 The Chair thanked Mr Montgomery and his team for attending and highlighted the deep concerns that Members of the Board had expressed about the service that is being provided and stressed the need for the improvements outlined to come to fruition. He emphasised the importance of the Mayors and other political leaders as voices for their areas and their expression of what their electorate, passengers and businesses are feeling about Avanti's performance.
- 4.23 Cllr Gittins moved that Board adopt the second recommendation set out in the report at paragraph 7.1. This was seconded by Cllr Swarbrick.
- 4.24 Board voted on the proposal which was unanimously passed.

Resolved:

That Board submits Statutory Advice to the Secretary of State for Transport that Avanti West Coast's contract should be terminated at the earliest possible opportunity (with the Operator of Last Resort taking on responsibility in the short term for the delivery of long-distance services on the West Coast Main Line).

5. Transforming the North: Strategic Transport Plan Approval and Adoption

- 5.1 The Chair thanked the Director of Strategy, Analysis and Communications and her team for all their work on getting the final version of the STP to the position where it could be presented to the Board for its approval and adoption.
- 5.2 Members received the report from the Director of Strategy, Analysis and Communications who then outlined the key aspects of her report, including that final proof-reading was taking place and the proposal to add an explicit reference regarding support for an underground station at Manchester Piccadilly: the latter reflecting previously adopted TfN Board position in respect of NPR.
- 5.3 Cllr Gittins was pleased that the STP views the North as a whole, as well as on a place base level, and emphasised the importance of this. She

- was also glad to see a recognition of the scale of the challenge and the inclusion of short-term goals and emphasised the importance of using the STP to make progress at pace.
- 5.4 Cllr Hunt welcomed the inclusion of reference to the potential for tram-train. He explained that South Yorkshire wants to expand the super tram network and views tram-train as central to this.
- 5.5 Mayor Brabin stressed the necessity to be mindful about the present as well as looking to the future. She emphasised the importance of the T-shaped station being built in Leeds, without which, she believes, there will not be a “fit for purpose” network across the North that will allow the ambitions in the plan to be realised. She also stated that insurers are now no longer insuring car clubs, so this reference within the final Plan may need to be looked at.
- 5.6 Mayor Burnham made specific reference to the importance of referencing the underground station at Manchester Piccadilly, on the new line from Manchester to Liverpool via Warrington. He emphasised the importance of this for resilience not just for Manchester, but for the wider rail network across the North.
- 5.7 He also suggested that TfN capture the “bottom up” place base approach to transport planning, where the infrastructure supports what is sought to be achieved and where political voices, business voices and other stakeholders are all involved. He believes this approach will underpin all the ambitions in the STP.
- 5.8 The Chair highlighted the importance of the station areas and how transformational they are and agreed with both Mayor Brabin and Mayor Burnham on the importance of the T-shaped station in Leeds and the underground station in Manchester.
- 5.9 Cllr Rollo was pleased that the plan recognises the challenges facing rural areas and the need to improve accessibility in these areas.
- 5.10 Ms Hayward stressed the importance of continued engagement with business following the adoption of the STP and welcomed the commitment for this to continue to be enhanced.
- 5.11 Mr McIntosh in responding to the comments about stations, supported the emphasis being given to their importance and of the railway companies seeing stations as belonging to their communities and economies. He commented that over the years it can be seen that good investment in stations can be transformative to economies and provided examples over recent years with plans at Leeds and Bradford. He confirmed that Network Rail is working with Mayor Burnham in Greater Manchester and is spending more time supporting Crewe on station related matters.
- 5.12 Cllr Smith raised the need for further investment in the North Station in Blackpool to improve the passenger experience and requested TfN’s support with this.
- 5.13 Cllr Corcoran highlighted that whilst the STP takes into account the cancellation of the HS2 Northern leg and the announcement of Network North, it does not portray the scale of the impact of this decision for

- Crewe and the lack of any compensation to mitigate the damaging losses to the town, the Borough, the Council, and the wider sub-region.
- 5.14 He then outlined the economic cost of this decision to the area as well as the loss of long overdue investment to Crewe Station. He informed the Board that recently he welcomed Mayors Burnham and Rotheram to Crewe to discuss the importance of Crewe as a regional rail hub to the North West. Mayor Burnham had discussed the work to look at the alternatives for improving rail connectivity between the West Midlands and Manchester as well as his hope that any alternatives will see more services call at Crewe and not bypass it. He requested TfN's endorsement of this message to ensure that Crewe continues to play a critical role in the future of rail and rail freight for the North, Midlands and Wales.
- 5.15 On the issue of freight, Cllr Corcoran welcomed the STP section on rail freight with its emphasis on a modal shift from road to rail. He stated that Crewe can play a vital role in this due to its location and the fact that it has Basford Hall Freight Yard one of the largest freight yards in the UK. He then requested TfN's endorsement of the need for capacity improvement through Crewe and a package of measures for Crewe station.
- 5.16 In support of Cllr Corcoran, Mayor Burnham started by noting that the West Coast Mainline will be full by the 2030s. He explained that interim work has been concluded by the private sector working group and has recommended that a new line is needed between Handsacre and High Legh and that any new line needs to go through Crewe. He believes that this needs to be captured in the STP.
- 5.17 The Chair agreed with Mayor Burnham that this needs to be included but did not want to hold up the approval of the SPT and suggested that this could be added as an addendum.
- 5.18 On the issue of stations, Mayor Rotheram stated that areas do work on the stations, but they do not own them; in the Liverpool City Region they have entered into a Memorandum of Understanding with the Department for Transport to examine taking over the running of them as they can access options which Network Rail cannot. He added that that the only way to make stations accessible is to invest in them.
- 5.19 Cllr Ieronimo suggested the inclusion of smart technology and artificial intelligence in the document, or at the very least represented areas to explore further as part of the implementation of the STP.
- 5.20 Mr Andy Rhind confirmed that the TfN executive had worked closely with DfT officials throughout the development of the STP and stated that he would be happy to present the STP to Ministers as statutory advice.
- 5.21 In response, the Director of Strategy, Analysis and Communications acknowledged the points made by Cllr Corcoran and stated that this could be included in the more detailed implementation advice. She highlighted that whilst HS2 phases 2a and 2b are now no longer the policy option there remains the need for connectivity and capacity and alternative proposals are required. She stated that the STP makes

reference to this evidence, and also of the need to capitalise on the economic potential of Crewe. She suggested two minor amendments to (a) reference capacity between Handsacre and High Legh, and (b) reference to capacity at Crewe and addressing congestion South of Crewe. Cllr Corcoran and Mayor Burnham welcomed these amendments and acknowledged the reference to safeguarding the route that is already within the STP.

- 5.22 The Board unanimously voted to approve and adopt the STP, incorporating the amendments as agreed by the Board.
- 5.23 Addressing the comments made by Mayor Brabin on the T- shaped station in Leeds and also Piccadilly Station, the Chief Executive reassured Board that these are pan regional priorities (a position set out in the paper to the Board on 14 December) and TfN is including these into conversations with the DfT and the Sponsorship Board.
- 5.24 Addressing the strong support for embedding the “place base” approach that forms a key part of the STP, the Chief Executive highlighted the strong relationship that the TfN executive has been developing with the Department for Levelling Up, Housing and Communities.

Resolved:

- 1) That Board notes and supports the work that has been undertaken to amend the STP post consultation and following the announcement of Network North.
- 2) That Board notes and supports the evidence base and documents to be published alongside the final STP, including the updated Integrated Sustainability Appraisal (ISA).
- 3) That Board approves and adopts the final STP as statutory advice to the Secretary of State for Transport.
- 4) That Board notes the proposed approach to monitoring and evaluation for the STP and that feedback/observations on the planned approach be noted.

6. Approval of the 2023 Accounts

- 6.1 Members received the report from the Finance Director who highlighted the key points within the report.

Resolved:

- 1) That Board notes the intention of Transport for the North’s independent external auditor to provide an unqualified, clean audit opinion.
- 2) That Board notes the recommendation of the Audit & Governance Committee to approve the Statement of Accounts for 2022/23.
- 3) That Board approve the Statement of Accounts for financial year 2022/23.

7. Budget and Business Plan 2024/25

- 7.1 Members received the report of the Finance Director. The Chief Executive then highlighted the key aspects of the report.

- 7.2 Mayor Brabin commented on the Transport Levy and the challenge facing local authorities and highlighted the increase in core funding assumed as part of the medium-term financial plan. She questioned how the gap is to be filled and enquired if she can return to her constituent authorities and inform them that the money is going to be put to good use in pursuing projects.
- 7.3 The Chief Executive explained that the funding available for the core budget and for work commissioned in support of NPR is agreed with the Department for 2024-25 (it forms the second year of the 2-year settlement awarded last year). The increase shown in core funding beyond 2024-25 included within the Budget will form the basis of discussions with the Department over the summer and into the autumn. In this regard the report centres upon TfN setting out what it believes is required from Government in order to support the continuation of activities. He explained that this is a conversation that needs to be had with the Department as part of the planning for the spending review.
- 7.4 Ms Hayward stated that when looking at the Northern Evidence Network it is critical to bring all the data together to analyse at a Northern and regional level.

Resolved:

- 1) That Board notes the draft Business Plan for 2024/25 and Members comments.
- 2) That Board approves the draft Business Plan and delegates authority to the Chair and Chief Executive of Transport for the North to undertake the steps required to finalise the Business Plan.
- 3) That the forecasted outturn for 2023/24 and the projected closing reserves as of 31 March 2024 is £3.6m be noted.
- 4) That the proposed use of reserves of £1.3m in 2024/25 be approved.
- 5) That the budget for 2024/25 be approved.

8. Corporate Risk Register and Risk Management Strategy

- 8.1 Members received the report of the Risk Manager, and the report was taken as read.
- 8.2 Cllr Hughes asked if TfN is fully prepared should HS2 up to the North be re-instated as originally proposed.
- 8.3 Mayor Brabin highlighted the changing landscape of transport and the role of Great British Rail. She stated that one of the biggest risks to TfN is the original purpose of the organisation becoming redundant as the transport landscape changes and believes that this should be included within the risk register.
- 8.4 Mayor Burnham, whilst agreeing the transport landscape is changing, highlighted the important, and continuing, work that TfN has done over the years including keeping guards on trains, saving the ticket offices and bringing Northern and TPE into the Operator of Last Resort. He believes that TfN will continue to evolve in its role, potentially moving away from its current advocacy role and more into an adjudicatory one over the next decade.

- 8.5 The Chief Executive responded noting that the Risk register makes explicit reference to the monitoring of the political environment particularly in the context of a general election and the implications for TfN's objectives. He noted the way the Board worked together recently on a pan-regional level to highlight the strategic importance of the link from Manchester to Newcastle as a further example of the added value of TfN.
- 8.6 He highlighted the evolution of the organisation during his time as Chief Executive and how that reflects the growth in the role of the Metro Mayors and the focus given to TfN's priorities in terms of adding value at the pan-regional level. In that regard he proffered the view that the Business Plan reflects the priorities of the Board as a whole. He stated TfN is aware of the risks and how the position is evolving. He wishes to work with the Board over the next year in order to ensure TfN stays focused on what is relevant to Board at a pan-regional level whilst supporting and complementing work at a city regional level.

Resolved:

That Board notes TfN's corporate risks and risk management activity over the last 6 months.

9. Governance Update

- 9.1 Members received the report from the Head of Legal which was taken as read. Members were then invited to ask questions and make comments.
- 9.2 Mayor Rotherham referenced that the governance structure allows for representation of Trade Unions and suggested that following on from having senior officers from Avanti attend to answer questions from Members something similar could be done for the Trade Unions.
- 9.3 Ms Hayward highlighted the importance of TfN retaining a strong business voice particularly with the change in structure to the LEPs by the end of March. She requested that TfN continue to engage with the Business Advisory Boards and that the governance is made more specific to reflect this.
- 9.4 Mr Rawstron suggested that a review be undertaken on the need to co-opt a business advisory body on to the Board.
- 9.5 The Director of Strategy, Analysis and Communication stated that over the last six months TfN has stepped up its business engagement and has re-engaged with many business representative bodies to ensure the business voice at Board remains protected. She added that the executive will look to do some further work directly with business bodies, picking up the trade union representation and direct engagement with transport providers and freight operators. Plans are currently being scoped out and she suggested returning to Board with a further update in June.
- 9.6 The Chair expressed his eagerness to engage with relevant businesses including industries such as the airports, ports and logistics businesses. He suggested speaking to them about investments and apprenticeships with TfN being a voice for them.

Resolved:

- 1) That Board reaffirms the co-option of representation from the business community on the Board and Partnership Board
- 2) That Board agrees that where a LEP continues in a modified form it shall continue to nominate a co-opted non-voting representative on TfN's Board and Partnership Board
- 3) That Board agrees that where the responsibilities of a LEP have been subsumed into Business Boards within their Constituent Authority, that Authority is invited to nominate a business representative from that Business Board to be co-opted on to TfN's Board and Partnership Board
- 4) That Board agrees that the arrangements for business representation on the Board are reviewed by the General Purposes Committee after 12 months
- 5) That the changes to the Constituent Authority membership of Transport for the North and the effective dates for those changes be noted, and that the consequential changes to Constitution will be made under officer delegated authority at the appropriate time be noted.

10. Department for Transport National Bus Strategy

- 10.1 The Chair welcomed Mr Stephen Fidler, Co-Director of Local Transport at the Department for Transport, to the meeting to address the Board on buses. He highlighted the work that is being done to seek to improve services that is being led by Mayors Burnham, Brabin, Rotherham and Coppard. Whilst acknowledging the fact that much of Board's business often relates to rail issues, he highlighted the important role that buses play in mobility of people.
- 10.2 Members received the presentation from Mr Fidler who then highlighted the salient points of his presentation. Before Members asked questions, the Senior Strategy and Planning Officer then highlighted the key points of her report.
- 10.3 Members raised a variety of points on this matter with the key theme raised by all Members relating to the lack of funding to provide the services required.
- 10.4 Cllr Gannon highlighted the importance of buses to people in the North East, explaining that the issues with the buses is due to lack of funding rather than lack of policy direction or ambition. He informed Board that there has been a decline in bus mileage of around 30% since 2010 in the North East, North West and Yorkshire. He stated that the bus operators are struggling and whilst Bus Services Operators Grant (BSOG) funding has been extended, prior to the extension operators were informing the local authorities of 30% reductions in services.
- 10.5 When the National Bus Strategy was first published, the North East made an ambitious bid to increase bus usage by 5% and in order to achieve this they bid for £804 million to prevent the decline and increase usage. They received £168 million, but this funding is insufficient to achieve the goal.
- 10.6 Cllr Rollo explained that the funding issues make it difficult to plan for the future and make services resilient. As an area they are restricted by

what they can do due to having only one operator who tells the local authority what they can do, rather than the other way around. When the authority wanted to apply for "Zebra 2" funding they were unable to do so as the operator would not support the bid. She requested support from the DfT on this. She then stated that they were unable to set up their own bus company although this would be beneficial for her community.

- 10.7 Cllr Mundry requested that municipal bus companies be considered as an option to be included in the choices available to authorities as an alternative to franchising.
- 10.8 Cllr Hughes asked if there has been any movement on discrete funding for post-16 home to school/college funding.
- 10.9 Mayor Burnham stated that Greater Manchester would be happy to share its experiences with Members of the Board. On the issue of franchising he informed Board that TfGM's experience showed that franchising per km is being priced at one third less expensive than the former tendered contracts. He also suggested that franchising is better value for public money. He urged that all Board Members should be given the opportunity have franchised bus services. He praised the capital pipeline that has been put in place which allows authorities to plan ten years ahead.
- 10.10 Cllr Mitchell stressed the importance in making it easier to use the funding and specifically highlighted the restriction on revenue which is causing issues. On the EV regulation he stated that small and medium operators have expressed concerns about this, and he enquired if there is likely to be any help available in meeting the new regulation.
- 10.11 Cllr Hunt enquired if there is any further information on the "Zebra 2" funding decisions. On retrofitted buses he stated that South Yorkshire wishes to have replacement buses rather than retro fitted buses given the concerns as to whether the technology would work.
- 10.12 Cllr Kilbane enquired as to how long will £2 fare will continue for. With regards to the plan for drivers he asked whether Local Transport Authorities (LTAs) will still be able to action bus priority measures. He requested that the Board should think more widely on this issue. He stated that the only way to be able to achieve economies of scale is if Members look beyond their own local authorities and city regions.
- 10.13 Cllr Ieronimo raised the issue of real time information at bus stops and also stated the importance of the messaging around buses being safe needing to improve to increase patronage. On the latter point he reflected on how the messaging at the time of COVID (about not travelling on public transport) remained in many peoples' minds.
- 10.14 Ms Hayward raised a number of issues including connectivity between trains and bus connections (which is causing issues for employers who are trying to recruit), cross border issues (specifically tap on tap off cross border cross transport), artificial intelligence, data, and intelligence to ensure that services are being provided when needed and procurement.

- 10.15 Cllr Corcoran asked when the guidance on buses in rural areas is due to be published.
- 10.16 In response Mr Fidler addressed a number of the issues raised by the Board. On the funding issue he explained that £3 billion had originally been identified but the total with other help is approximately £4.5 billion. Addressing the issue of longevity, he stated that all local authorities now have a capital allocation until 2032. He explained that doing this for revenue is more difficult to achieve and the DfT will continue to make the case and hope to do this with the BSIP phase three funding.
- 10.17 With regard to funding for accessible information there is £4.6 million available for smaller operators and applications for this will be open.
- 10.18 On franchising in rural areas, he stated that he is content to discuss this further with anyone who wishes to do so.

Resolved:

That the presentation and Board's comments be noted and incorporated into the preparation of a substantive proposal to be considered by the Board at its next meeting.

11. Rail Reform Pre Bill Scrutiny

- 11.1 Members received the report of the Rail Reform Advisor which was taken as read.

Resolved:

That the Board approves the submission to the Transport Select Committee.

12. Rail North Committee Update

- 12.1 Members received the report of the Rail and Road Director. The Chief Executive emphasised the work of the Committee with regards to improving accessibility at stations and the focus on the committee having a programme to address this.

Resolved:

That Board notes the feedback from the RNC including the initial output from the Accessibility Task and Finish Group, and progress made by TransPennine Express on their recovery plan.

13. Date and Time of Next Meeting

Tuesday 18 June at 10.30 in Liverpool.

1. Chief Executives Update

- 1.1. To provide the opportunity for the Chief Executive to update the Board on matters arising from the previous meeting, as well as any other significant issues not covered elsewhere on the agenda.

2. Quarterly Operating Report

- 2.1. Board members will recall that the purpose of the Quarterly Operating Report is to report progress against the milestones set out in the Business Plan. It is presented to and discussed at the Audit and Governance Committee as part of their regular cycle of meetings. It is also provided to this meeting for information.
- 2.2. Following the General Election the TfN Executive is keeping the milestones under review for consistency with the new Government, particularly its 5 Missions. Where there is a need for revision or amendment to the milestones these will be reported in the next QoR (covering Q2).
- 2.3. The Board will note that the Q1 QoR reports on further additions to the 'TfN Offer'. The new Government has emphasised the importance of investing in the capacity and capability available to support MCAs/LTAs with implementation. Take-up of the 'TfN Offer' continues to grow, as summarised elsewhere on this agenda, this includes an initial financial estimate of the added value of the TfN Offer. With additional tools being added to the 'Offer', and as TfN partners press forward with their own activities, it is expected that demands on the TfN Offer will grow further.

3. Diversity

- 3.1. My update to the March Board set out the opportunities identified, in discussion with the Chair and Vice-Chairs, to ensure greater diversity of thinking. Those are being followed through by the TfN Executive, of note is the ongoing discussion with Citizens UK which has been particularly encouraging. Alongside the expansion of TfN's own Citizens Panel (Northern Transport Voice), this is helping to enhance the voice of the user in the work of TfN moving forward.

4. Business Representation

- 4.1. The March Board reaffirmed its commitment to having a strong business representation on TfN. It also agreed actions to secure that representation following the establishment of Business Boards as successors to LEPs. With the support and assistance of partners we have business representatives identified for most of the North and are liaising with partners where a little more work is required to identify a representative.

5. Convention of the North

- 5.1. The TfN Executive continue to work closely in support of the work of the Convention of the North, including through the work we undertook on the Northern Powerhouse Independent Review (NPIER) and in support of the

Convention's transport theme. In addition to supporting the recent summit held in York, we are actively supporting work to prepare for the 2025 Convention hosted by Lancashire in Preston.

6. Engagement with Secretary of State

- 6.1. Following the General Election the Chair, supported by the two Vice-Chairs wrote to the new Secretary of State welcoming her to the role and submitting to her the revised Strategic Transport Plan adopted by the TfN Board at its March meeting. The Secretary of State's response is attached to this update.

7. Spending Review

- 7.1. The new Government has commenced work on the Spending Review, with an initial outcome (covering the next 18 months) expected in October, and an outcome for the period beyond that expected next Spring.
- 7.2. As part of this the Secretary of State is undertaking a review of the Department's capital programme. Given the pressures on public finances in the short term the review will be challenging.
- 7.3. The ambition underpinning the revised Strategic Transport Plan makes the case for additional investment in the North's transport infrastructure and services to unlock economic opportunity, improve social inclusion and reduce the environmental impact of our transport system.
- 7.4. As the Rail North Committee heard at its meeting on 3rd September investment proposals in the North account for over half of the plans inherited by the new Government. The new Government has been consistent in its support for transforming the North's rail system, however there is a need to continue to restate the case for that investment in the face of wider pressures on investment.
- 7.5. Investment by the National Highways in the North's Strategic Road Network is governed by the Road Investment Strategy (RIS): the current 5-year investment period covers the period up to the end of March 2025. Key projects identified in the RIS of importance to the North include both the A66 dualling project and the A1 North of Morpeth. Also relevant in this context is the allocation of funds in the RIS to improve access to the Port of Liverpool.
- 7.6. A decision on the Development Consent Order (DCO) relating to the A1 project has been pending for several years following the conclusion of the inquiry, whilst the outcome of the inquiry into the DCO for the A66 project is currently the subject of challenge.
- 7.7. The funding envelope for the next 5-year investment period (RIS3) will be set through the Spending Review. As with investment in rail infrastructure, there is a need to continue to restate the case in support of investment in our strategic road network throughout the spending review process.

8. Juergen Maier Review

8.1. Formally the Rail and Urban Transport Review, the outcome of this review was published on 20th August ([An assessment and ambition for a new government](#)). The review benefited from the support of industry experts, as well as considering submissions from organisations with an interest in its work: TfN made a submission to the review and the Chair and Chief Executive were interviewed as part of the process.

8.2. Although not government policy the review's report is a timely and constructive contribution as to how best to achieve the shift in the way we plan, develop, and implement investment. Amongst the proposals set out within the final report that are relevant to the work of TfN:

- a) It sets out the importance of having a long-term transport strategy, one that sees transport policy linked to the outcomes of a long-term UK Industrial Strategy.

It is worth remembering that the foundations of TfN's revised Strategic Transport Plan (STP) are the outputs of work on the North's economy (the Northern Powerhouse Independent Economic Review), our understanding of the extent to which lack of access to transport increase social exclusion (the Social Inclusion Strategy), and our understanding of the need for modal shift to reduce the environmental impact of transport (the Regional Decarbonisation Strategy). In this way the STP already reflects the aspiration for higher economic growth that is inclusive and delivers greener prosperity.

- b) Related to this the review reminds policy makers of the importance to achieve modal shift to achieve a balance between economic growth and environmental impact.

The STP includes specific, measurable outcomes for the North's transport system that demonstrate the collective commitment to achieve modal shift. The Monitoring and Evaluation framework now in place will enable the TfN Board to critically assess progress.

- c) The review argues that the medium-term objectives for transport should be set out in an integrated Transport Strategy for England (TSE), which would be part of a 10-year infrastructure plan, locked in by parliamentary debate that ensures a transparent long-term strategy and pipeline for infrastructure projects. This it argues will enable the private sector to invest in skills and capacity with greater confidence.

Were the Government minded to take this recommendation forward the work of TfN, and in particular the revised STP, would be a key input given the time and investment made by the North's Business and Political leadership in assembling the Northern evidence base.

- d) The review recommends building on the progress to date with devolution, advocating that Government should further decentralise and give clear and mandated roles to sub-national transport bodies and Combined Authorities. It continues by suggesting that there

should be a clear pan-regional transport and spatial focus, supported by appropriate governance and with the work informed by local growth plans developed and delivered by Mayors and Combined Authorities.

TfN is the most well established of all the sub-national transport bodies and has the benefit of being of a statutory body to which previous Governments have devolved some powers and responsibilities to the North's Political and Business leaders. As a Member-led organisation TfN has evolved in response to the wishes of the TfN Board and has an established governance framework that allows further evolution.

- e) A key theme throughout the review is the critical importance of linking transport strategy with industrial strategy, and in that regard, it highlights the need to give greater emphasis and priority to meeting the needs of the freight and logistics sector. There is support for ambitious targets for freight and logistics to unlock economic potential.

Elsewhere on the agenda there is a report on the first freight roundtable which focused on ports. This Board has previously identified the need to strengthen TfN's engagement with our key global gateways (ports and airports), as well the distribution sector and pan-regionally significant centres of economic activity. This may well be an area that the Board wishes to give greater priority to as part of next year's Business Planning for TfN.

- f) The review strongly supports the continued devolution of powers and responsibilities to MCAs, and advocates extending the approach adopted with the Greater Manchester and West Midlands authorities to other MCAs. It also argues for consistent Mayoral powers, similar to the London Mayoral model.
- g) For all other local authorities, the review calls for a transparent, fair, and needs-based long-term integrated transport settlement, one spanning transport modes and combining revenue and capital funding.
- h) The importance of investing in the capacity and capability of MCAs and local authorities to deliver investment is a recurring theme.

As reported later the agenda, the response from constituent authorities and other bodies to the 'TfN Offer' demonstrates the extent to which having access to the capacity and capability held by TfN is already being drawn upon. The added value of a publicly owned asset of this nature at the pan-regional level is enhanced by the ability to accumulate and quickly disseminate experience from individual authorities more widely to the benefit of all Northern authorities.

- i) The review is critical of the control asserted from the centre of government and comments that the desire to hold on to the sponsorship of projects is indicative of central government not trusting local delivery organisations, nor wanting to cede control or oversight. It continues by advocating that government should remove itself from decisions and control where it is not appropriate.

Board members will recall that when first established TfN had the capability to oversee pan-regionally significant investment proposals. TfN were co-client for Northern Powerhouse Rail until following publication of the previous government's Integrated Rail Plan this was downgraded to co-sponsor. However, the technical capability and capacity held by TfN remains fundamental to the technical work underpinning the business case for NPR, albeit it is now directly commissioned by the Department.

- j) The report calls for a review of the Department for Transport's project appraisal guidance to recognise transport's far-reaching social benefits, with the goal of moving beyond cost benefits and journey time optimisation.

This Board has been a long-term champion of the critical importance of using the flexibility that exists within the current HMT Green Book to better reflect the wider social and environmental benefits of investment. Work by the TfN executive to develop a 'Northern Playbook' has been prioritised as part of this year's Business Plan and could be used to support a wider review of project appraisal guidance.

- k) Strengthening the user voice in policy making and the development of scheme proposals is a key focus for the review, citing the importance of capturing the diverse views of transport users as a driver for change. It also notes that women and disabled people are disproportionately impacted by unreliability and inconsistency in levels of service across public transport.

This Board has emphasised the need for TfN's work to better reflect diversity of thinking. As noted earlier, the March meeting agreed a series of actions that the executive is taking forward that reflects the importance of this issue.

- l) Although the primary focus of the review is rail and urban transport, it highlights the importance of wider linkages with other strategically significant infrastructure – such as energy and digital.

This recognition of the wider linkages is particularly and is consistent with TfN's own work that increasingly highlights how the delivery of transport outcomes is reliant upon aligning investment in other infrastructure. TfN's work on EV Charging Infrastructure has created strong working relationships with the energy sector that have in turn helped shape the work of OfGEM on Regional Energy Supply Planning. In this way the focus provided by the STP is helping to break down silos across infrastructure sectors in a way that the review touches on.

- 8.3. It is interesting to note that several specific project proposals critical to the North are used throughout the report to illustrate its recommendations.

September 2024

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Department
for Transport

From the Secretary of State
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Lord McLoughlin CH
Chair, Transport for the North

Councillor Louise Gittins
Vice Chair, Transport for the North

Councillor Rupert Swarbrick
Vice Chair, Transport for the North

2 September 2024

Dear Patrick, Louise and Rupert,

Thank you for your kind words of welcome in your letter of 22 July and for providing a copy of your Strategic Transport Plan and Executive Summary.

I commend the considerable amount of work that has gone into producing the document and the vast, and ever-increasing amount of collaboration that has taken place with local partners to produce the plan and to reach agreement across the political and business leaders of the north of England.

The value of the evidence base that underpins the plan is incredibly significant and I am pleased that this will be made available to local authorities across the north to support them in their work.

My department will give due consideration to your plan when developing national transport policies and will be mindful of how such policies are implemented across the north of England.

I am greatly encouraged that you recognise the need to evolve to complement greater powers to city-regions and combined authorities and that you are committed to supporting the north's Local Transport Authorities to deliver their ambitions and growth plans.

Thank you for your invitations. I hope to meet with you soon, in at least one of those forums and my officials will stay in close contact with yours.

Yours sincerely,

A handwritten signature in cursive script that reads "Louise Haigh". The signature is written in black ink and is centered on the page.

Rt Hon Louise Haigh MP

SECRETARY OF STATE FOR TRANSPORT

Quarterly Operating Report

April - June 2024



1 Chief Executive's Introduction

- 1.1 With the adoption of the revised Strategic Transport Plan (STP) by the Board at its meeting on 20 March, the North's Political and Business leaders have an up to date, evidence-based strategy that sets out the scale of the economic prize in the North.
- 1.2 With a new government, it also means Transport for the North (TfN) is able to demonstrate the critical role that investment in the North's transport system plays to enable sustainable, inclusive growth.
- 1.3 Moving forward, we want to continue to harness the technical capacity and capability TfN holds on behalf of the North's leaders to support delivery within communities across the North of the STP ambitions.
- 1.4 With public sector finances under continued pressure the importance for our partners of being able to draw on the technical knowledge and tools continues to increase. Requests to access our technical capability and capacity through the TfN Offer are growing. Prior to the next round of annual business planning, we will work with our partners – both across the North and nationally – to understand how we need to develop the TfN Offer further to help them.
- 1.5 Equally, at the time TfN was established by Parliament it had several powers devolved to it from national government. These include powers that TfN Constituent Authorities can draw upon to enable delivery of schemes they are promoting. In addition, the Rail North Agreement gives TfN and its partners contractual opportunities in relation to the delivery of services by Northern and TransPennine Trains (TPT). There is considerable scope to harness these existing powers and roles in support of the work of our Mayoral Combined Authorities (MCAs) and Local Transport Authorities (LTAs).
- 1.6 With the calling of the General Election, the round of Member meetings scheduled for June were either cancelled or postponed. Milestones originally planned for June have been deferred to the next available meeting. Where delivery of milestones is dependent upon Departmental initiatives or guidance these are identified and as such may require some re-planning and/or re-focus.
- 1.7 Turning to our progress between April and June, we've introduced a Red, Amber, Green (RAG) rating for each milestone to offer an "at a glance" view of performance against the TfN annual business plan. We've also continued to refine this report, to ensure it is more succinct and focused. Looking specifically at deliverables, notable achievements in this quarter include:
 - We launched our monitoring and evaluation dashboard in April 2024. This is being used to monitor progress against the key metrics from our STP and will be used to inform our annual planning process.
 - We have rolled out our Electric Vehicle Charging Infrastructure (EVCI) Framework to the Midlands Connect and Transport for South East sub-national regions. It will be made available to the rest of

England (outside of London) later in the summer, and we've got a range of enhancement planned for the North's tool (see BP9 below).

- We have made 'zap map' monitoring data available (which provided quality EV deployment data free of charge) to all MCAs/LTAs via the TfN Offer delivering savings and efficiencies for our Northern partners.
- Enabled new train services to support growing leisure demand (see BP12 below).
- Held our first business roundtable – principally to inform our work on freight and logistics – with the North's major ports. Hosted by our Chair and with a focus on common challenges facing these global gateways, as well as identifying opportunities to support their role moving forward.

1.8 I am also pleased to report that following the local and mayoral elections in May, we've been able to meet the mayors of our two newest Combined Authorities – Mayor McGuinness (North East) and Mayor Skaith (North Yorkshire and York). These were introductory meetings to understand their priorities, and we look forward to welcoming them to future TfN Board meetings.

2 Progress against Business Plan Key Milestones

RAG Key:

R	Deferred progress
A	Delayed progress
G	On target

BP 1	Secure the agreement of the Board to submit statutory advice on the North's Bus Network – June 2024	A
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2.1 Our work to support our partners with the delivery of their Bus Service Improvement Plans (BSIPs) has focused on providing evidence and analysis to them (as part of the TfN offer) for their local plans and business cases. Through our pan-regional bus forum, we've enabled learning and knowledge sharing too. Using our evidence base and partner feedback, we've drafted a set of policy recommendations that will support delivery. The first opportunity to discuss these with members after the General Election will be at the Partnership Board on 17th July. We expect to provide an update on work to the main Board in September. Separately, in response to a request from the National Bus Centre of Excellence, we are preparing a 'beginner's guide to buses and the wider industry', to aid knowledge sharing. This is primarily aimed at professionals new to work in the bus sector.

BP 2	With partners, identify the North’s requirements of national rail reform, building upon existing levels of rail devolution (such as the Rail North Agreement) – June 2024	A
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2.2 Following the announcement of the General Election, we revisited our previous assumptions around the timeline for rail reform. We’ve identified some opportunities, building on the existing devolution of powers to the North via the Rail North Partnership (RNP), and expect to engage with members and partners over the summer to get their views – which will enable us to consider how we can add value to MCAs and LTAs.

BP 3	Secure the agreement of the Board to a strategy for improving accessibility to and at rail stations, and to identify key actions for implementation – June 2024	A
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2.3 Work on the scope and economic case for the station accessibility programme has been supported by our working group, for presentation to Rail North Committee (RNC) in July – rearranged as a consequence of the timing of the General Election.

2.4 The proposed programme includes “quick wins” (work that can be completed without serious disruption to passengers) to be delivered between 2026 and 2029 with a second phase between 2029 and 2035 that would provide step-free access at all stations. Our public survey on pan-northern accessibility closed in June, to inform this work, and we expect to report on findings in September.

2.5 Work is also underway to identify how TfN’s role (through the Rail North Agreement) might be used to enable initial progress with delivery might be achieved through the contracts for Northern and TPT.

BP 4	Secure the agreement of the Board to submit statutory advice to government on implementation of the STP - September 2024	A
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2.6 Our research is underway on how existing appraisal systems can be strengthened to better reflect conditions in the North. Our Appraisal Playbook will consider how the flexibilities within the current Green Book can be fully utilised and consider the wider social and environmental benefits of a scheme to help make the case for investment. It will also include case studies to show how flexibilities can be applied and the benefits. Early findings are expected in September, with the full report now likely to be Christmas owing to the resources required to complete the work.

BP 5	With partners, identify proposals for investment in the Major Road Network for consideration by government – September 2024	A
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2.7 Preliminary work is progressing on identifying and assessing a long list of potential Major Road Network (MRN) schemes. However, the expected publication of the Department for Transport (DfT) guidance and criteria for the MRN funding has been delayed, impacting on the timeline for completing work. We continue to engage with DfT to confirm next steps. In the meantime, work continues to support those partners with schemes that are in the original Large Local Major (LLM)/MRN programme as they progress through the formal approval processes. That includes recent work supporting Cheshire East Council with the business case for a road intervention opening up new development east of Middlewich.

BP 6	Secure the agreement of the Board to publish an investment pipeline for the North that forms the basis of input into the next Government Spending Review – September 2024	A
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2.8 Work is underway to review, assess and prioritise recommendations for strategic pan-regional transport investment in the North that is critical to enable delivery of the STP. With the General Election timing, we now intend to engage partners to shape how TfN can enable delivery of pan-regional infrastructure and services over the summer/autumn – which will include priority schemes and how we can support delivery. It is anticipated that the new government will set the framework for the next Spending Review over the summer/autumn and that our work on this item will be shaped by that.

BP 7	Deliver services commissioned by DfT in support of Northern Powerhouse Rail – Ongoing	G
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2.9 Work is progressing on the analytical programme in accordance with the business plan agreed with the DfT to deliver the necessary inputs into the Bradford Strategic Outline Business Case. The TAME team is engaging with DfT, the Ministry for Housing, Communities and Local Government, Network Rail and the City of Bradford Metropolitan District Council to ensure the alignment between bodies and consistence in evidence gathering.

2.10 More widely, work is in hand to re-baseline our analytical framework as planned, which will provide a re-base of the assignment and demand models from their current pre-COVID base. This includes a major data collection exercise to derive Northern specific parameters for our Northern Transport Modelling System, enabling us to make the case more robustly for investment in the North. The output of this work to update our analytical tools will also be available to support our partners.

BP 8	Secure the agreement of the Board to publish, for consultation, the draft update of the regional	G
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	transport decarbonisation strategy – March 2025	
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- 2.11 Work to update our Decarbonisation Strategy is underway, with the initial focus on the re-baselining of existing and future surface transport emissions. We are also working to recalibrate the levels of policy commitment needed within our Decarbonisation Pathway to align with our STP ambitions for an inclusive and prosperous transition.

BP 9	Secure the agreement of the Board to submit statutory advice to delivery partners and regulatory bodies that will support delivery of investment in Electric Vehicle (EV)/alternative fuels infrastructure – March 2025	G
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- 2.12 A draft 'State of Play' report is under development with TfN's pan-regional EV partner forum. This will outline progress of EV uptake and EV charging infrastructure deployment across the North, against the evidenced requirements in our EVCI Framework. Using evidence and insight, we expect it to highlight policy recommendations to support a rapid, efficient and value for money transition to EVs which supports all users who need to drive.

- 2.13 Alongside, we've continued to enhance our evidence base to give more data points (through our online mapping tool) to help MCAs and LTAs in their planning/delivery. This will include access to off street parking, local grid capacity against future need and commercial viability.

BP 10	Continue to develop the 'TfN Offer' to partners across the North and nationally, including roll out of the Common Analytical Framework – Ongoing	G
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- 2.14 The TfN Offer is now well established, with growing demands from MCAs, LTAs and other partners. While we are currently limited by resources available, as of end of May 2024 we had completed a total of 43 requests with a further 11 in progress – but we have received circa. 90 requests in total for data, analysis, and advice.

- 2.15 We are currently ensuring that partners can access our online mapping and assessment tools as easily as possible, enabling more 'self-service' use by TfN partners through dashboards, as well as expanding our analytical support for business case development. We will be collecting partner feedback on progress and impact of the TfN Offer to date over the summer to inform how we evolve the service to add most value to MCAs and LTAs going forward.

- 2.16 A new addition to the TfN Offer is our hydrogen re-fuelling visualiser, which went live during the quarter. This highlights areas across the North where the potential for hydrogen refuelling for heavy duty transport is greatest. This enables TfN partners to identify locations which are 'ripe' for building cross-sectoral partnerships to further define

potential projects, including the potential modes likely to offtake from those locations.

- 2.17 We've also begun work on fares modelling using economic data to guide pricing structures in different places – and we hope to make this part of the TfN Offer in due course. Currently, we are piloting the approach with Lancashire County Council, Hull City Council, and East Riding. Similarly, to improve the customer experience, we've been supporting partners on the case for integrating rail and local transport for leisure journeys around and onwards from Penrith.
- 2.18 Looking ahead, the TfN Offer will soon include the Subnational Transport Body (STB) Carbon Assessment Playbook to aid MCA/LTA assessment of carbon reducing policies and interventions. We'll be delivering briefing/training on the tool when it goes live.
- 2.19 The first iteration of our public transport visualisation tool is due to be launched in the summer, providing an online mapping tool on the reliability of local public transport services and analysis on access to jobs and education. This tool and the Playbook are intended to aid local transport planning within a place.

BP 11	Continue the TfN research programme and thought leadership activity as part of maintaining the evidence base that underpins the work of TfN – Ongoing	G
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- 2.20 Our new research strategy sets out our research priorities aligned to the STP. We currently have several strands of work in hand to maintain and enhance the regional evidence base that will ultimately support investment decisions.
- 2.21 We are refreshing the evidence underpinning our transport related social exclusion tool to offer more functionality and data points to support local planning. This includes a new 'severance tool', which compares barriers to active travel caused by major road and rail infrastructure.
- 2.22 The refresh of the Future Travel Scenarios also continues, following engagement with partners over the spring. That work is due for completion end of the year, providing an update to date set of plausible futures against which local policy interventions can be tested and modelled.
- 2.23 Understanding how new technologies in transport, from smarter infrastructure to artificial intelligence and connected vehicles, is an area our Board identified for further work following adoption of the STP. This is a broad topic area, and one where DfT is undertaking work nationally too. We are now scoping, based on partner insight, where TfN could provide evidence to inform local policy making.
- 2.24 Similarly, we are enhancing our evidence base for investment to support freight and logistics. Lorry parking facilities has been identified as a priority area, but with many organisations already doing work on this, we have focused on how we can work with others – like the Road

Haulage Association, National Highways and Logistics UK to bridge any gaps to promote delivery of improved facilities for lorry drivers.

- 2.25 We've taken a similar approach on road safety – given the zero-vision priority in the STP – and are exploring if our citizen's panel (Northern Transport Voices) can offer some insight to compliment the work of other partners. Our Panel, as well as focused on station accessibility (referenced above), is gathering insight on rural mobility hubs. This is a topic that is common for many of our members, and so we are providing pan-regional evidence to support local delivery and action.

BP 12	Continue the TfN research programme and thought leadership activity as part of maintaining the evidence base that underpins the work of TfN – Ongoing	G
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- 2.26 We have continued to make the case for investment and offer statutory advice where necessary, especially as we turn our attention more to implementation of the STP.
- 2.27 Following postponement in April of the planned recast of the East Coast Main Line (ECML) timetable in December 2024, we have been working on behalf of TfN members with the rail industry processes to ensure that proposed changes to the ECML timetable do not have adverse consequences for connectivity across the North.
- 2.28 The previous Rail Minister met with the RNC to discuss the matter in the spring, and a Task Force has been established with industry to find a way forward. TfN is an active member of the new Task Force and is keeping RNC and supporting officers sighted on the work of the Task Force, seeking steers as required.
- 2.29 Having submitted statutory advice to the Secretary of State recommending that Avanti West Coast's contract should be terminated at the earliest opportunity, we have continued to monitor their performance on the West Coast Main Line. An update will be given to the July meeting of the RNC.
- 2.30 Looking ahead, TfN officers expect to share the first iteration of the 'Blueprint on rail investment for the North' with RNC in September. The work provides a baseline understanding of the multitude of programmes and schemes in development/delivery across the North. It will help identify where there are interdependencies as well as highlighting where additional engagement is needed by industry with Northern partners to ensure effective and efficient outputs. Alongside, we expect to begin providing a four-weekly update on Trans Pennine Route Upgrade (TRU) to RNC and our members in collaboration with Network Rail to provide the most up to date information possible as delivery of this significant infrastructure scheme continues to ramp up.
- 2.31 Integral to delivering TRU benefits, is the investment in new rolling stock. Our RNP team have been working with TPT on their rolling stock procurement and the 'invitation to negotiate' issued in early June, and a new rolling stock financier procurement planned for the next quarter. In preparation for TRU delivery, TPT has also made good progress

delivering driver training to enable three trains per hour on diversionary routes from May 2025.

- 2.32 It has now been agreed to cut back TPT Manchester Airport-Saltburn services to Redcar Central from December 2024. This will allow TPT to add stops at Eaglescliffe and strengthen services on the Hope Valley line between Manchester and Sheffield. Similarly, TPT's new late-night Manchester-Liverpool services to service the Co-op Arena concertgoers had to increase from 3-car to 6-car soon after introduction due to high demand. TPT is also introducing additional summer York-Scarborough services to support growing demand and they have reported significant increases in trolley and dining patronage following introduction of its West Coast Kitchen and which has created 30 new jobs.
- 2.33 Earlier in the month, Northern launched the new Yorkshire Dales Explorer service, running two trains every Saturday between Manchester and Ribbleshead to support growing leisure demand. We are working with the Yorkshire Dales National Park and county councils to promote local activities and food and drink.
- 2.34 Later this year it is expected that passenger services will return to the Northumberland line between Ashington and Newcastle. As part of the offer to passengers it will include integrated fares to allow seamless transition to the Tyne & Wear Metro. Further, we've begun developing (through the RNP) the procurement that will replace ageing diesel fleets (around 250 trains) with Northern. The new trains are planned to start in service from 2029.
- 2.35 Within the RNP team, we've commenced the 2025/26 business planning process with a stakeholder event in Leeds on 21 June. Looking ahead, next quarter we expect to launch our outline passenger service specification project to develop a 10-year specification for Northern and TPT. This will be built around stakeholder strategic transport plans, including the North's STP, overlaid with passenger demand and budgets. This project will enable the North's priorities to directly inform the output rail services we get for our region.

3 People and Finance

3.1

TRANSPORT FOR THE NORTH				PERIOD	Q1	2024/25
FINANCE DASHBOARD				BUDGET CYCLE		BASE BUDGET
YTD ACTUALS VERSUS BUDGET - BY ACTIVITY						
	Actuals £m	Budget £m	Var. £m	Var. %		
Hosted services						
DfT Analytical Support	£1.52	£1.49	-£0.03	-2%		
Rail North Partnership	£0.43	£0.48	£0.04	9%		
Total	£1.95	£1.96	£0.02	1%		
Operational areas						
Rail and Roads	£0.49	£0.51	£0.01	3%		
Comms, Legal, Analysis and Strategy	£0.87	£0.92	£0.05	5%		
Total	£1.37	£1.43	£0.06	4%		
Business support						
	£0.59	£0.58	-£0.01	-2%		
Total	£3.90	£3.97	£0.07	2%		
YTD OPERATIONAL & BUSINESS SUPPORT EXPENDITURE - BY COST TYPE						
	Actuals £m	Budget £m	Var. £m	Var. %		
Staff	£1.41	£1.49	£0.08	5%		
Staff support	£0.10	£0.07	-£0.04	-53%		
Business infrastructure	£0.20	£0.17	-£0.03	-15%		
Professional services	£0.17	£0.20	£0.03	13%		
VAT	£0.08	£0.08	£0.01	9%		
Total	£1.96	£2.01	£0.05	3%		
YTD ACTUALS VERSUS BUDGET - BY FUND						
	Actuals £m	Budget £m	Var. £m	Var. %		
Hosted Services						
NPR Analytical Support Grant	£1.52	£1.49	-£0.03	-2%		
Rail North Grant & Contributions	£0.38	£0.42	£0.04	10%		
Trading Income	£0.05	£0.06	£0.01	9%		
Total	£1.95	£1.96	£0.02	1%		
Operational Areas & Backof						
Core Grant (inc. reserves)	£1.88	£1.93	£0.05	2%		
Other	£0.07	£0.08	£0.00	4%		
Total	£1.96	£2.01	£0.05	3%		
Total	£3.90	£3.97	£0.07	2%		

HR DASHBOARD

Establishment

Permanent/Fixed Term Posts	Permanent		Total Posts
	(< 2 Years)	(< 2 Years)	
Hosted services			
DfT Analytical Support	26	-	26
Rail North Partnership	18	3	21
Total	44	3	47
Operational areas			
Rail and Roads	18	-	18
Comms, Legal, Analysis and Strategy	35	2	37
Total	53	2	55
Business support			
	16	-	16
Total Establishment	113	5	118
Strength (In Post)	103	3	106
Appointed (Start Date Pending)	3	2	5
Pending/Active Recruitment	-	-	-
Vacant - On-hold	7	-	7

HR KPI's - Year to Date

Corporate Sickness Level:	3.1%
Employee Turnover:	9.4%
% of Employees from an Ethnic Minority Background:	17.0%
% Employees declaring a Disability:	19.0%
Gender Mix - % of Female Employees:	38.0%
Gender Mix - % of Male Employees:	62.0%

- 3.2 Year to date expenditure is £3.90m, £0.07m (2%) below base budget.
- 3.3 There are underspends within Rail North Partnership, Strategy and Strategic Rail teams due to staff vacancies in the quarter, but recruitment is underway. Delays in discretionary activities within Strategy also contribute as an underspend.
- 3.4 DfT Analytical Support is currently over budget, mainly due to higher use of virtual machines for modelling, but this is being addressed. Business Support is overspent, primarily due to high recruitment costs within the period against an evenly phased budget. Much of the latter was due to a director level recruitment exercise.

Meeting:	Transport for the North Board
Subject:	Accessibility Task Force
Author:	David Worsley, Rail Strategy Manager
Sponsor:	Martin Tugwell, Chief Executive
Meeting Date:	Monday, 16 September 2024

1. Purpose of the Report:

- 1.1 To provide the Board with an update on the work of the Rail North Committee focused on improving accessibility to the rail system.

2. Recommendations:

- 2.1 It is recommended that the Board notes and endorses the work of the Rail North Committee in making the Rail network more accessible for all.

3. Context

- 3.1 The TfN Board delegates its role in relation to rail matters to the Rail North Committee. The Board receives a report on the work of the Committee at each meeting. A focus for the Committee over the last 12 months has been the need to improve access to rail stations and services. The significance of this to the Committee is reflected by the fact that Members have determined that it is the first substantive item on the agenda of each meeting.
- 3.2 Given the wider significance of improving accessibility and given where the work of the Committee has got to at its most recent meeting, now is an appropriate time to provide a more detailed briefing to the main Board.

4. Current State of Play

- 4.1 The work of the Rail Accessibility Task & Finish Group has demonstrated the strength of the economic and strategic case for improvements to station accessibility and other facilities across the North. TfN has set standards for the facilities that we expect stations to meet regarding accessibility and other features, under minimum, acceptable and desirable scenarios. TfN will now focus on making the most efficient use of available funding to implement accessibility improvements.
- 4.2 At its meeting on 3rd September the Rail North Committee on 3rd September agreed its approach to shaping the implementation of works which progress delivery of TfN's accessibility requirements, including:
- 1) Using TfN's preferred approach to develop the scope of station accessibility enhancements to be developed and delivered by:
 - a. Northern Trains (Annual Business Plan for 2025-26 and 10-year Outline Service Specification);
 - b. TransPennine Express (Annual Business Plan for 2025-26 and 10-year Outline Service Specification);
 - c. Network Rail (Stations covered by the Rail Network Enhancements Programme including the Transpennine Route Upgrade (TRU) programme); and
 - d. Network Rail (Access for All in Control Periods 7 & 8).

- 2) Aligning delivery generally to the proposals of Mayoral Combined Authorities and their aspirations for local devolution;
- 3) Specifically developing a new approach to bringing together local funding (from Local Transport Authorities and Mayoral Combined Authorities) and work planned by train operators – starting with their 2025/26 Annual Business Plan Programmes and continuing for the next 10-years, through the new Outline Service Specifications;
- 4) Seeking devolution of the Access for All programme in the North to be administered through the Rail North Partnership Agreement, with funding devolved and 'ring fenced' for investment in improved accessibility. This submission should be made swiftly in order to expedite delivery and support the Government's growth agenda;
- 5) Seeking opportunities to fund this work through planning gain (e.g. Section 106 agreements); and
- 6) Developing prioritisation criteria that recognise the diverse nature of the North and the need to ensure that it is not just the areas with the greatest economic returns that are prioritised. This shall be considered at the next Rail North Committee.

5. Making Progress with Implementation

- 5.1 The most straightforward method for delivering additional stations facilities enhancements would be to expand programmes of work which exist and that have demonstrated as being able to deliver the outcomes required to improve accessibility. TfN has worked with Northern Trains and TransPennine Express on their 2025-26 Business Plans, which both address aspects of accessibility. At the business planning workshop and follow-up meeting held in June and July (leading up to the September Request for Business Plan), TfN specified that the requirements endorsed by Rail North Committee on 15 July 2024 should be implemented. With regards to accessibility, this includes these items:
- Through the delivery of initiatives (including the Committee's Accessibility Task & Finish Working Group programme, Stations as a Place and rolling stock procurement and refurbishment) the operators shall improve the level of accessibility, facilities, and passenger safety whilst in and around the network;
 - The operators shall work closely with partners to ensure that joint funding of schemes is a priority and that the quick wins are deliverable and achievable. This shall include consideration of the use of 3rd-party providers to reduce costs; and
 - The operators shall identify opportunities to undertake enhancements at little or no cost (e.g. short ramps to make areas step-free) and work with local partners to identify opportunities to obtain Section 106 funds as part of development agreements if station facilities have been included in such arrangements.
- 5.2 Another method by which significant stations improvements are planned (and in some cases already delivered) is the Transpennine Route Upgrade programme, which encompasses rail routes between Manchester and York, and includes its own bespoke requirements for stations facilities and TRU programme accessibility standards. TfN has already helped to secure the TRU programme's commitment to ensuring that all 35 stations affected by TRU will have full step-free access. A list of additional planned accessibility enhancements to meet TfN's full requirements for this programme has been requested from Network Rail. It is anticipated that the stations covered will include Stalybridge, Huddersfield and Dewsbury from the TPE portfolio, along with Mossley, Greenfield, Marsden and Slaithwaite (which are currently managed by Northern). Including diversionary routes, the total number of

stations impacted by TRU is 35, and the TRU programme team is developing programmes for all of these.

- 5.3 Building on the success achieved with TRU, the Committee has supported TfN using its powers to ensure that all capital programmes in the North should implement our standards for station accessibility. TfN will use its status as a Statutory Partner for investment planning in the North (as set out in the Rail North Partnership Agreement) to achieve this by making advice to the industry and DfT. This is also likely to involve seeking funding from the DfT's Rail Network Enhancements Pipeline (RNEP) for CP8, which could be used to fund the more expensive element of the main programme from 2029 to 2034, after the "quick wins" have been delivered.
- 5.4 TfN will look to establish a new process for bringing together various sources of funding to support accessibility improvements, linked to the train operators' Annual Business Plans from 2025/26 onwards. This is likely to include:
- Local funding, including the Local Transport Fund allocations for 2025 to 2032 (which have allocated £2.5 billion to Local Transport Authorities), Transforming Cities Fund and City Region Sustainable Transport Settlements with a focus on ensuring a good fit with local integrated transport priorities;
 - Commercialisation of station assets (e.g. conversion of disused buildings to leasable office space, retail or community facilities). This is one of the objectives of Northern's "Stations as a Place" initiative, which identified the potential to raise £12m in annual revenue (and provide £10m per year or more in monetised social benefits), alongside the opportunity to deliver investment desired by TfN concurrent with Northern's works in the operator business plan; and
 - Planning gain (i.e. Section 106 agreements).
- 5.5 Since 2006 the principal mechanism for improving station accessibility has been Network Rail's Access for All (AfA) programme. However, the elements of this programme which were due for delivery in Control Period 6 were significantly delayed; at the end of CP6 in March 2024, only 9 of the 22 stations in the main AfA programme for our region had been completed, with 7 in the implementation phase and 6 still in design. Meanwhile, from the smaller "mid tier" works, 8 stations had been completed, but 2 were still in the design stage. The budget for CP7 has been set at £350 million (the same as CP6) and to date ten stations in the North (along with Chinley in Derbyshire, which is a Northern Trains station) have been selected to receive funding, which is slightly fewer than the 12 which would be expected if all stations were equally likely to have been chosen. In order to prevent the CP7 AfA programme being similarly delayed, the Committee supported the proposal that it should:
- a) Seek to devolve funding for Access for All for delivery through the Rail North Partnership Agreement. This will enable local partners to become involved in the planning and delivery of works, and ameliorate local blockers such as planning permission and asset protection issues; and
 - b) Seek a proportionately higher share of the remaining CP7 funding, to close the gap between provision of station facilities in the North and elsewhere.
- 5.6 Based on the discussion at the Rail North Committee on 3rd September further work will be undertaken by the TfN executive, working with constituent authorities to allow the proposed stations improvements to be assessed by line of route. This will be overseen by the Accessibility Task and Finish Group who have also been tasked with developing prioritisation criteria that recognise the diverse nature of the North and the need to ensure that the social value of improving accessibility is given due regard.

6. Corporate Considerations:

Financial Implications

6.1 There are no direct financial implications for Transport for the North relating to this report. The financial implications of the proposed programme are substantial, and funding will need to be sought as set out in the report.

Resource Implications

6.2 There are no direct resourcing implications to Transport for the North as a result of this report. The actions agreed included some work for the Rail Strategy Manager, but this has been accounted for in the quarterly business plan. There are significant resource implications for delivery of the programme itself and these will be identified as part of the next stage of work.

Legal Implications

6.3 The legal implications are contained within the body of this report. The previous RNC paper on this topic recommended that when significant collaboration between partners begins in relation to this workstream, a Memorandum of Understanding will be required.

Risk Management and Key Issues

6.4 Transport for the North is currently managing one corporate risk which relates to this report. [Risk 309: Changed travel patterns and behaviours could impact on train services and investment decisions and which therefore will need to reflect new markets, emerging evidence of demand and requirements of the STP.]

Environmental Implications

6.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA.

Addressing accessibility of public transport is a fundamental building block of inclusive transport decarbonisation, the focus for Transport for the North within its revised STP and forthcoming Decarbonisation Strategy (expected during 2024/25).

Equality and Diversity

6.6 An Equality Impact Assessment has been undertaken for this workstream, and this will be updated to take account of the recommendations at a future meeting. The assessment identified a risk that the enhancements considered may not be comprehensive enough to fully address accessibility issues. This has been mitigated by including relevant experts in the Task & Finish Group, who have broadened the scope of the programme.

Consultations

6.7 Transport for the North's partners were consulted as part of the research for the *Northern England Station Enhancements Programme* in 2022, which underpins the strategic and economic case for this work.

7. Background Papers:

7.1 There are no background papers for this report.

8. Appendices:

8.1 There are no appendices for this report.

Glossary of terms, abbreviations and acronyms used

a) AfA	Access for All
b) CP6	Control Period 6
c) CP7	Control Period 7
d) CP8	Control Period 8
e) DfT	Department for Transport

Glossary of terms, abbreviations and acronyms used

f)	GBRTT	Great British Railways Transition Team
g)	NESEP	Northern England Station Enhancements Programme
h)	RNC	Rail North Committee
i)	RNEP	Rail Network Enhancement Pipeline
j)	STP	Strategic Transport Plan
k)	TPT	TransPennine Trains
l)	TRSE	Transport-related social exclusion
m)	TRU	Transpennine Route Upgrade

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Meeting: Transport for the North Board

Subject: Priorities to Inform Business Planning

Author: Martin Tugwell, Chief Executive
Katie Day, Director of Strategy and Deputy Chief Executive

Meeting Date: Monday 16 September 2024

1. Purpose of the Report

- 1.1 Following the Mayoral/local elections in May, and the General Election, the TfN executive has engaged with partners to begin shaping Transport for the North's (TfN) future focus. TfN continues to evolve in response to the priorities of its constituent authorities. As we look to the next round of business planning (which will focus primarily on 2025/26), an initial steer from those authorities is sought to ensure it reflects the priorities of the new Government, and the needs of the Mayoral Combined Authorities (MCAs) and Local Transport Authorities (LTAs).

2. Recommendations

- 2.1 It is recommended that the Board provides a steer on the priorities for consideration through the Business Planning process, which will take place over the autumn.

3. Background

- 3.1 The establishment of TfN as a statutory body in 2018 saw powers and responsibilities devolved by Westminster from Whitehall to the North's leadership. The devolution of functions from Whitehall was complemented by the devolution of funding that enables TfN to fulfil its statutory role working to an agenda determined by the North's collective Political leadership in the form of the TfN Board.
- 3.2 That step in the devolution agenda built upon the foundation laid by what was originally known as Rail North – now the Rail North Partnership (RNP). Under the terms of the Rail North Agreement (between TfN and the Secretary of State for Transport), the North's Political leadership has joint contractual responsibility for the specification, delivery and management of train services operated by Northern and TPE. As part of this devolution arrangement, TfN hosts the RNP team: a team containing the specialist skills required to specify, procure, and oversee the letting of contracts on behalf of public sector clients.
- 3.3 More recently, the Northern Powerhouse Rail (NPR) Co-sponsorship Agreement between the TfN Board and the Secretary of State captures the commitment between the North and the Government to continue to work collaboratively in developing and taking forward proposals for the transformation of the North's rail system. Associated with this agreement is the technical work commissioned by the Department for Transport from the TfN executive (our TAME function) that draws on the accumulated knowledge, analytical skills and tools held by TfN.

4. Realising the North's Economic Potential

- 4.1 The North's leadership has identified consistently across time that transforming the connectivity between the North's great cities and towns is fundamental to realising its economic potential. A consistent theme for the TfN Board has been that investment in the North's transport system must not only close the

productivity gap between the North and London/South-East, but it must ensure that all parts of the North realise their potential.

4.2 Transforming connectivity is critical in giving confidence to the business community, connecting them with markets and giving access to labour. Investment in improving infrastructure and services has always been seen by the North as an enabler of economic growth; an opportunity to improve access to markets domestically and internationally, and an opportunity to deliver growth that is sustainable and inclusive for the longer term.

4.3 It is in this context that TfN was established by Parliament with the specific purpose:

'To facilitate the development and implementation of transport strategies in the North in order that there is enhanced economic growth in the area.'

4.4 At the heart of TfN's work is a commitment to harness the power of shared endeavour to use investment in infrastructure and services as a means of:

- Unlocking opportunities for economic growth
- Accelerating the move towards greener transport
- Breaking down barriers to opportunities.

In this regard the ethos underpinning the work of TfN is consistent with the Government's five Missions, with the recommendations that flow from its work being both ambitious and achievable. By embedding a shared long-term vision for the North, it is possible to enable consistency in decision-making over an extended period. Greater certainty can in turn generate greater confidence within the business community to invest in the North's communities.

5. Evidence Based Decision Making

5.1 Through TfN, the North's leaders have invested in developing a publicly owned evidence base unprecedented in its scale and content. The accumulated knowledge and experience held by the TfN executive is setting standards elsewhere, with tools and models developed in the North being adopted more widely.

5.2 The evidence based has been used by the North's leadership to agree a long-term vision that is grounded in the shared understanding of:

- *Economic Opportunities* – as captured in the recently updated Northern Powerhouse Independent Economic Review (NPIER)
- *Environmental Ambition* – as captured in the Regional Transport Decarbonisation Strategy
- *Societal Barriers* – as captured in the Connecting Communities Strategy, which is the North's response to ground-breaking work on Transport Related Social Exclusion.

It should be noted that the NPIER, prepared in collaboration with the North's business community, also serves as a key building block for the work of the Convention of the North.

5.3 With the North's leadership placing greater emphasis on achieving desired outcomes, TfN's approach enables interdependencies between infrastructure investments to be identified – our work on electric vehicle charging infrastructure (EVCI) being a case in point. The extent to which TfN's evidence base is being used by other infrastructure organisations continues to grow, with the energy

sector in particular making ever greater use of what is available in developing its approach to long-term planning for generation and distribution.

- 5.4 The added value of a consistent evidence base is significant. By making it easier to deliver investment business cases – both for public and private sectors – it is possible to reduce development costs, speed up the decision-making process and accelerate the realisation of benefits.

6. The Strategic Transport Plan

- 6.1 The TfN constitution sets out TfN’s role as the statutory partner of the Secretary of State, with a requirement to provide the Government with the North’s advice on strategic infrastructure. In March 2024 the TfN Board adopted the revised Strategic Transport Plan (STP) and submitted it to the Secretary of State.

- 6.2 The vision adopted by the TfN Board is supported by three clear strategic ambitions that the North wants to achieve:

- *Transforming economic performance* – with the NPIER identifying the economic prize of closing the productivity gap would mean a Northern economy that is £118bn larger (per annum) by 2050
- *Rapid Decarbonisation of our transport system* – with the Regional Transport Decarbonisation Strategy setting the need to achieve near zero carbon emissions of surface transport by 2045
- *Enhancing social inclusion and health* - with our strategy focused on the need how taking 1 million residents out of the risk of being socially excluded because of the lack of access to affordable transport.

- 6.3 At the same time, the STP sets three key metrics that together define how the North will measure success:

- The share of trips made by sustainable mode (public transport and active travel) increases to 51% by 2050 (currently 36.4%)
- There is zero overall regional increase in car and taxi vehicle mileage on the North’s Road network to 2045, against a baseline of 61.1 billion in 2019
- The share of freight (measured as tonne km) carried by rail trebles from 8.5% to 25.5% by 2050.

Achieving these metrics will only be possible with significant investment to improve public transport and active travel choices and through bold action in our cities and larger centres where there is greater density and therefore greater opportunity for change.

- 6.4 When it comes to implementation of the Strategic Transport Plan, the added value of TfN in support of its constituent authorities comes from being focused on:

- Issues and investment proposals that are cross boundary,
- Issues that are common to several of the constituent authorities and where there are efficiencies to be realised by working collaboratively, and
- Issues where there is a consensus amongst the constituent authorities there is added value from having a collective voice from the North.

7. Investment Programmes

- 7.1 The STP provides the long-term framework for the transformation of the North’s transport system. It provides the basis for the North’s leaders to ensure that the investment programmes of national networks are aligned with their ambition.

This means not only working collaboratively with national agencies such as National Highways and Network Rail to ensure that their investment programmes reflect the North's priorities, but it also means ensuring those programmes are themselves aligned to be complementary. Moreover, TfN's role in respect of the specification of the contracts for Northern and TPE, enables the TfN Board with the ability to offer a view on how best to align investment in infrastructure and services.

- 7.2 The interdependencies inherent across both the strategic rail and road networks are many and in a world in which there will always be a finite capacity, the North's leaders are well placed to join up thinking across modes when arriving at decisions on investment priorities. TfN's advice into the preparation of National Highways Road Investment Strategy has been important in this regard, as has its advice in respect of Network Rail's investment plans as set out in successive Control Periods.
- 7.3 The STP sets out the need for additional investment across the North to realise the leaders' economic ambition. However, significant pressures continue to apply nationally to the investment programmes of both National Highways and Network Rail, with it becoming increasingly difficult to maintain the current condition of existing assets.
- 7.4 A key focus for TfN is using its accumulated knowledge and tools to develop a 'Northern playbook': advice on how scheme promoters might make use of the flexibilities within HMT 'Green Book' to better reflect the wider benefits of investments in the North.

8. Implementation – incl. The TfN Offer

- 8.1 The North's Political and Business leaders have invested in building significant technical and analytical capacity (including our TAME function) which is providing direct support, when requested, to our partners (both across the North and nationally) via the TfN Offer.
- 8.2 The scope of the TfN Offer is constantly evolving as additional tools and capabilities are becoming available. Appendix 2 is the brochure for the TfN Offer at the time it was launched in September 2023, and Appendix 3 provides an overview and breakdown of the demand to date.
- 8.3 Whilst it remains early days, it is estimated that TfN has realised savings of at least c£360k by undertaking technical/analytical work through the TfN Offer. Moreover, it is conservatively estimated that the tools and capabilities produced by TfN have an added value of c£3m.
- 8.4 Making these tools available to our partners helps provide access to knowledge and skills that they might not otherwise have easy access to. Moreover, where our partners draw on the tools and capabilities to underpin their own consultancy commissions the likelihood is that the costs incurred are less than if the authority were to commission the development of their own bespoke tools.
- 8.5 TfN and its constituent authorities have access to several additional powers that were devolved to the North at the time it was established. In addition, there are opportunities under the Rail North Agreement that allow constituent authorities to specify additional services where a funding source is identifiable. Appendix 4 summarises these additional powers and the TfN executive continue to work with the constituent authorities to identify instances where these might be used to support implementation.

9 Next Steps

- 9.1 The work of TfN is cyclical: with the TfN Board adopting the revised STP in March, the next 2-3 years will see a greater focus on implementation.
- 9.2 The response from partners to the launch of the TfN Offer has highlighted the important role this has to play in supporting partners with their place-based implementation. Work to maintain and update the tools and capabilities available through the TfN Offer will be prioritised. In addition, there is work underway in the current financial year that will add further tools and capabilities.
- 9.3 The new Government has repeatedly expressed its commitment to invest in the North's rail system: TfN has a key role to play as co-sponsor to work with the DfT in defining the scope of the NPR project and in undertaking the technical work required as part of the Business Case. As the recently published Accounting Officer Note on the project has highlighted, there is a significant amount of work required to ensure that the wider benefits of the investment are captured in the business case – a piece of work that our technical capacity and capabilities can provide.
- 9.4 Notwithstanding the work that will be required as part of the rail reform, it will be essential to maintain the momentum of work underway as part of the Rail North Agreement in the meantime. Specifically, there will be a need to maintain a focus on the performance of both Northern and TPE, a need to agree the outline service specification for the next 10 years of both operators, and a need to ensure that work to procure new rolling stock is taken forward at pace.
- 9.5 The revised STP also identifies a number of activities that need to be taken forward by TfN, including monitoring and evaluation – via our STP dashboard – of progress. That evidence will offer insights to inform future priorities, as well as provide data that can be used for local growth plans and local transport plans.
- 9.6 As noted earlier in this report, the work of TfN is setting standards and being adopted more widely: the EVCI framework has been rolled out across the rest of England at the request of DfT. There will be a need to consider as part of the business planning process the extent to which there may be further opportunities for joint working with other regional bodies.
- 9.7 Since TfN was established as a statutory body it has evolved as partner requirements have changed, and to complement the leadership provided by City-Regions and Combined Authorities.
- 9.8 TfN remains an entity through which the North's Political leaders can choose to come together to secure the delivery of pan-regionally significant investment in a way that complements and supports the leadership of the MCA/LTAs within their communities. It is a body with an established governance framework and has an executive team that holds specialist technical capability upon which its member authorities can draw to supplement/support their own. Appendix 1 offers a summary of TfN's role and focus.
- 9.9 As work begins on business planning for 2025/26, it is timely to seek a steer from the Board on areas/activities that it would like to prioritise. Appendix 5 identifies some potential areas/activities, and the Board is invited to comment, and identify any additional issues it would like considered as part of the business planning process. There will be a need to prioritise activities for the year ahead given the pressures on public funding more generally.
- 9.10 The TfN executive is, in parallel, undertaking a review of its internal processes and procedures as a means of identifying efficiencies through smarter working.

10. Comments from Scrutiny Committee

- 10.1 TfN's Scrutiny Committee considered this paper and accompanying annexes at its meeting on 5 September. They were supportive of direction, noting: the success of the TfN offer and the savings this has enabled for authorities; the importance of effective public engagement to inform TfN's work, the work underway to build on arrangements we have now such as our Citizen's Panel; and the value of TfN's convening role which enables easy and efficient sharing of knowledge and expertise (which is particularly valued by smaller/newer authorities).
- 10.2 They identified some priorities (within Appendix 5) of particular importance to consider pan-regionally. This included: rural connectivity; identifying the interventions required to achieve our rail freight ambition (as set out in 6.3 above); and collaborating to encourage greater use of public transport.
- 10.3 The Committee also suggested we consider how planning reform can support better public transport connectivity, so reducing car dependency and providing more travel choices in new developments. They also suggested there would be benefit in examining 'lessons learnt' from past initiatives to create effective public/private partnerships that can enable transport infrastructure delivery in the future. We would welcome the Board's steer on these points too.

11. Corporate Considerations:

Financial Implications

- 11.1 This paper does not include any financial implications. It is seeking a steer on TfN's priorities. Following feedback, more detailed proposals and financial implications will be considered.

Resource Implications

- 11.2 As above.

Legal Implications

- 11.3 As above.

Risk Management and Key Issues

- 11.4 We have identified a corporate risk regarding the future role of TfN should there be a change in government policy and/or partner commitment.

Environmental Implications

- 11.5 This paper does not include any environmental implications. It is seeking a steer and feedback only at this stage. Following feedback, more detailed proposals and environmental implications will be considered.

Equality and Diversity

- 11.6 As above.

Consultations

- 11.7 We are undertaking consultation via TfN governance structures.

12. Background Papers

- 12.1 N/A

13. Appendices

- 13.1 Appendix 1 – TfN on a Page: Summary of role/focus
Appendix 2 – The TfN Offer Brochure
Appendix 3 – The TfN Offer Facts and Figures

Glossary of terms, abbreviations and acronyms used

a) STP	<i>Strategic Transport Plan</i>
b) DfT	<i>Department for Transport</i>
c) EVCI	<i>Electric Vehicle Charging Infrastructure</i>
d) MCA/LTA	<i>Mayoral Combined Authority / Local Transport Authority</i>

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What we do

We prepare the **North's long-term transport strategy** to unlock sustainable and inclusive growth, and monitor & evaluate progress against its ambitions and metrics

We **advise government** to ensure decisions on pan-regional and national connectivity are informed the North's evidence and priorities

We provide capacity and capability to **support local transport and growth plans**

In partnership, we specify, procure and **monitor the North's rail contracts**

We broker and **convene public and private partners together** to accelerate delivery of pan-regional infrastructure and services

In the next three years...

Enable regional leaders and business to **join up planning and delivery of strategic connectivity systems** to drive growth, including transport, energy and digital

Strengthen and accelerate business cases to unlock investment by **stepping up our data and technical offer** to partners

We will maximise efficiencies and value to public purse by **enabling cross-boundary delivery through our delegated powers, and facilitate project taskforces and knowledge/expertise sharing**, to speed up implementation of solutions

Mission: To drive sustainable growth and reduce inequalities by enabling delivery of transformational connectivity across the North and to/from the North

Benefits to our partners

We deliver **trusted data, evidence and monitoring** for our MCA/LTA and national partners, to advocate for investment in growth

We **provide technical services and advice**, including analysis, modelling and planning tools to develop business cases more cost effectively

We **help political leaders work in partnership to deliver pan-Northern priorities**, where they chose to do so

We enable the North to **improve the effectiveness and efficiency of its rail services** and **shape pan-regional strategic infrastructure** outcomes needed for growth

To unlock inclusive and sustainable growth, we work on...

Delivering better pan-Northern connectivity on our **strategic road and strategic rail networks**

Securing improved connectivity to our **international gateways**

Identifying and enabling cross-boundary planning and collaboration to deliver infrastructure priorities, such as **electric vehicle charging infrastructure and alternative fuels**

Unblocking regulatory inefficiencies and infrastructure constraints to **promote rail freight growth and more efficient logistics movements**

Opportunities and challenges faced by the North, such as rural connectivity, transport-related social exclusion, new technology options and climate change resilience/adaptation

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Transport for the North's offer of support to local transport planning

August 2023



Introduction

Transport for the North (TfN) is the voice of the North of England for transport. We are a statutory body of elected and business leaders from across the North, who collectively represent the region's 16m citizens, 1.1m businesses and an economy with an output of £363bn GVA in 2021 (almost 19% of the total UK economy). Complimenting the work of local transport authorities (LTAs), and with powers devolved from central Government, our role is to add value by ensuring that funding and strategic decisions about transport for the North are informed by local knowledge, expertise and requirements.

Our Strategic Transport Plan also acts as statutory advice to the Secretary of State for Transport, clearly articulating strategic transport priorities within the region. We are currently developing our second Strategic Transport Plan (STP) for the North of England, which will be a key consideration for any spatial or transport plans within the North.

As a Sub-national Transport Body (STB), TfN can support LTAs in their planning and development of transport strategies and potential solutions. This document presents 'The TfN Offer' to our LTA partners, setting out how the data, evidence, tools, and advice prepared by TfN that is available to support local transport plan (LTP) development and implementation. Our support is in line with our statutory functions and core focus as a strategic sub-national transport body.

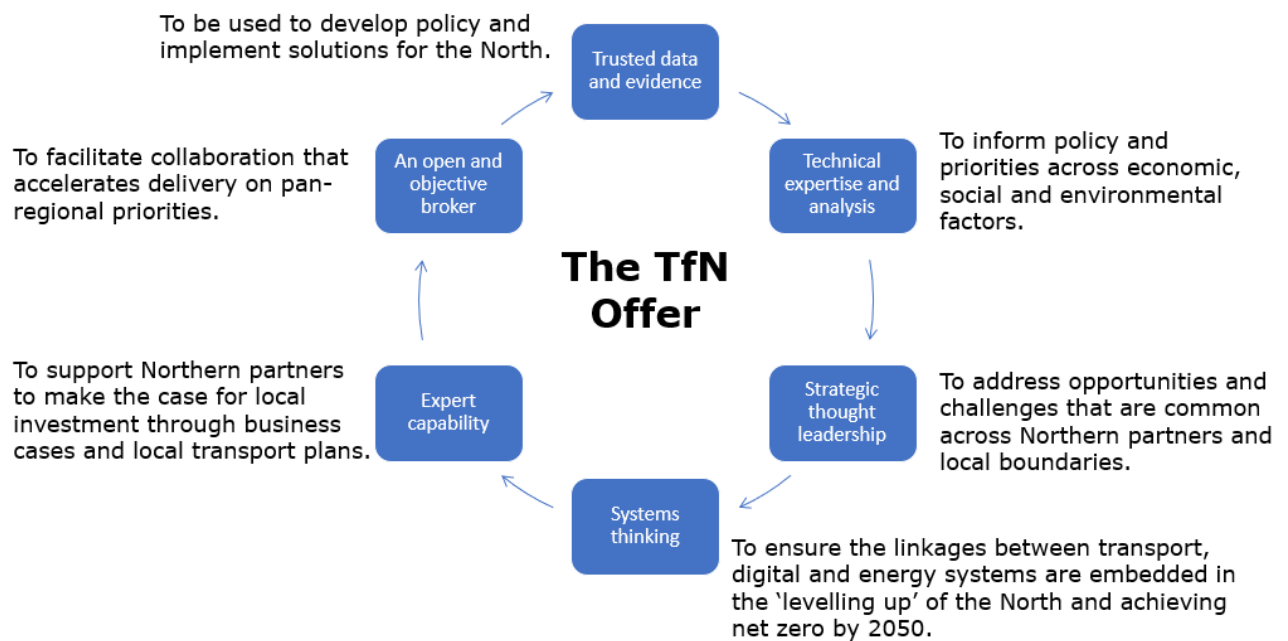
TfN has five statutory functions:

1. To prepare a transport strategy for its area.
2. To provide advice to the Secretary of State about the exercise of transport functions in relation to its area (whether exercisable by the Secretary of State or others).
3. To co-ordinate the carrying out of transport functions in relation to its area that are exercisable by different constituent authorities with a view to improving the effectiveness and efficiency in the carrying out of those functions.
4. If TfN considers that a transport function in relation to its area would more effectively and efficiently be carried out by TfN to make proposals to the Secretary of State for the transfer of that function to TfN.
5. To make other proposals to the Secretary of State about the role and functions of TfN.

TfN's core focus is on:

- Being 'one voice' for the North on the case for change/investment in strategic transport infrastructure, underpinned by evidence.
- Working with partners to enable delivery of pan-regional transport infrastructure priorities.
- Enabling cross boundary working on areas of common interest/issues for partners across the North.

The TfN offer is intended to provide the following, subject to resources, to our LTA partners:



This document sets out the support TfN can offer from September 2023 to local transport plan development and delivery, including our existing evidence base and technical expertise. We have developed the offer based on what is expected to be reflected in the Government’s updated guidance for local transport planning. Given that guidance will be subject to consultation, it is possible the TfN offer as described in this document may need to be amended and/or augmented, once the final guidance is published, to ensure appropriate alignment.

TfN will continue to work with LTAs to refine the support on offer, within the resources available.

To access the 'TfN Offer' please contact TfNOffer@transportfornorth.com, and/or refer to Appendix A which provides direct links to the tools and research already available.

Background

As outlined in our (draft) second STP, the successful delivery of our strategic ambitions and headline objectives can only be achieved through a collective effort nationally, regionally, and locally. That means effective transport planning and ensuring a strong golden thread through:

- Nationally through Local Transport Plan Guidance.
- Regionally through our STP.
- Locally through LTPs.

At TfN, our role is to present the collective priorities and ambitions for the North at a strategic level with a specific focus on pan Northern connectivity. However, for the North to thrive, we also require efficient, high-quality local connectivity so as to create an inter-connected, decarbonised strategic transport system for the entire region.

For TfN, local connectivity is “the way in which people and freight move around a localised area with a choice of transport modes.”

Within the second STP, we have adopted an outcome-focused, user-centred, place-based approach to strategic transport planning. This approach recognises that the policy priorities for a rural and dispersed area may be significantly different from a large conurbation and that not just TfN but also our LTAs, through their own LTPs, must represent a multitude of places with different transport challenges.

The place-based approach builds on the work within the second STP to outline the importance of connectivity and multimodal integration in providing door-to-door sustainable transport for people and goods. Improved travel choices are key to achieving our ambitions for reducing transport related social exclusion and have an important role in achieving transport decarbonisation. Consequently, there is a need to invest in improving local and pan-regional connectivity.

To enable better connectivity, it is essential to balance major infrastructure and long-term investments in road and rail, with local decisions around streets, junctions, stations, and service patterns. Therefore, our focus for local connectivity considers a choice of transport modes across all place typologies, building on existing TfN workstreams, as well as identifying relevant policy gaps in our evidence base for further research.

The TfN Offer

Overview

National, regional and local transport networks are critical in ensuring a whole journey perspective to transport planning. We want to support local partners to utilise TfN’s broad strategy and policy work, as well as our Analytical Framework, as they develop their LTPs.

We are utilising, and building upon, our existing functions and workstreams to create ‘The TfN Offer’. We will use feedback from partners to evolve and augment the offer over time, depending on resources available. As of September 2023, we have created three levels of support we can provide in line with current resource allocation and our business plan. Table 1 below provides an overview of the three current levels of ‘The TfN Offer.’

Table 1: The TfN Offer - Bronze, Silver, and Gold levels (August 2023)

Level	Description	Explanatory notes
Bronze	'Off the shelf' evidence and tools, available on our website or data that can be made available within 20 working days	This includes policy positions, Electric Vehicle Charging Infrastructure (EVCI) and Transport-related Social Exclusion (TRSE) tools and other publications, which partners can access for their own use via the TfN website/other access routes. In addition, we expect to provide data from the Common Analytical Framework within 20 working days.
Silver	General advice/guidance/training on the application of our tools; <u>and</u> (topic specific) pan-regional partner engagement/facilitation.	This would include specific training/workshops on how to use our tools and analytical framework, as well as user guidance where appropriate. For example: pan-regional workshops on using/applying our TRSE tool, Quantified Carbon Reduction (QCR) dashboard and/or other TfN tools; and pan-regional partner workshops on common policy areas.
Gold	Bespoke advice and/or support using our tools/evidence	This is where a LTA partner may ask for specific advice or guidance on a matter/scheme/project in their locality. It does not include direct delivery (e.g. of business cases or other appraisal/analysis work at this stage). Any request will be subject to available TfN/partner resources and considered against relevant criteria as to whether it can be supported.

TfN's 'off the shelf' menu to support LTPs

To develop 'The TfN Offer' we have considered how our existing evidence and tools may be applied in support of LTP development. We have compiled an 'off the shelf' menu of the TfN tools and evidence currently available. The tabs within the menu summarise TfN's key workstreams, as well as providing further detail on data and evidence available from our Technical Assurance, Modelling and Economics (TAME) function. The menu aligns with the 'Bronze' level in the above table, which local partners can readily access without TfN support. The 'off the shelf' menu is provided in **Appendix A**.

Across the workstreams captured in the menu, TfN can provide a coordinating and influencing role in support of our partners and with other stakeholders to ensure the North's one voice shapes national policy direction. We have established a strong network of communication and engagement channels which can be utilised as part of 'The TfN Offer.' This includes knowledge sharing of

evidence and best practice between local partners, other STBs, academia, and industry, which we can make available to support LTP development where applicable.

Common Analytical Framework (CAF)

The CAF is any analytical tool or technical capability relevant to transport that:

- TfN owns, or owns in common with other CAF contributors.
- Has been made available for sharing.

The primary aim of the CAF is to lower the barrier to entry for high quality analytical products and provide good value for money. Development of the CAF is a natural evolution of TfN’s existing Analytical Framework, enabling a move more towards sharing and collaboration.

We expect LTPs will be required to provide a comprehensive picture of transport demand, land use and transport challenges in the area and our CAF offer could provide a starting point.

The Analytical Framework is comprehensive and will provide several potential offers to LTA's, which includes:

1. Data/evidence from the TfN Analytical Framework that can be provided for LTPs within 20 working days (subject to TfN quality assurance). The types of data that can be provided include:

Data Category	Outline Description
Land Use	Data describing location of people, economy, and infrastructure. Includes population data by traveller segments and jobs numbers.
Demand	Data describing movement for both passenger and freight. Contains detail on all modes and trip purposes, a well observed base year (2018) and various forecasts.
Network data	Data describing the northern transport network, for all modes.
Accessibility	Data describing the interaction of transport supply and transport demand. Usually, a description of how many people can make a certain type of journey.
Appraisal	Data that quantifies the impacts of proposed schemes
Decarbonisation	Data that quantifies or is relevant to carbon impacts. Includes vehicle fleet.

Given the need to balance partner asks against resources available, we commit to processing partners requests for this data listed above within the standard Freedom of Information (FOI) timescales of 20 working days (+20 if more analytically complex). This will allow time to ensure appropriate quality assurance of the outputs before passing onto our partners.

2. Provision of bespoke advice, subject to resources and within the TfN offer remit, on specific LTA activities, such as local modelling frameworks.
3. Technical training on use of available tools (as specified in Appendix A), such as QCR dashboard, Clean Mobility Visions (CMV), EVCI tool and the public transport model, which are all key elements of the CAF (further details on each of those is provided below and timescales for when we expect to make them available to LTA partners).
4. QCR dashboard (plus) – advice on local/bespoke application.
5. Early-stage scheme appraisal template/resource pack – **we expect to have available in 2024.**

The models and data are intended to support data inputs, modelling, and analysis for partners' LTPs and business case development. The above data and models (points 2-5) would be accessed by emailing:

TfNOffer@transportforthenorth.com

Strategy, Policy, and Research support

The breadth of TfN's policy development and research evidence that is readily available to our partners is contained in our 'off the shelf' menu within **Appendix A**. The menu draws upon TfN's wider workstreams including our Research and Economics function with evidence on TRSE available as a visualisation tool, the refresh of the Northern Powerhouse Independent Economic Review, as well as other relevant TfN policies and strategies.

Included within our 'off the shelf' menu is our Policy and Places Framework. This brings together our insight on the North's nine different people and nine different place types to provide guidance to LTAs on what policy priorities might be appropriate for specific place typologies. These recognise that the short - medium term transport priorities in a deep rural area will be different from a large conurbation or commuter town. As a Framework, this approach is not prescriptive and therefore there is flexibility in its application and relevance at a local level. LTAs will ultimately be responsible to consider the suite of transport policies that best support the places they represent.

As part of our 'Silver' level offer, we will also facilitate policy workshops with TfN experts on key topics to help partners consider the wider evidence and formulate views on what a local position on (often) complex policy issues might look like. These workshops will be shaped by partners requirements: they could include exploring topics such as demand management and the future of roads, the application of TfN's Policy and Place Framework or how to embed a more outcome focused approach to transport planning.

Decarbonisation and Quantified Carbon Reduction (QCR)

In relation to decarbonisation, our focus is to provide support for our partners, and to do so in a way that anticipates the QCR requirements for LTP development. This will be delivered across the following three work areas:

QCR tools: TfN's QCR baseline dashboard is intended to provide the spatial emissions baseline that LTAs will be required to calculate and describe within their LTP (likely to be Step 1 of the QCR process, LTP Phase 4 - subject to the guidance being published). Partners will be able to use simple filters and drop downs within the dashboard to understand 'Business As Usual' and 'EV Accelerated' baselines for 5-year increments to 2050. Crucially, partners will be able to understand emissions from trips originating in their spatial area as opposed to emissions from through traffic and therefore use this information to define the scope of their LTP in terms of the emissions it is responsible for.

The dashboard, driven by TfN's regional models in the Analytical Framework, will include a number of target trajectories 'in built' including those related to the Government's Net Zero Strategy and TfN's Decarbonisation Strategy. The dashboard will be a password protected Power BI format accessible to all LTA partners, with access granted via our TfN Offer inbox. It will include a user guide, which will also detail key assumptions and caveats, and TfN intends to offer some demonstration/explanation sessions if requested by partners, in line with our 'Silver' level offer.

TfN is also working to integrate the baseline dashboard into the STB Decarbonisation Policy Playbook tool, which is being developed across England's STBs. This will allow both the interrogation of the baseline and the ability to test potential LTP policies/interventions to aid understanding of their carbon reduction effects – within one intuitive web-based tool (expected to be Step 4 of the QCR process). The intention is that the STB Decarbonisation Policy Playbook will be available in late autumn 2023 and will incorporate the QCR Baseline Dashboard. TfN will provide more information on this in due course.

Vehicle Mileage Reduction Policy: Our Clean Mobility Vision (CMV) tool is part of our offer on QCR. It can be used as a planning tool to understand the most effective types of policy packages to achieve vehicle mileage reduction in different place types, aiding the development and refining of policy/intervention longlists during the LTP development process (expected to be QCR Step 3, LTP Phase 6).

The outputs of the tool will be accessible through an online intuitive visualiser (link available in TfN's 'off the shelf' menu). The tool will include a user guide and ad-hoc support advice will be available for any further queries on its use and application.

Hydrogen Refuelling Model and Visualiser: Our work will overlay potential aggregated heavy duty transport hydrogen demand (e.g. HGVs, Buses) with plans for gas grid conversion to hydrogen. It allows a systems approach that recognises that the biggest barriers for green hydrogen use are cost and certainty of sufficient supply.

To achieve adequate supply (and reduced cost), a piped hydrogen solution, i.e. piping hydrogen directly from suppliers to refuelling stations, is likely to be the optimum solution. The visualiser will enable partners to understand 'no-regret' areas for hydrogen refuelling stations based on: the amount and type of demand; proximity to hydrogen suppliers and proximity to potential hydrogen pipeline proposals. Optimum locations will change over time and the tool will provide a number of temporal snapshots out to 2050.

Partners can also use the visualiser when developing Zero Emission Vehicle strategies to accompany LTPs, providing evidence to support decisions around public transport fleet/council fleet transitions. The cover page to the tool will include a brief user guide as well as some key assumptions in modelling around fuel choice, uptake and demand spread. The tool is currently being developed and expected to be available by the end of 2023.

Electric Vehicle Charging Infrastructure (ECVI) tool

The ECVI framework supports local authority and national government partners in the planning and deployment of EV charging infrastructure. It can also be used by those partners to engage with the energy sector to help them with alignment of investment in supporting energy infrastructure.

This tool enables value-for-money, consistent and integrated public sector activities and decisions, as well as informing and enhancing any delivery with the private sector. Key outputs are openly available via a simple to use interactive tools to enable delivery of the density and coverage of charge points required to support decarbonisation ambitions.

The ECVI framework provides granular place-based details for EV uptake and charging requirements. Delivering a whole network view, by considering the user movements across our region and further afield. The tool also takes a whole systems approach in identifying the significant requirements placed on the electricity grid and energy networks arising from the electrification of road vehicles. The ECVI Framework methodology is published to support clarity and aid understanding of how the tool is developed.

We will provide ongoing support to LTAs in how the tool can be embedded within their LTPs, ECVI strategies, and public funding such as the Local Electric Vehicle Infrastructure (LEVI) fund and On-street Residential Chargepoint Scheme (ORCS).

TfN continues to enhance the ECVI Framework, working in conjunction with Local Authorities on our regional EV Steering Group to identify new enabling capabilities and initiatives. Local Authorities can raise and suggest developments, which once agreed, TfN will seek to ensure capability updates are accessible to all local authorities in the region. This includes further systems alignments with the energy sector, applications of spatial data related to parking, assessments of commercial viability and monitoring and evaluation of deployment capabilities. The EV Steering Group provides also provides a forum for co-ordination, collaboration and knowledge sharing.

Public transport model and bus policy development

TfN's public transport model will integrate bus and light rail demand data into the Analytical Framework, creating a user-friendly tool to assess bus supply and demand with other existing data and intelligence. This will include demographics, bus service reliability, transport related social exclusion and place typologies. The tool will provide evidence to support partners' development of bus improvements, including service patterns, priority measures, multi-modal interchange, and cross border collaboration. We expect to make this tool available by spring 2024.

Other activities

The existing buddy system provided by our Strategic Rail team to support LTAs is detailed in our 'off the shelf' menu will continue and enable us to identify opportunities for specific project support in line with our Bronze, Silver and Gold levels.

The publication of our Connected Mobility Strategy (expected by autumn 2023) and the evidence and tools available to partners is also captured within our 'off the shelf' menu. That strategy identifies the next phases for our connected mobility implementation, which will include the development of an analytical tool for fare structures, embedding access to 4G/5G into our TRSE visualisation tool and developing a multi-operator vehicle to collectively procure and operate integrated systems across the North.

How to access further information

For further support on the 'TfN Offer' and to explore how TfN's work can support LTP development, please contact TfNOffer@transportforthenorth.com.

Appendix A is provided separately.



Transport for the North
Level 6, Town Hall Extension
Lloyd Street
Manchester
M2 5DB

✉ Postal address

Transport for the North
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PO Box 532
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☎ 0161 244 0888

@ info@transportforthenorth.com



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TfN Offer – Facts and Figures

[Period covered: September 2023 to mid August 2024]

Overview:

	Fulfilled	In Progress	Unfulfilled	Total
Bronze	51	6	7	64
Silver	21	4	10	35
Gold	1	0	5	7
Total	73	10	22	105

Notes:

1. Fulfilled gold is our work on Rotherham station.
2. Unfulfilled have not been progressed due to resource constraints and so reflect pent-up demand.
3. Most popular types of requests:
 - EVCI: 30 requests
 - Transport related social exclusion (TRSE): 22 requests
 - Modelling (mix of modelling support for LTAs and Government agencies): 7 requests
 - Carbon modelling: 4 requests (expected to increase when carbon policy playbook launches)
 - Other types of support have included: business case review, Future Travel Scenarios modelling, bus data.

Breakdown by Constituent Authority:

Authority	Fulfilled	In Process	Not Fulfilled	Total
Blackburn with Darwen Borough Council	1	0	0	1
Blackpool Council	1	0	0	1
Cheshire East Council	2	2	0	4
Cheshire West & Chester Council	5	0	1	6
East Riding Council	2	0	2	4
Hull City Council	1	0	0	1
Lancashire County Council	5	0	2	7

Liverpool City Region	1	0	3	4
North East Combined Authority	4	0	0	4
North East Lincolnshire Council	1	0	1	2
North Lincolnshire	1	0	0	1
York and North Yorkshire Combined Authority	3	0	2	5
South Yorkshire Mayoral Combined Authority	5	1	1	7
Tees Valley Combined Authority	0	0	1	1
Transport for Greater Manchester	6	1	2	9
Warrington Borough Council	1	0	0	1
West Yorkshire Combined Authority	8	1	2	11
Westmorland and Furness Council	2	1	2	5

Notes:

1. Other users of the service include:

- local planning authorities
- DfT
- National Highways
- Network Rail
- Other Sub-national Transport Bodies
- Energy Sector

Appendix 4 - Summary of existing TfN powers

The TfN Board already has the following powers devolved to it by national government:

General Powers:

- Preparation of a Strategic Transport Plan
- Preparation of Statutory advice to Secretary of State on all transport functions* in the TfN boundary
- Co-ordinating transport functions exercisable by Constituent Authorities to improve effectiveness and efficiency
- Hosting of transport functions by TfN if transport functions more effectively and efficiently carried out by TfN
- Make proposals to SofS about the role and function of TfN

*transport functions are any functions exercisable by its constituent authorities

Other Powers:

- Power to grant fund capital monies without Treasury Approval**
- Powers to deliver schemes needed for integrated ticketing schemes across local authority borders at a regional level
- Consultation on train franchise agreements within the North and to manage such franchise agreements
- Exercising of various highway related functions concurrently with local authorities and jointly with the Secretary of State, namely the construction of new highways

**where there is an approved Northern budget

Rail North Partnership – contractual opportunities

As co-client (with DfT) through the Rail North Agreement, the TfN Board has the following contractual rights:

Franchise Output Adjustments - make amendments to train service requirements by adding or reducing services on basis it is self-funding or that TfN will fund any additional cost

Fares Baskets - right to alter fare prices.

Any financial benefits derived would go to TfN and monies would be used to improve the service provision.

Fares Flex - TfN has flexibility to vary regulated fares in the North of England and any increase in revenue could be used for reinvestment in the North. Any additional costs in altering fares would have to be funded as well.

Further Devolution - TfN has the right to seek further devolution of the Northern and Transpennine rail contracts such as:

- Train Service Requirement
- Changes and deployment of Trains
- Fares and ticketing
- Performance management
- Station facilities

In consideration of further devolution, constituent authorities would have to consider the financial capacity of TfN to bear additional risk taking into account any arrangements proposed with TfN Parties or other parties to manage such risk.

Areas/Activities of Opportunity	Issue
National Investment Programmes	<ul style="list-style-type: none"> • In the face of continuing pressures on national programmes continue to make the strongest case for investment in: <ul style="list-style-type: none"> ○ Strategic Road Network – via National Highways Road Investment Strategy (RIS3) ○ Network Rail – within the constraint set by Control Period 7 • Strengthen the case for investment in existing assets to improve resilience and reliability against the backdrop of increased disruption because of climate change. • Provide a single view of investment in national rail and highway infrastructure – ensuring investment programmes are aligned in support of agreed outcomes set out in the STP.
Northern Playbook	<ul style="list-style-type: none"> • Provide guidance, with case studies, that demonstrate how to use the flexibility within the HMT Green Book to better reflect the wider benefits of investment in the North. • Work with the DfT (through the NPR Sponsorship Agreement) to update the Business Case – giving particular attention to ensuring the wider benefits are fully identified and captured.
Strategic Transport Plan	<ul style="list-style-type: none"> • Prepare and share STP monitoring and evaluation data/evidence, including identifying specific issues requiring action to accelerate implementation. • Prepare, and engage partners, on an updated evidence base and progress report on the Regional Transport Decarbonisation Strategy • Continue to maintain and update the regional evidence base underpinning the STP – identify opportunities to expand the database where this supports the development of business cases for investment.

	<ul style="list-style-type: none"> • Work with partners to identify key issues, and proposed actions, required to address issues of rural connectivity. • Maintain a programme of policy research and public engagement that supports and complements the Strategic Transport Plan, including use of Northern Voices (our citizens panel). • Strengthen working relationship with the energy sector – in support of EVCI, rail infrastructure, and new pan-regional developments.
Freight and Logistics	<ul style="list-style-type: none"> • Strengthen collaborative working with the business sector – prioritising the key gateways (ports, airports), national/regional distribution centres, regionally significant economic centres. • Identify a strategic freight network (rail and road) as required under the National Network NPS and use that to shape investment that will support the STP ambition for rail freight mode shift
Rail	<ul style="list-style-type: none"> • Work through the Rail North Partnership to agree the Outline Service Specification for the next 10 years for Northern and TPE. • Work through the Rail North Partnership to oversee the procurement of new rolling stock for Northern and TPE. • Maintain a strong focus on performance of Northern and TPE as part of the Rail North Partnership – strengthen oversight of performance delivered by other rail companies. • Continue to prioritise implementation of improvements in accessibility to rail stations/services. • Work with the rail sector to secure approval for the proposal for a rail academy for the North. • Work with the rail sector and partners to take forward the Stations as a Place initiative. • Work with DfT and partners to ensure the strongest possible devolution of responsibilities as part of rail reform.

	<ul style="list-style-type: none"> Continued support for the Esk Valley rail project (in partnership with York and North Yorkshire)
Northern Powerhouse Rail	<ul style="list-style-type: none"> Continue to work on the business case for NPR – including work associated with the new station at Bradford. Complete delivery of a new Land Use Transport Interaction (LUTI) model.
Pan-regionally Significant Projects	<ul style="list-style-type: none"> Examples include working with partners (nationally and regionally) in respect of: <ul style="list-style-type: none"> Trans-Pennine Route Upgrade Northern Powerhouse Rail East Coast Main Line West Coast Main Line Leamside Line Manchester Task Force Liverpool – Manchester Board Leeds Task Force Sheffield Task Force Liverpool Task Force Sheffield – Manchester Corridor A66 Improvement Scheme Crewe (and environs)
TfN Offer	<ul style="list-style-type: none"> Maintain and expand the tools and capabilities within the TfN Offer to support our partners, including: <ul style="list-style-type: none"> Update the EVCI framework Publish the Carbon Policy Playbook Publish the Severance Visualiser Publish the Public Transport Fares Model
Member Identified Priorities	<ul style="list-style-type: none"> Support for Constituent Authorities in delivering planned improvements to bus services – scope to be determined.

	<ul style="list-style-type: none">• Innovation/Technology – support for Constituent Authorities in realising the potential role of innovation/technology – scope to be determined.• Connected Mobility – including opportunities to support individual Constituent Authorities in the roll out of information systems, fares and ticketing.
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Meeting:	Transport for the North Board
Subject:	Options Paper on Regional Fleet Procurement Support
Author:	Matt Smallwood, Head of Connected Mobility
Sponsor:	Martin Tugwell, Chief Executive
Meeting Date:	Monday 16 September 2024

1. Purpose of the Report:

- 1.1 At Transport for the North's Partnership Board and through recent engagements, several members suggested that fleet procurement, specifically bus, could be a specific area for Transport for the North to support at a pan-regional level to help achieve their local ambitions efficiently. The devolution provided to Transport for the North members enables them to identify opportunities to work together where it may be effective and efficient to do so.
- 1.2 In response to member suggestions, TfN's executive has explored with officers what fleet procurement may look like and identified a tiered menu of options for members to consider. We would welcome comments from Scrutiny Committee before taking a steer from the Board in developing a detailed proposition with their local officers, should they wish us to do so.

2. Recommendations:

- 2.1 The Board is asked to provide an initial steer on their preferred option(s) to be developed in more detail with their local officers.

3. Scrutiny Committee

- 3.1 The options outlined were presented to Scrutiny Committee on September 5th, 2024, and the feedback received has been integrated into this report. This includes a specific emphasis on the Strategic Transport Plan's priorities of decarbonisation and inclusive transport, as well as including consideration of alternative fuel types.

4. Enabling Implementation:

- 4.1 Framed from the initial suggestion by some members, and in discussion with relevant officers, we have identified two targeted areas where Transport for the North can add value in enabling implementation on fleet procurement. These are:
 - Structuring economies of scale in the procurement of, primarily zero-emission, fleet for those authorities who will seek to update their fleet, in line with bus reform ambitions, and/or providing access to this capability for authorities seeking to fund newer fleet via grant funding to transport operators under any Bus Service Improvement Plan (BSIP) arrangement.
 - Providing a pipeline of fleet delivery, and supporting infrastructure for alternative fuels where relevant, across multiple areas to reduce the risk of areas being restricted by a limited supply chain – this would also open opportunities for the movement of fleet across the region to infill gaps or provide newer-used fleet at reduced rates.
- 4.2 As with most exploratory areas of work, the scope and scale of this will need to be steered by our partners appetite/timeframes and our organisational capability and capacity to deliver.

- 4.3 It is also worth noting that areas in the North are at varying stages in their bus reform journeys and may not have in place a fleet/asset management strategy so this early consideration of what might be helpful at a regional level, should some authorities wish to work together, is timely.
- 4.4 The high-level objective underpinning this work, should members choose to work collaboratively through TfN, is in line with the Strategic Transport Plan's focus on decarbonising our transport networks. It also opens support for local implementation of more inclusive transportation by, for instance, enhancing the standardisation of accessibility features on board.

5. Options for Consideration:

- 5.1 To help shape the next steps of this emergent area of work, Transport for the North's executive has defined a tiered menu of options developed in consultation with officers from amongst our members against which we are now seeking an initial steer from the Board.
- 5.2 Each option will carry financial and resource implications, with this increasing with each 'tier', and the detail of which will need to be worked through the business planning process.
- 5.3 At this stage all options would be achievable within Transport for the North's existing powers, however for options three and four it may be worth further consideration if changes to our powers would make them easier to deliver.

Option 1 – Light Support

- 5.4 Light touch support anchored around our convening role. We would bring together those authorities with fleet ambitions into a regional working group to pipeline and support - through shared specifications and frameworks - the delivery of fleet across the region and to identify more opportunities for joint working/joint procurement.
- 5.5 Limited internal resource requirement, so could be delivered now but also limited impact for partners and highly dependent on collaboration occurring organically post-convening of partners.

Option 2 – Medium Support

- 5.6 Transport for the North facilitates the development of a regional fleet procurement framework, hosted in a member authority, that can be called-off by our membership to reduce capital costs and to help structure supply chain timescales more efficiently and equitably across multiple geographical demands.
- 5.7 For authorities not looking to procure directly, we would also develop a grant funding framework that can be delivered inside of subsidy control regulations (nee State Aid).
- 5.8 This would have resourcing implications for Transport for the North, which would need to be explored in detail in the business planning process.

Option 3 – Direct Delivery

- 5.9 Transport for the North directly develops and procures against a fleet procurement framework, alongside a regional fleet delivery programme, shaped by the programmatic timetables for those members involved to timetable the supply chain for equitable fleet delivery and directly deliver the procurement and issue of these to our partners.
- 5.10 This would see Transport for the North take the lead on the actual procurement and programme management of fleet and, as such, would have more significant

resource implications for the recruitment/secondment of procurement specialists and wider VAT/Liability matters to be worked through.

Option 4 – 'Regional Fleet Management'

- 5.11 This would see Transport for the North, via our membership, create a special purpose / joint venture company to administer and deliver regional fleet procurement and management.
- 5.12 This joint venture would own the fleet procurement framework and, potentially, take on a role as a regional fleet management company providing access to a larger fleet across the region and reducing fleet management costs – providing the ability to move fleet between geographies as required and better allocate new vehicles equitably.
- 5.13 This would be a materially different direction and, as such, would require resource and significant partner buy-in – however their ownership of this joint venture would provide delivery with administration only provided via Transport for the North or a designated lead authority.

Option 5 - Do Nothing

- 5.14 Transport for the North doesn't currently have a role in such procurement: this paper is setting out options for members to consider, should they find it helpful. Currently each authority is responsible, where they seek to procure fleet directly or indirectly, for the specification, tendering, grant funding and procurement of these assets individually.
- 5.15 This is a call on local capacity and capability. – Some form of regional function could potentially support and provide efficiencies in spend. Equally, there is the risk of a limited supply chain being stretched by competing demands across the North (one area taking up majority of fleet build capacity for example).

6. Next Steps:

- 6.1 In preparation for business planning, an initial steer is being sought from the Board on if they wish the TfN executive to work with their officers to develop a more detailed proposal and to what level of support this should cover.
- 6.2 Regardless of the options chosen, the manufacturer and used-vehicle marketplace for passenger carrying vehicles is small with few suppliers; so, an immediate area of work for Transport for the North could be to benchmark the ability of that manufacturing base, for both electric and hydrogen vehicles, to meet the demand of the North's bus reform agenda through surveying the capacity and pipeline of that supply chain for both the vehicles and fuel provision infrastructure.
- 6.3 If this is an area of activity the Board wish the executive to develop, then as we progress through business planning, we will be able to consider our organisational capacity to realise the options being proposed – especially where there may be a resourcing, tax or liability risk in achieving them.

7. Corporate Considerations:

Financial Implications

- 7.1 Options where Transport for the North would directly manage procurement would likely have VAT implications for the organisation and, as such, may not be the most financially efficient delivery approach.

Any solutions involving incremental resources (capacity and / or capability) will need an appropriate funding solution in place prior to committing any costs.

Resource Implications

- 7.2 Anything beyond 'Option 1 – Light Support' will carry resource implications which will need to be factored into business planning.
- 7.3 It may be worth considering secondment opportunities to work together regionally to cross-fertilise skills from authorities ahead on their fleet journey.
- 7.4 More in-depth resource assessment would be needed following a steer on the preferred way forward from the Board.

Legal Implications

- 7.6 Legal implications will vary depending on the option(s) preferred by the Board. These may range from the development of contractual frameworks through to the provision of a joint venture governance framework. The detail will need to be explored following a steer from the Board.

Risk Management and Key Issues

- 7.7 There are no direct risks implications because of this report. A full risk management assessment will be undertaken as a more in-depth proposal is developed following a steer from the Board.

Environmental Implications

- 7.8 No environmental implications arise from this report, but the more detailed consideration of the emerging work could contribute to the decarbonisation of surface fleets.

Equality and Diversity

- 7.9 No direct equality and diversity implications arise from this report however the procurement of fleet will be bound by accessibility regulations and the need to ensure those with protected characteristics are represented in any future frameworks.

8. Appendices:

- 8.1 None

Glossary of terms, abbreviations and acronyms used:
a) TfN – Transport for the North
b) BSIP – Bus Service Improvement Plan

Meeting:	Transport for the North Board
Subject:	Freight and Logistics: Roundtable with Major Ports
Author:	Donna Newsome, Principal Policy and Strategy Officer
Sponsor:	Katie Day, Deputy Chief Executive and Strategy Director
Meeting Date:	Monday, 16 September 2024

1. Purpose:

- 1.1 To provide the Board with a summary on the key themes from the recent Transport for the North (TfN) roundtable with senior leaders from the North's major ports. Led by TfN Chair, Lord McLoughlin, this was the first in a series of business roundtables arranged to provide insight and evidence to shape our implementation of TfN's Freight and Logistics Strategy and Strategic Transport Plan (STP).

2. Recommendations:

- 2.1 That the Board notes the key themes from the roundtable with the North's major ports and provides a steer on priorities to inform further work.

3. Context

- 3.1 The Northern Powerhouse Independent Economic Review (NPIER) was the original catalyst for TfN's work on freight and logistics, identifying the North's freight and logistics sector as a critical enabler to close the productivity gap between the North and the rest of England. Our Freight and Logistics Strategy was published in December 2022. As well as identifying key constraints and presenting overarching analysis of freight requirements for the North, the document sets out the objectives for an efficient freight network, which are then reflected in the STP.
- 3.2 Specifically, the latter includes the 'right share' metric to triple the share of freight (measured by tonne km) carried by rail to 25.5% by 2050. Since the STP was published in March, we have been engaging with the North's freight and logistics sector (directly with business, industry bodies and partners) to build evidence and options to deliver that ambition. This has included the introduction of new 'business roundtables', led by the TfN Chair, to gather first-hand insight and data on the opportunities and challenges facing the industry.

4. Major Ports Roundtable

- 4.1 The first business roundtable was held in late June with Chief Executives and senior leaders from the North's major port operators, including Associated British Ports, PD Ports and Peel Ports. UK Major Ports Group (industry body) was unable to join us on this occasion, and we are engaging separately with some of the region's other ports, including Tyne and Blyth.
- 4.2 The North's ports are important economic contributors and employers, and connect the region to international markets, making it easier for businesses to engage in global trade and expand their market reach. They facilitate the import of raw materials and goods, as well as the export of manufactured products. The connectivity of our ports across the North and beyond is fundamental to an efficient freight and logistics sector.
- 4.3 The roundtable discussion highlighted a number of shared priorities between the ports and areas where TfN could provide support to enable and accelerate

sustainable and inclusive economic growth. These are outlined below, and we would like members' feedback on the priorities for further work from the four themes that emerged.

Re-balancing between Northern and Southern Ports

- 4.4 At present, more containerised freight is arriving into England's southern ports than the North, yet the quantity of inbound cargo passing through Northern ports is less than what is being consumed within the North. Bringing more containerised freight directly through the Northern ports could mean goods arrive closer to their final inland destination. The growth in significance of the Port of Liverpool as a gateway for access to/from North America is an example of the strategic role the North's ports already play in support of the UK economy. Realising the full potential of the North's ports could serve to reduce HGV vehicle miles on the UK road network, and release north-south rail freight capacity. There were calls for a clear policy statement from the North to support this re-balance as far as possible.

Unlocking the economic opportunities of ports

- 4.5 The roundtable indicated that greater recognition and focus on ports in the national industrial planning/priorities is needed given their contribution to economic growth, and investment in decarbonisation of operations. Equally, their contribution to the communities where they are located (some of which are the most deprived in our region), provides opportunities to act as agents of change. Greater recognition within economic strategies that the maritime sector is ripe for growth and development would support growth and sustainability plans.
- 4.6 Ports tend to be the subject of long-term investors, and so need long term infrastructure investment with policy and regulatory certainty to support growth and unlock opportunity. They would welcome TfN's support (e.g. with evidence and advocacy) to UKMPG's policy ambitions, including:
- to remove regulatory drag (to unlock over £1bn of port investment)
 - deliver a 'port & trade first' modal shift for freight and logistics; and
 - secure port power and future energy needs for UK plc.

As well as building on work TfN is already doing, new local growth strategies and national industrial strategies could provide routes to elevate the opportunities from our major ports, including establishing how better connectivity can enable growth.

Enabling mode shift to rail

- 4.7 There is pent up demand for freight to travel by rail onward from the ports in intermodal containers, and potentially other goods too. The major Northern ports want to see momentum in facilitating more freight by rail, especially in the context of the national rail freight target. However, rail solutions are seen as taking too long to implement and are not cost competitive with road. Electrification of rail is extremely desirable as extra capacity on the railway would be created due to the higher speeds possible for freight services.
- 4.8 Another key requirement of the major Northern ports is to stop regulatory drag. For instance 'Grandfather rights' mean that rail freight paths can be protected even if their use is minimal. The shortcomings of the Mode Shift Revenue Support (MSRS) scheme were also discussed. This insight indicates preferred rail freight interventions, which TfN can develop for the North using its evidence base and analysis, and could be useful for political leaders to advocate for necessary investment that may unlock more mode shift to rail, supporting decarbonisation ambitions as well as unlocking growth.

Road, Electric HGVs and decarbonisation of operations

- 4.9 Roundtable attendees highlighted that they would welcome clearer direction on the national policy framework for the road network, including a stable regulatory environment to enable investment in road infrastructure, fleets and alternative fuels infrastructure. A key message from the roundtable was the need for Government to provide clarity quickly.
- 4.10 Timely grid connection and additional grid capacity were also seen as current blockers in some cases, especially given the ports are wanting to press ahead with decarbonisation their operations with significant investment plans. Private sector investment opportunities can more readily be unlocked if policy and regulatory clarity and stability can be provided. Further co-ordination and leadership are also required on HGV driver facilities.
- 4.11 TfN is already undertaking work to help Local Authorities, and make the pan-regional case for investment in alternative fuels, including identify commercial opportunities, for example through our Electric Vehicle Charging Infrastructure Framework and recent work to create a hydrogen re-fuelling visualiser tool. We continue to engage with government on these matters, not only to support a fair and just transition to our decarbonisation ambitions for transport, but because of the economic growth opportunities for our region.

5. Next Steps

- 5.1 Identifying and then delivering the investment required to support the North's ports as global gateways is central to realising the economic prize for the North identified in the NPIER. As enablers of economic growth, the future prosperity of the ports aligns with the Government's missions.
- 5.2 The freight and logistic networks that support the North and wider UK economy extend across the North as well as beyond into the devolved administrations and adjoining English regions. As well as the ports, we are engaging with the region's airports, major freight and logistics operators and industry bodies to assemble the evidence and insight to support investment that will unlock the ambitions for the North's economy, as captured in the recently adopted STP.
- 5.3 Subject to feedback from members on the themes identified above, we will develop our work programme for 2025/26 as part of the Business Planning work now underway. Our current activities include:
- Convening and advocacy at pan-regional level, recognising that freight and logistics works fundamentally across boundaries and uses our national networks, to unlock opportunities and make the case to remove barriers to sustainable and inclusive growth,
 - Enhancing our technical capability and modelling of the North's freight and logistics sector, to support better case making, and in particular to help identify a pan-regionally significant freight network that could form the basis of an updated National Networks National Policy Statement,
 - Developing an evidence base that can be used by MCAs in support of their Local Growth Plans and by Local Planning Authority partners in the land use plan making process for freight and logistics uses,
 - Working with partners to use the available evidence and analysis of future rail growth and freight routing, to identify likely infrastructure interventions required to accommodate growth arising from economic growth in line with our STP ambition and national rail freight target,
 - Undertaking research and analysis identified by MCA/LTA partners of pan-regional relevance; currently, officers have asked for work to consider the criteria needed to support consolidation centres.

The Board's views on the proposed activities set out above would be welcomed.

5.4 We will continue to engage with MCA/LTA officers and other key stakeholders, such as the DfT, to shape our priorities for the year ahead. And through our STP monitoring and evaluation framework and dashboard, we will be able to monitor progress against our regional ambitions.

5.5 We will maintain a regular dialogue with the major ports and intend to hold a follow up roundtable in spring 2025.

6. Corporate Considerations

Financial Implications

6.1 Resources to deliver freight and logistics work set out in this paper is provided via current 24/25 business plan. Subject to Board feedback, future work may have resource implications, and those will be subject to our business planning process and governance.

Resource Implications

6.2 As above.

Legal Implications

6.3 There are no immediate legal implications arising from this paper and 24/25 planned activities. This will be reviewed as work progresses.

Risk Management and Key Issues

6.4 There are no direct risk implications as a result of this report. Corporate risk 880 is being managed which relates to delivery of the STP vision ambitions and strategic transport investment priorities.

Environmental Implications

6.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment or EIA. All proposed freight infrastructure developments will be subject to screening for the need for EIA by the relevant development authority as part of the design development and consenting process.

Workstreams related to the decarbonisation of freight through electrification, alternative fuels and modal shift will be essential for achieving the ambitions of our decarbonisation strategy and STP.

Equality and Diversity

6.6 Equality and Diversity assessment will be carried out as and when appropriate for individual freight and logistics workstreams.

Consultations

6.7 No consultations are required.

7. Background Papers

7.1 This report should be read in the context of TfN's [Freight and Logistics Strategy](#) and [Strategic Transport Plan](#).

8. Appendices

8.1 There are no appendices for this report.

Glossary of terms, abbreviations and acronyms used

a)	<i>NPIER</i>	<i>Northern Powerhouse Independent Economic Review</i>
b)	<i>STP</i>	<i>Strategic Transport Plan</i>
c)	<i>UKMPG</i>	<i>UK Major Ports Group</i>
d)	<i>MSRS</i>	<i>Mode Shift Revenue Support</i>
e)	<i>EIA</i>	<i>Environmental Impact Assessment</i>
f)	<i>HGVs</i>	<i>Heavy Goods Vehicles</i>
g)	<i>LTA</i>	<i>Local Transport Authorities</i>
h)	<i>MCA</i>	<i>Mayoral Combined Authorities</i>

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Meeting: Transport for the North Board
Subject: Electric Vehicle State of Play
Author: Simon McGlone, Principal Planning and Strategy Officer
Andrew Hough, Planning and Strategy Officer
Sponsor: Martin Tugwell, Chief Executive
Meeting Date: Monday 16 September 2024

1. Purpose of the Report:

- 1.1 To consider and comment on Transport for the North's (TfN's) Electric Vehicle (EV) State of Play report which aims to:
- Review and evaluate progress of EV charging infrastructure deployment across the region against our forecasted requirements.
 - Apply TfN's evidence, and consolidated views of regional partners, to highlight key recommendations which can further enhance the speed and effectiveness of the EV transition.
- 1.2 The purpose of this paper, and accompanying appendices, is to share progress, take any feedback, and secure support for the State of Play report, which will inform our continued work with partners (regionally and nationally) to address barriers for EVCI deployment.

2. Recommendations:

- 2.1 That TfN Board:
- a) Notes analysis of EV uptake and supporting charging infrastructure deployment progress against evidenced future need
 - b) Notes TfN's actions to support partners across the region, including new evidence capabilities available alongside ongoing partner support
 - c) Comments on the State of Play policy recommendations and next steps to work with our partners (nationally and across the North) on operationalising these actions
 - d) Endorses TfN's Electric Vehicle State of Play report at Appendix 4.

3. Scrutiny Committee

- 3.1 TfN Scrutiny Committee considered this report and recommendations at its meeting on 5th September. The Committee endorsed the EV State of Play report and its recommendations in full, providing steers to enhance the report content. This included updates to Recommendation 2 to focus on education which provides trusted information to increase public confidence in the EV transition; and Recommendation 13 to be clear on the vision for all EV charging to be powered by renewable energy generation.
- 3.2 The Committee supported the publication of the State of Play report and that TfN use this as the basis for continuing action, including the shaping 2024/25 business planning activities. The Committee also supported the value of an annual horizon report on the progress with regards to EVs and charging infrastructure.

4. Background:

- 4.1 There is a high level of car dependency in the North, with 61.1 billion miles driven annually by cars and taxis on our region's roads, and over 90% of freight lifted by tonnage moved by road. Motorised road travel is the largest contributor to surface transport carbon emissions in the North of England, with more than 95% of the 26 million tonnes of transport-related carbon emissions per year from road transport. The North's highway network is responsible for 23% of UK road emissions and 6% of total UK emissions.
- 4.2 Our Strategic Transport Plan (STP) sets out the North's ambition to achieve the 'decarbonisation of surface transport' and points to the need for the transition to zero emission vehicles, substantial investment in supporting the shift and management of road vehicle demand to support our vision for a better connected, prosperous, and environmentally sustainable north of England.
- 4.3 The Transport Decarbonisation Strategy (2021) identifies the need for a 56% reduction (11 million tonnes) in transport related carbon emissions by 2030. Whilst consistent and substantial investment in active travel and public transport is required, the transition to EVs is critically important in having the most significant impact on carbon emissions.
- 4.4 This is consistent with the new national Governments priorities for transport, including:
- Transforming infrastructure to work for the whole country, promoting social mobility and tackling regional inequality
 - Delivering greener transport
 - Better integrated transport networks.
- 4.5 To achieve this rapid transition investment in a comprehensive network of charging infrastructure provision is essential to ensure consumer confidence and the necessary speed of change. This reinforces the importance of aligning investment in our energy systems (both generation and distribution) in support of the decarbonisation of our transport system.

5. Reviewing progress against TfN's EVCI Framework:

- 5.1 TfN's [regional EV strategy](#) (October 2022), supported by our innovative and open accessible [EV Charging Infrastructure \(EVCI\) Framework](#), set out the actions required to support the movement of electric cars, vans and HGVs across our region. The TfN Board (March 2022) agreed that realising the potential of EVs, including delivering the associated charging infrastructure, requires a 'whole network, whole system' approach at a regional scale which accounts for user movements across individual local authority boundaries.
- 5.2 Since 2022, public (i.e. local authority EV strategies and application of Local Electric Vehicle Infrastructure fund (LEVI) funding) and private sector activities towards charging infrastructure has significantly increased. However, as shown by the assessment below, further substantial action is needed (both public and private) to meet requirements which support our transport decarbonisation aims. This points to the need for continued ramping up of delivery actions, supported by infrastructure planning (see Section 5) or applying learnings to available policy actions (see Section 6).
- 5.3 ***Electric Vehicle Uptake: state of play***

- Where we are: Between October 2022 and December 2023, the number of EVs in the region increased from 125,000 to 256,000. Whilst this is over a doubling, the reality is EVs still only made up 2.9% of the overall 8.8m vehicles in the region in 2023 (total vehicle numbers have also increased in that time).
- Where we need to be: Evidence from our Decarbonisation Strategy shows that as a minimum 25% of the vehicle fleet will need to be battery electric (2.6 million vehicles) in 2030 (year of the current combustion engine sales ban) to support our decarbonisation trajectory.

EV Charging: state of play

- Where we are: As of May 2024, the number of publicly available EV chargepoint connections (plugs) has increased by 138% (from October 2022) to around 15,200 connections (Zap Map data acquired by TfN).
- Where we need to be: The EVCI Framework provides charging infrastructure need across 5-year increments to 2050. For 2030:
 - The total public charging requirement is 185,000 connections (plugs). This is a x12 increase in delivery over the next six years, which will need to be supported by actions referred to in Section 5 below
 - This will produce an additional 5501 Gigawatt-hours (GWh) per year demand on the electricity grid across the region to support the 2030 public charging requirement (i.e. does not include home charging). This is the equivalent of annual household electricity consumption of around 1.4m households (applying average use according to Ofgem)
 - TfN work estimates the cost of delivering this 2030 infrastructure need (private or public investment) will be £3.9 billion. This considers hardware, software, installation and maintenance costs, but does not include electricity grid enhancements and reinforcements.

6. Actions to support the EV transition across the north:

TfN's EV Charging Infrastructure Framework

- 6.1 TfN's EVCI Framework provides robust, data-driven evidence in a way that is easily accessible to those wanting to use it to guide their strategies and delivery plans. This spatial and temporal route map communicates investment opportunities and de-risks investment decisions (both public and private) across sectors by using comprehensive evidence to increase certainty and confidence of infrastructure need; particularly with regard to identifying the types of charging required, where these will be needed and when.
- 6.2 The EVCI Framework is being actively used by local authorities via TfN's regional EV forum (**Appendix 1**) and TfN offers (30+ requests to date in addition to use of openly accessible toolkit), as well as by national agencies, energy partners and private sector investors alike to inform planning, investment, and delivery actions.
- 6.3 Further to enhancements released in February 2024, TfN is making the upgrades below available to support our partners. These have been identified as priority actions by the TfN regional EV forum and provide previously unavailable, or behind paywall, functions which can actively shape local authority delivery.
 - Enhanced monitoring capability: to evaluate progress and inform deployment options (i.e. LEVI funding allocation). Integration of Zap Map data into our

EVCI tool and provision of further data direct to any local authority who requests this via the TfN offers.

- *Updated EV fleet baseline and projections:* Capturing the latest available, and most granular, registration data from the DVLA in our evidence. Updated fleet projections to track purchasing trends and current combustion engine sales policy.
- *Driveway access and spatial data applications:* TfN has partnered with Ordnance Survey to apply spatial data and satellite imagery to map all driveway access across the region (i.e. ability to charge at home), as well as apply new techniques to understand walking catchment areas to potential charging hubs (car parks). This work is an excellent example of partnership working, delivering added value through sharing technical knowledge and expertise.
- *Energy and connectivity:* Collaboration with northern electricity distribution operators to highlight current and future grid capacity against EVCI Framework evidence. Outputs will be for 2025, 2030 and 2035 to provide TfN and partners with the data needed to work closely with the energy sector on the planning and delivery of key grid upgrades to support EV demand across the region. This includes collaborations with electricity DNOs, Ofgem and National Grid. It will also include the future Regional Energy Systems Plans (RESPs), which Ofgem is seeking to launch (two proposed for the north of England region). These will be operated by the National Energy System Operator (NESO), with a similar remit to that of TfN in working with organisations at local level to better enable planning and delivery.
- *Commercial Viability, attractiveness & inclusivity:* Assessment of commercial viability (likely private sector investment) within the TfN region to inform inclusive planning and delivery decisions (i.e. where focus of public funding should be, or commercial agreements to ensure a whole network outcome).
- *Scenario additions to understand uncertainty:* Two new user behaviour scenarios, one to unpack utilisation and understand charging infrastructure demand if we accepted an element of queuing (i.e. not always servicing peak demand), another to understand the impact if users' preference swayed towards local charging hubs.
- *Multi-modal hubs:* Identification of priority locations for potential freight and passenger hubs by bringing together TfN's EV evidence with other TfN models for rail, highway, and freight.

6.4 Alongside these enhancements (prioritised for TfN's area), by September 2024 TfN will have also rolled out the EVCI Framework to all of England's other Sub-national Transport Bodies (STBs). This was requested, and funded by DfT, and means this enabling capability is now freely available to all constituent local authority partners across England. The extension of the EVCI Framework to other areas of England is a clear demonstration of the value of the development of the Common Analytical Framework, also led by TfN. By working together collaboratively, we are providing a consistent and publicly operated source of intelligence.

Engagement and advocacy:

6.5 The content of the EV State of Play report has been developed through close working with TfN's local and national partners, with TfN EV Regional Forum

(**Appendix 1, below**) operating as a core focal point to support partner use of the EVCI Framework and other live issues. **Appendix 2** provides a summary of the EV State of Play report, along with further examples of TfN’s role in working with multiple agencies to enable the delivery of EV infrastructure.

6.6 Following requests of support from Mayoral Combined Authorities (MCA) and Local Transport Authority (LTA) partners, TfN has engaged with the Office for Zero Emission Vehicles (OZEV) with a view to addressing live challenges in ways that remove barriers and enable delivery of the LEVI programme. This dialogue has been positive and constructive, and we continue to work with OZEV to address live issues that can help address challenges to EVCI deployment. Key topics include:

- i. Urgent timeframe reprogramming to ensure effective delivery and management of risk.
- ii. Need for improved communications, consistency and clarity. Options include adapting TfN’s regional EV forum to support sharing of delivery experience, and impartial monitoring and assurance reviews where requested.
- iii. Opportunities to improve private sector understanding and manage risks.
- iv. Process improvements – greater emphasis on empowering local planning and funding decisions accounting for actions ‘on the ground’, offers a way to simplify processes and accelerate delivery; ensuring a regional whole network outcome; applying lessons from pilots and early LEVI tranches; release of enabling guidance.
- v. Capability funding – resource funding to reflect existing programme delays, review success and coverage of funding.
- vi. Alignment across Sectors – highlighting the importance of multi-organisation approach to support effective delivery and ensuring grid connections required to support expansion of EV charge points.

EV State of Play recommendations to enhance the EV transition:

6.7 The EV State of Play report (**Appendices 3 and 4**) sets out where the region is at this time, and where it needs to be in future, given ambitions in the Strategic Transport Plan. As outlined in Section 4 above, good progress has been made in recent years and lessons have been learned to shape delivery of this important infrastructure. There is still a way to go, with a x12 increase in infrastructure delivery over the next six years required.

6.8 The EV State of Play report highlights key remaining challenges to the EV transition and areas identified by the TfN partners, which can have an enabling effect on the progress of EV uptake and charging infrastructure. We intend to use the report to continue shaping EV infrastructure delivery to meet ambitions for a rapid and equitable transition to zero emission vehicles.

6.9 **Next Steps:** This shows the importance of breaking down barriers and taking a systems approach to address these. With the endorsement of the TfN Board we will publish the State of Play report later this year, and use these recommendations as the basis for continued work with our partners (nationally and across the North) to focus in on what needs to happen to operationalise these actions.

- 6.10 We continue to engage closely with the OZEV and other government departments to facilitate policy and delivery communications between national and local partners, identifying areas of risk or opportunity where TfN can support partners through our regional EV strategy and evidence. We will also continue to apply our EVCI Framework evidence to support national actions such as the National EV Strategy and public funding activities, but also improving our evidence capabilities as new requirements, data and collaborations arise.
- 6.11 With our systems approach, TfN will be seeking to build on positive engagements with the energy sector, including application and engagement with National Grid and Ofgem planning and price control periods, Local Area Energy Plans, our northern electricity DNOs and collaboration with future Regional Systems Plans (TfN has supported Ofgem during their consultations and development).
- 6.12 The draft recommendations fall into six systems thinking themes:
1. Vehicle access – improving new user access as well as information and communication about EVs.
 2. Charging rollout for cars, vans and HGVs – monitoring of deployment (especially public funded activity such as LEVI and the Rapid Charging Fund, (RCF)), speeding up spatial considerations for installations, connections to the electricity grid, improving user experience (digital connectivity and information), and tackling operational and maintenance challenges.
 3. Inclusivity – ensuring charging infrastructure supports all who need to drive, recognising our whole network vision, travel hierarchy and the needs of local residents. This includes regulations and fiscal measures to improve access to EVs and charging more inclusive.
 4. Transport and Energy – building on the strong partnerships TfN and partners have developed with the energy sector, enhancing collaborations and formalising processes to account for local and regional evidence and planning.
 5. Sustainability – ensuring electricity used for EVs is renewably generated, investment in battery production to support both EV transition and economic growth, and that due regard to appropriate production, re-use, and disposal of batteries is considered.
 6. Skills – ensuring the EV transition is supported by further investment in skills and training as part of the green economy, from manufacturing to car dealership and the information communicated to potential users.

7. Corporate Considerations

Financial Implications

- 7.1 There are no specific financial implications to TfN as a result of this report, however, future work proposals which apply to TfN resources referred to in this report will need to be considered as part of business planning and associated governance.

Resource Implications

- 7.2 The activity outlined in this report is delivering on actions within TfN's 2024/25 Business Plan:

Delivers key milestone 9: Secure the agreement of the Board to submit statutory advice to delivery partners and regulatory bodies that will support delivery of investment in Electric Vehicles (EVs).

Contributes to key milestone 10: Continue to develop the 'TfN Offer' to partners across the North and nationally, including roll out of the Common Analytical Framework.

Legal Implications

- 7.3 TfN ensures that all data and analytics applied in the EVCI Framework and associated modelling is covered by appropriate data licence agreements and our communication (both public via the TfN EVCI Framework visualiser and direct with local authorities) complies with any terms of use of the data owner.

This includes TfN taking action when sharing any data referred to in the report directly with our local authorities (i.e. Zap Map data) and other stakeholders such as other STBs, i.e. national roll out of the EVCI Framework.

Other legal implications will be addressed depending on future proposed actions.

Risk Management and Key Issues

- 7.4 There are no risk implications as a result of this report.

Environmental Implications

- 7.5 This report does not constitute, of itself, a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA.

This report provides an update on TfN's progress in delivering on a key priority action referred to in TfN's current Decarbonisation Strategy. The transition to EVs is critically important in having the most significant impact on carbon emissions to reach our decarbonisation aims, alongside substantial investment in supporting the shift and management of road vehicle demand.

Equality and Diversity

- 7.6 Implementing the recommendations of the EV State of Play recommendations will support the North's ambition to transform economic performance, decarbonise our transport system and enhance social inclusion. The recommendations outlined have a key focus on ensuring a whole network delivery for EV charging across the region. The recommendations also highlight key considerations for an inclusive EV transition. As plans for delivery develop, a further Equality Impact Assessment (EQIA) will be completed.

Consultations

- 7.7 TfN has worked closely with local and national partners in the development of this work. The content of this report has been developed with TfN EV Regional Forum (**Appendix 1**), with significant engagement held to support partner use of the EVCI Framework. The policy recommendations outlined in this report have also been tested with this group and with other industry stakeholders (both public and private). We continue to engage with OZEV and other government departments to inform and shape national policy, using the State of Play report to inform our work.

8. Appendices

- 8.1 **Appendix 1** - TfN's Regional EV Partnership Group (included below)
8.2 **Appendix 2** – State of Play summary slides

8.3 **Appendix 3** – State of Play list of recommendations

8.4 **Appendix 4** – Draft State of Play report

Glossary of terms, abbreviations and acronyms used:

a) TfN	Transport for the North
b) STP	Strategic Transport Plan
c) EV	Electric Vehicle (for the purposes of this paper this refers to electric cars, vans and HGVs)
d) EVCI	Electric Vehicle Charging Infrastructure
e) OZEV	Office for Zero Emission Vehicles
f) LEVI	Local Electric Vehicle Infrastructure fund
g) ORCS	On Street Residential Chargepoint scheme
h) RCF	Rapid Charging Fund
i) OFGEM	Office of Gas and Electricity Markets
j) DNOs	Distribution Network Operators
k) Zap Map	UK eMobility Service Provider, supplier of EV charging infrastructure data
l) DVLA	Driver and Vehicle Licence Agency
m) STBs	Sub national Transport Bodies
n) GW per year	Giga Watts – unit of power used per year

Appendix 1 - TfN's Regional EV Partnership Group

Collaborative partnership which consolidates multi-agency approaches, sharing intelligence and actions to deliver mutual goals.

Purpose:

The aim of the EV Steering Group is to build an enhanced evidence base and help facilitate collaborations, required to support a rapid rollout of EV charging infrastructure (EVCI) across the region. This should ensure trans-boundary road trips (car, van and HGV) are considered, factoring in interoperability across the region and communicate a clear pan-Northern EVCI requirement for optimum results. Outcomes should support and supplement local EVCI development work, investment choices and decision making by those with location specific knowledge.

Objectives of the Group:

The outline objectives of the EV Steering Group are as follows:

1. **To support the effective development and delivery of TfN's EVCI Framework** as set out in TfN's EVCI Framework, which aims to enhance local, regional and national decision making capabilities.
2. **To develop a tangible evidence base to support** user-centred, placed-based and outcome-focused outcomes for EV charging infrastructure in the North. This should which support rapid uptake of EV (where required) and that EV decision making supports objectives for both decarbonisation and inclusivity.
3. **To facilitate a constructive sharing of knowledge and collaboration of EVCI partner expertise across the North**, bringing multiple-agencies together to support delivery of a whole system approach through integration of transport, land-use and energy systems.
4. **As a guiding principle, this group should seek to support clarity, consistency and a 'joined up' approach to EVCI where appropriate.** TfN, via the Steering Group will seek avenues to promote awareness and communicate key messages and evidence supporting the shared vision for the North.

Membership (as of July 2024):

- Transport for the North
- TfN's members (the North's MCAs, LTAs and business representatives).
- National Highways
- Network Rail (Invited)
- Department for Transport / OZEV
- Scottish Power Energy Networks
- Electricity North West
- Northern Powergrid
- Energy Saving Trust
- Ofgem
- Ordnance Survey

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Transport for the North

Electric Vehicle State of Play Report

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TfN Board – Appendix 2



2023



256,000 EVs* – 2.9% of 8.8m vehicles in the region

15,200 public chargepoints (plugs) in the region. Over double the number from 2 years ago.

*Dec 2023 DVLA data

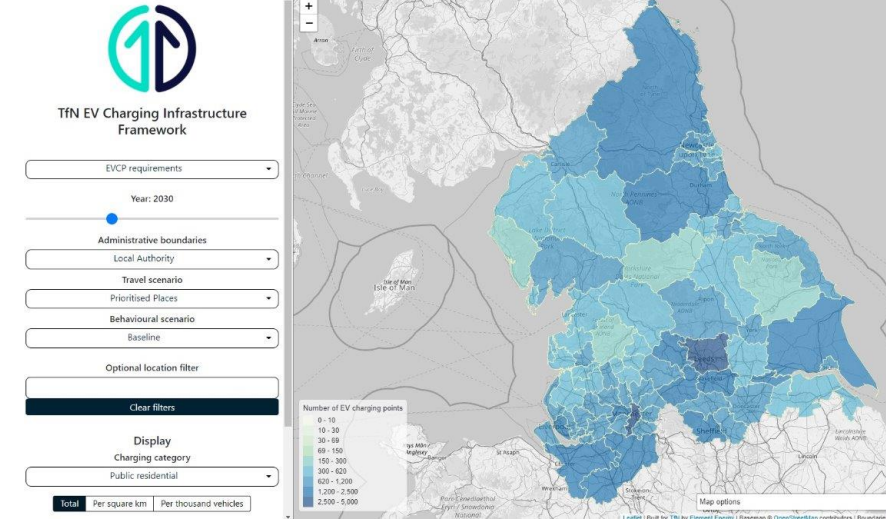
2030



2.6m EVs – 25% of 10.9m vehicles in the region**

185,000 chargepoints** (plugs). A x12 increase over the next 6 years.

**TfN EVCI framework projection

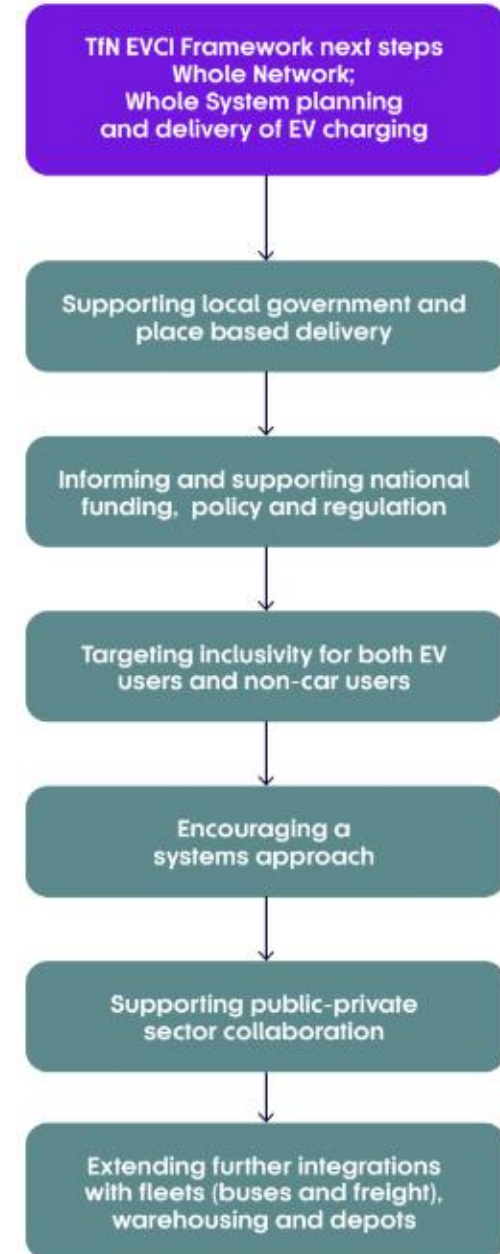


An estimated £3.9bn of investment required***

***Estimate based on assessment of hardware, software, installation and maintenance costs.

Supporting the EV transition across the North

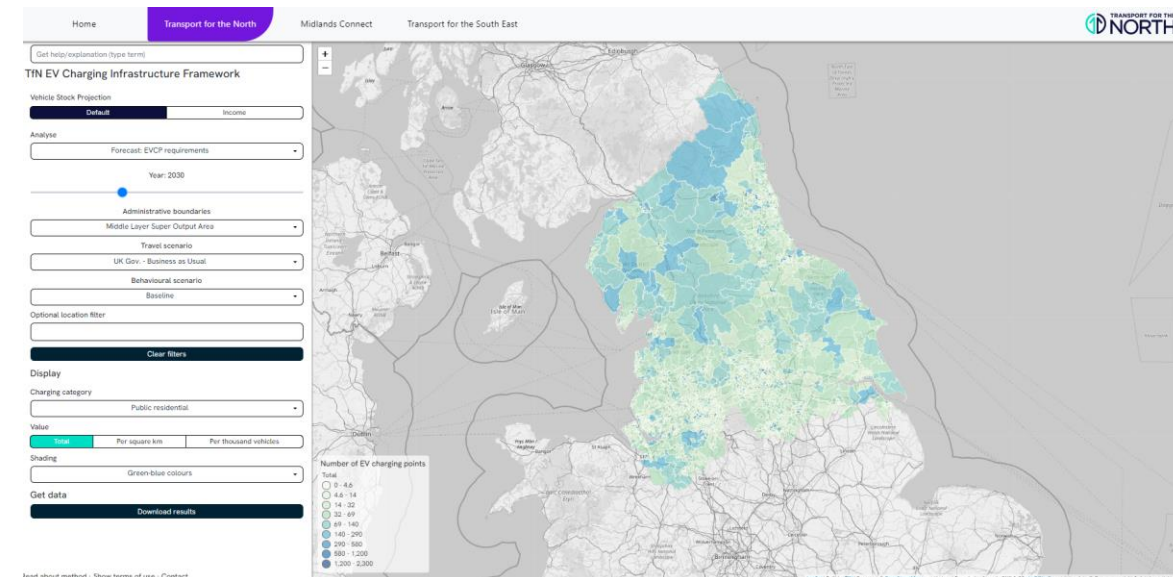
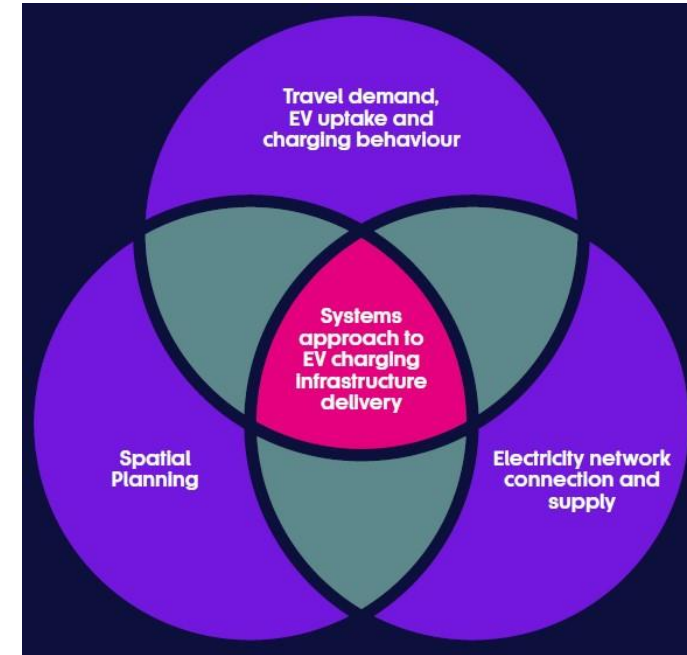
1. EVCi Framework – analytical support for planning and delivery.
2. Engagement and advocacy.
3. Local EV Infrastructure Fund (LEVI) – actions to support local delivery of national programme.
4. TfN advice on national interventions to support delivery of investment in electric vehicles and enabling infrastructure.



1. EVCI Framework – analytical support for planning and delivery

- Interactive and openly accessible. Actively used by TfN partners and supported via the TfN offer to supplement local delivery.
- National toolkit via STBs
- Two upgrade packages developed to support TfN partners during 2024.
- Capacity to monitor and evaluate progress against forecasted requirements.
- Future upgrades to be prioritised with EV regional forum members.

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1. EVCI Framework - analytics enabling place based, user focused and outcome focused strategy

What goes in?
Page 195

Demand & network data
 Regional network data
 Dynamic vehicle fleet projections
 All modes (car, van & HGV)
 Seasonal impacts
 Land Use data
 Social data
 Latest intel on charging technology and behaviours

What comes out?

Rates of EV transition (BEV & PHEV)
 Forecast charging requirement (by charging type)
 Electricity grid requirement
 Potential sites for rapid charging
 SRN / MRN rapid charging needs heat mapping (TfN)
 Deployed charging data (TfN)
 Co2 emission reductions from fleet change (TfN)

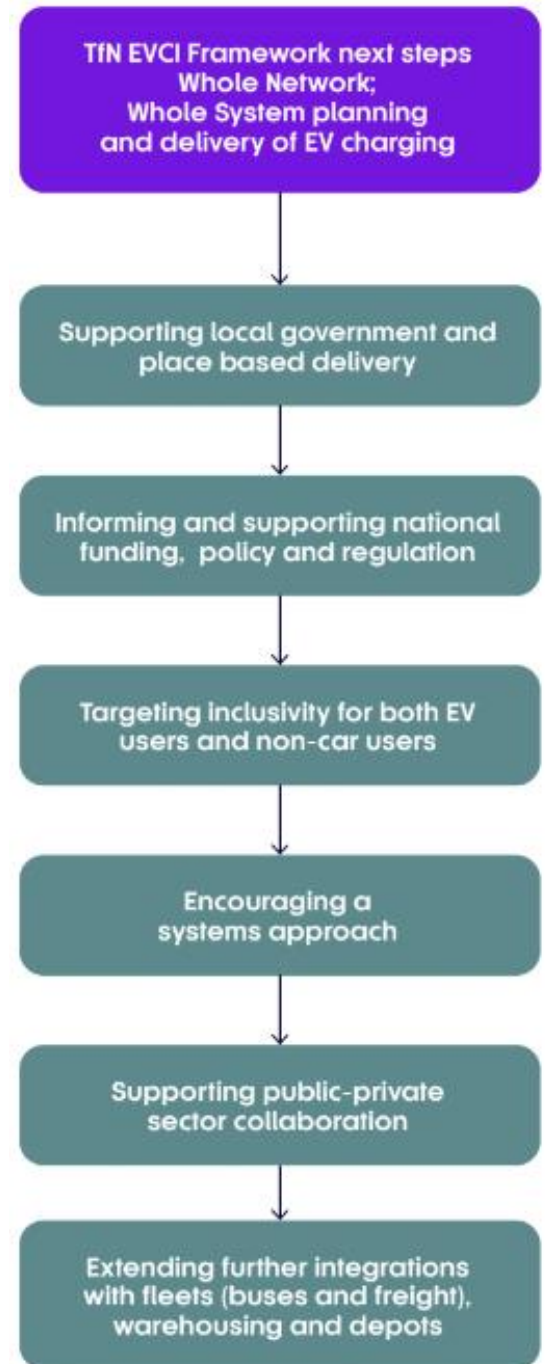
How can it be viewed?

5-year increments to 2050
 Geographic options - Regional, Local Authority and MSOA levels.
 Charging data by point, zone or route depending on selections.
 Option to add various travel demand scenarios.
 Different user behavioural scenarios.
 Total, by density or per thousand vehicle registered in an area.

**Model IP with TfN (provided via a licence to STBs), providing control on future iterations, enhancements and applications.*

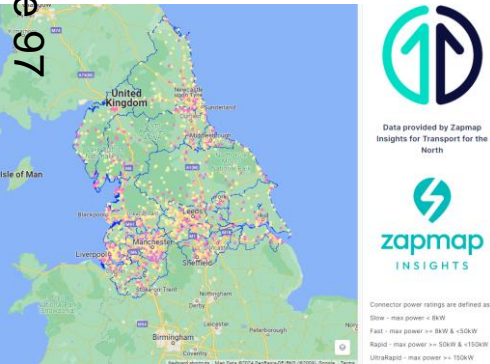
1. EVCI Framework - what the TfN EVCI Framework is used towards?

1. Whole network view which informs Local Authority plans, strategies and delivery.
 - Support via TfN's EV regional partner group
 - Evidencing and supporting public spend – LEVI & ORCS
 - EV strategies, Local Transport Plans, Local Area Energy Plans
2. Evidence provided to Government and others (i.e. Transport Select Committee) on charging requirements, policy and legislation decisions. Strategy published Dec 2022. TfN and local partners developing recommendations to further support EV transition (during 2024).
3. Informing delivery partner activities (i.e.):
 - National Highways activities (road investment decisions and Rapid Charging Fund)
 - Rail North / Trans-Pennine Rail Upgrade
4. Drawing in private sector interest, collaboration and investment into the region.
5. Shaping systems approach to facilitate accelerated delivery on pan-regional priorities. Data collaborations with DNOs, National Grid and Ofgem (new Regional Systems Planner strengthens the role of regional strategic planning).

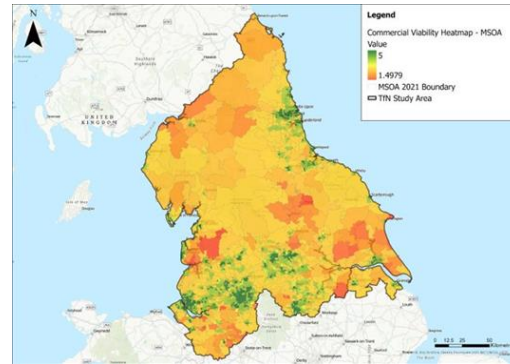


1. EVCI Framework - example enhancements coming soon...

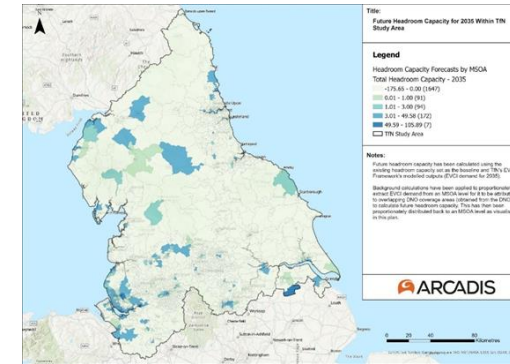
Monitoring current vrs required charging and sharing data with LAs.



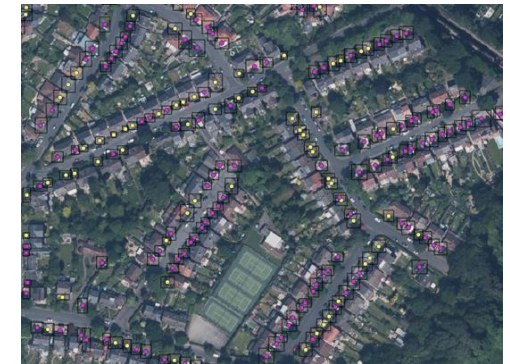
Mapping chargepoint investment commercial viability to MSOA level



Measuring primary substation headroom through to 2035



Mapping on/off street parking provision across all 6.4m residential households



2. TfN led engagement and advocacy

Regional EV engagement

- Multi-agency forum focused on evidencing the regions strategic infrastructure needs.
- Facilitating knowledge sharing, expertise and collective views on live issues.
- Supporting local partner strategy, planning and delivery actions.

Private sector (CPOs)

- EVCI Framework communicates investment opportunities across the region.
- Improving understanding of, and connections with, suppliers.
- Valuable feedback on LA procurement and contract approaches.

National Government & delivery body's

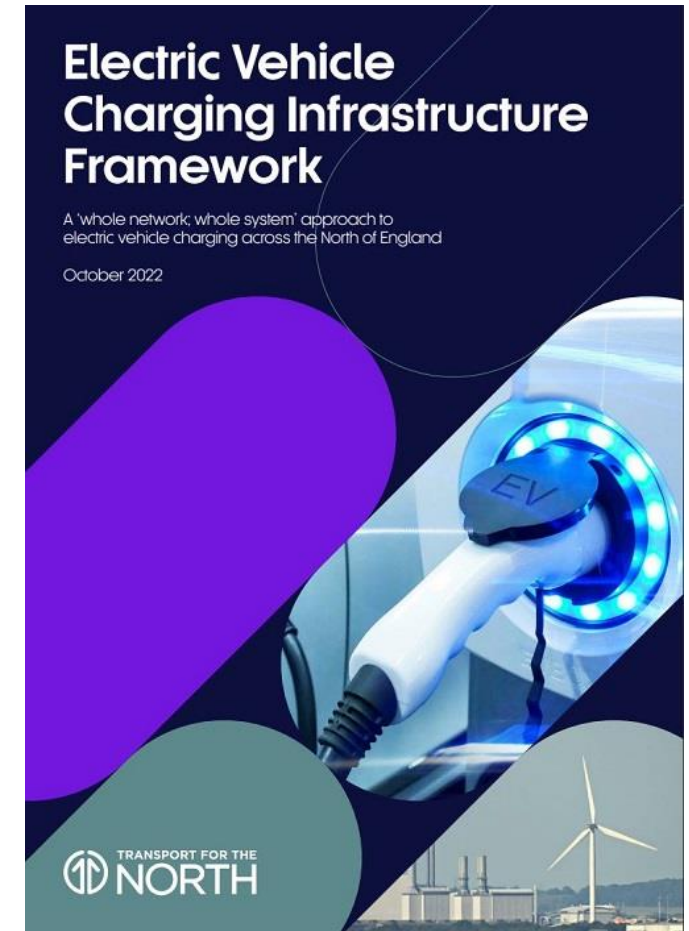
- Engagement and advice with Government departments.
- Representation at LEVI Advisory Boards.
- Application of evidence with National Highways & Rail North.
- Shaping cross-infrastructure and public-private partnerships.

3. Local EV Infrastructure (LEVI) fund – actions to support local delivery of national programme.

- MCA and LTA partners requested TfN support regarding delivery challenges of LEVI.
- TfN have engaged with the Office for Zero Emission Vehicles with a view to addressing challenges in ways that remove barriers and enabling delivery. Key topics include:
 1. Urgent timeframe reprogramming to ensure effective delivery and management of risk.
 2. Need for better communications, consistency and clarity. Options include adapting TfNs regional EV forum to support sharing of delivery experience, and impartial monitoring and assurance reviews where requested.
 3. Opportunities to improve private sector understanding and manage risks.
 4. Process improvements – greater emphasis on empowering local planning and funding decisions accounting for actions ‘on the ground’, offers a way to simplify processes and accelerate delivery; ensuring a regional whole network outcome; applying lessons from pilots and early tranches; release of enabling guidance.
 5. Capability funding – resource funding to reflect existing programme delays; review success and coverage of funding.
 6. Alignment across Sectors – highlighting the importance of multi-organisation approach to support effective delivery and ensuring grid connections required to support expansion of EV charge points.

4. TfN advice to support delivery of investment in Electric Vehicles

- TfN regional strategy (Oct 2022) – TfN board agreed EV roll out requires a ‘whole network, whole system’ approach at a regional scale, accounting for user movements across individual local authority boundaries.
- TfN and partners (via the regional EV forum) have identified actions to continue shaping a rapid and equitable EV transition.
- Proposed ‘State of Play’ report aimed at promoting key messages from the region to support and inform national actions, to tackle risk and seize opportunities to improve delivery.
- 6 themes:
 - Vehicle access
 - Charging rollout for cars, vans and HGVs
 - Inclusivity
 - Transport and Energy
 - Sustainability
 - Skills



Considerations – that TfN Board:

- a) **Notes** analysis of EV uptake and supporting charging infrastructure deployment progress against evidenced future need.
- b) **Notes** TfN's actions to support partners across the region, including new evidence capabilities available alongside ongoing partner support.
- a) **Endorses** TfN's Electric Vehicle State of Play report at **Appendix 4**, and next steps to work with our partners (nationally and across the North) on operationalising these actions.



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Appendix 3: Transport for the North (TfN) Electric Vehicle (EV) State of Play report – Draft recommendations

Electric vehicle access

Recommendation 1:

Consider a national scheme providing individuals with targeted financial support to purchase EVs, with a focus on the second-hand market. In doing so, the relative cost of all transport modes should be considered to ensure active travel and public transport remain attractive travel choices (in line with TfNs STP road use success metrics and road travel appraisal hierarchy¹). Other options for assessment could be based on transport related social exclusion evidence (i.e. those with least public and active transport connectivity accessibility), with local authorities determining criteria, with the support of national Government.

Recommendation 2:

Building on work underway, a national education campaign is required to provide trusted information, in order to increase public confidence in the EV transition. This should be targeted at sections of society that are currently least likely to make the change.

Chargepoint rollout

Recommendation 3:

Delivery of government funded projects (such as Local Electric Vehicle Infrastructure (LEVI) & Rapid Charge Funds), is monitored by an independent task body to provide evaluation and recommendations which shape future funding actions, as highlighted in recommendation 8. Transport for the North provides monitoring and evaluation capacity for our regional partners which can support delivery of this recommendation.

Recommendation 4:

Solutions to reduce the delay of appointing Chargepoint Operators, as well as speeding up the installation of Chargepoints, are investigated and applied.

Recommendation 5:

¹ https://transportfornorth.com/wp-content/uploads/TFN_MajorRoads_Report_Dec21.pdf

Theft, vandalism and safety considerations are embedded, and where possible funded, within charge point delivery.

Recommendation 6:

Clear national guidance is provided on charge point usage liability and maintenance to support local and national delivery, such as the government cross-pavement charging grant.

Recommendation 7:

All public charge points either have adequate mobile phone reception coverage or provide a Wi-Fi hotspot in close proximity.

Inclusivity

Recommendation 8:

Future charging infrastructure investment is considered to ensure public charge point provision in specific areas of need not fulfilled by the current LEVI programme. This should be informed by monitoring and evaluation of deployment and enabled by TfN's evidence. It should recognise TfN's whole network vision, the travel hierarchy and the needs of local residents.

Recommendation 9:

The VAT rate on public charge points is brought in line with home energy VAT at 5%. This should be supported by consideration towards other options to reduce charging costs for those without access to a home charger, such as tariff legislation and use of technological solutions.

Recommendation 10:

That the UK Government should lead a detailed and informed discussion with regards to tax revenue from fuel duty and vehicle excise duty, with a view to setting a clear direction. An integral part of this review should be how to improve equitable access to all modes of transport.

Recommendation 11:

A phased mandating of the updated minimum accessibility standard (PAS1899) for Chargepoints is introduced, with a focus on moving at pace to ensure infrastructure is accessible to all during the EV transition.

Transport and Energy

Recommendation 12:

A more formalised process is introduced to further allow for the energy and transport sectors to integrate evidence and place-based planning to shape delivery (i.e. Local Area Energy Plans and TfN's EV Charging Infrastructure Framework).

Sustainability

Recommendation 13:

That all electricity used to power EV chargers is from renewable sources, to support our net zero ambitions.

Recommendation 14:

The UK Government encourages investment in battery production factories and ensures appropriate regulations are in place in regard of production, reuse, recycling and disposal of EV car batteries.

Skills

Recommendation 15:

Further investment is made into EV related training to increase the speed of the EV transition and support economic growth in the region.

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Transport for the North Electric Vehicle (EV) State of Play Report (DRAFT)

TfN's policy recommendations on the transition to electric vehicles

Introduction

Transport for the North (TfN) is a statutory partner of the Department for Transport (DfT). We are a body of elected and business leaders from across the North, who collectively represent the region's 16 million citizens and 1.1 million businesses. Complementing the work of Mayoral Combined Authorities (MCAs) and Local Transport Authorities (LTAs), and with powers devolved from central Government, our role is to add value by ensuring that funding and strategic decisions about transport for the North are informed by local knowledge, expertise and requirements.

Our Strategic Transport Plan (STP) sets out the opportunities and challenges facing the North of England's economy, people and communities, demonstrating how improved transport links are needed to help the North achieve its true potential.

Our STP has three clear strategic ambitions the North wants to achieve:

1. Transforming economic performance
2. Rapid decarbonisation of our transport system
3. Enhancing social inclusion and health

There is a high level of car dependency in the North, with around 8 million registered cars in the region and 61.1 billion miles driven annually by cars and taxis on our region's roads. Additionally, there are over 970,000 vans, and around 12,000 HGVs, whilst over 90% of freight lifted by tonnage is moved by road. Motorised road travel is the largest contributor to surface transport carbon emissions in the North of England, with more than 95% of the 26 million tonnes of transport-related carbon emissions per year from road transport. The North's highway network is responsible for 23% of UK road emissions and 6% of total UK emissions.

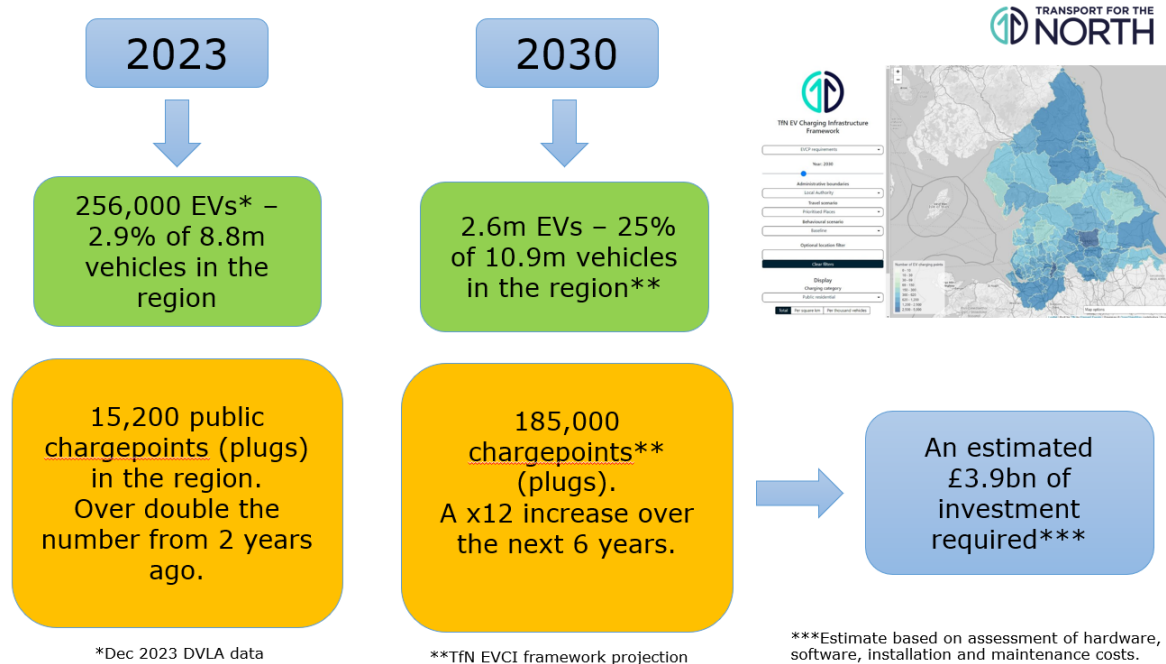
Our vision for a better connected, prosperous and environmentally sustainable north of England, requires substantial modal shift and management of road vehicle demand. Our 'right share' metric proposes a reduction in car dependency, with a target share of public transport and active travel trips increasing from 36.4% currently to 51% by 2050. Aligned to this is a metric for a zero mileage increase in regional car and taxi trips by 2045.

Whilst consistent and substantial investment in active travel and public transport is required, the transition to electric vehicles is important as it will significantly contribute to our emission reduction targets; a 56% reduction by 2030 (11 million tonnes), and near zero surface transport

carbon emissions by 2045, as stated in our Transport Decarbonisation Strategy. It is critical that the transition to electric vehicles takes place and that investment in charging infrastructure provision is realised in all areas of our region, across varying local transport realities, in order to ensure consumer confidence and the necessary speed of change.

TfN’s evidence – where we are and where we believe we need to be

Figure 1: TfN’s forecasts for the region through to 2030



An evidenced approach

TfN’s publications and tools are derived from original empirical, analytic and case study research conducted through detailed consultation and collaboration with partners and through reviewing best practice. Where possible, TfN’s primary objective is to make this material available to its MCAs/LTA partners.

TfN is also cognisant of qualitative and statistical analysis from documents published by its partners and the DfT, utilising those as appropriate to augment our evidence base to support the case for transport investment in the North.

TfN’s EV Charging Infrastructure Framework

TfN strongly advocates the benefits of a ‘whole journey’ and ‘whole network’ approach to infrastructure planning. Realising the potential of electric vehicles, including delivering the associated charging infrastructure, requires an approach at a scale beyond individual local authority boundaries. Taking a systems approach, TfN has developed our

openly available toolkit with our MCAs/LTAs, transport and energy organisations, and other partners across the North of England.

Figure 2: A Systems Approach



Our EV Charging Infrastructure (EVCI) Framework outlines a regional strategy for EV charging requirements to support the movement of cars, vans and HGVs. Our interactive visualiser tool applies TfN’s powerful regional analytics to develop a robust and comprehensive place-based understanding of charging infrastructure need across the North. This spatial and temporal route map communicates investment opportunities and de-risks investment decisions (both public and private) across sectors by using robust evidence to increase certainty and confidence of infrastructure need; particularly with regard to identifying the different types of charging required in different places, where these will be needed and when.

TfN has also rolled out the EVCI Framework to all of England’s other Subnational Transport Bodies (STBs) and their constituent local authorities, as requested by the Department for Transport (DfT).

The purpose of this report

This report aims to:

- Apply TfN’s evidence, to monitor, review and evaluate progress of charging infrastructure deployment against our forecasted needs.

- Consolidate the expertise and views of our regional partnership, to highlight key policy related recommendations to government.

TfN has the ability to monitor chargepoint rollout metrics via its EVCI Framework, as well as infuse new datasets and enhancements to support planning and delivery, based on partner priorities. TfN's intention is to provide an annual State of Play horizon report to evaluate progress and inform future decision making.

It is the belief of TfN and its partners that the recommendations included in this report will further increase the speed and sustainability of the EV transition by highlighting best practice and success, required investment, and current or expected barriers that require intervention to continue a step change in the level of transition to electric vehicles. This report also seeks to highlight what is required for a fair, just and sustainable transition for all.

These recommendations fall into six 'Systems Thinking' themes:

- Electric vehicle access
- Chargepoint rollout
- Inclusivity
- Transport and Energy
- Sustainability
- Skills

Next steps:

- Publish the report and use these recommendations as a basis for continued work with regional and national partners.
- Continue to engage closely with the Office for Zero Emission Vehicles (OZEV) and other government departments to identify areas of risk or opportunity, applying TfN's EVCI Framework evidence.
- Continue to improve our EV evidence and capabilities, based on partner priorities, were appropriate integrating TfNs wider capabilities such as buses, freight, connected mobility and transport related social exclusion.
- Further encourage and support a 'systems thinking' approach across the transport, energy, spatial, digital and skills sectors to operationalise recommendations, in order to support and deliver action.

Themes:

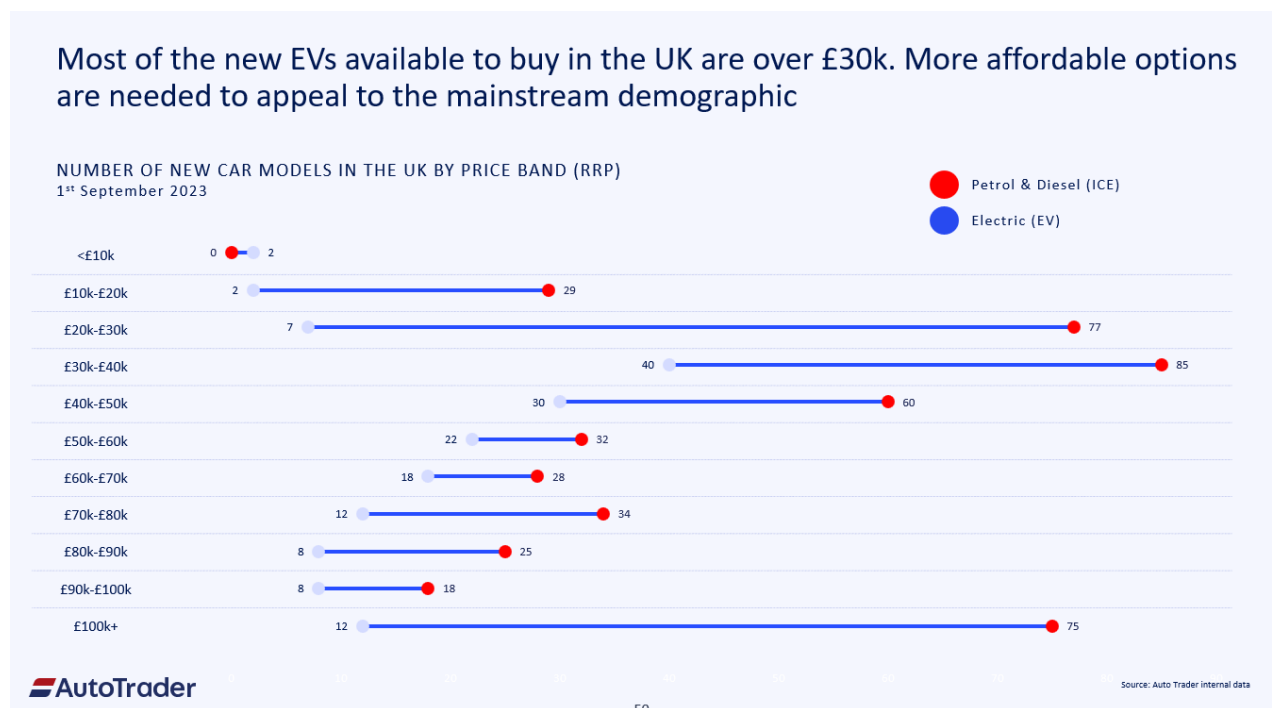
Electric vehicle access

According to 2023 DVLA vehicle registration data, there are around 8.8 million vehicles (cars, vans and HGVs) on the region's roads, with around

250,000 of these being EVs, 2.9% of the overall total. The UK Government is set to reinstate the 2030 ban on the sale of new internal combustion engine (ICE) cars (currently 2035), with the Zero Emission Vehicle (ZEV) mandate setting out the percentage of ZEV cars and vans that manufacturers will be required to produce. 80% of new cars and 70% of new vans sold will be required to be zero emission by 2030, increasing to 100% in 2035. Currently, levels of sales of both new (315,000 battery electric cars registered nationally in 2023, 18% higher than 2022) and used EVs are relatively positive, with projections for future market share looking promising. By 2029, Autotrader estimate 43% of sub 5-year old cars on the road will be EVs, and price parity is already happening across certain comparable models. For example, a one to three year old Petrol Renault Clio is currently selling at around £13,000, compared to a fully electric, one to three year old Renault Zoe at £15,000.

Whilst this is the case, the reality more generally is that the transition is only taking place in certain, more affluent sections of society. The average price of a used EV is £28,000. Whilst this cost will reduce over time due to an older fleet of used EVs being available, as well as an increase in the availability of small and medium models, currently the cost far exceeds the budget of many car buyers.

Figure 3: Number of new models, petrol/diesel v EV
(source: Auto Trader, 2023)



This point is highlighted in our own 'Northern Transport Voices' research findings, with 56% of respondents looking for lower EV upfront and/or running costs when they replace their current vehicle.

As viewed in TfN's EVCI Framework visualiser, the impact of vehicle costs and user price accessibility on forecasted sales of new EVs based on socioeconomic factors can be understood. This outlines the potential for an uneven transition to EV uptake across our region, highlighting areas which could 'electrify' faster or which are vulnerable to transport related social exclusion associated with decarbonisation of the vehicle stock. Applying this evidence, we can support a stronger correlation between demand and charging infrastructure investment. But also highlight the more difficult task of decarbonising via EVs for some areas of our region. Applications can include:

- Identify priority areas for faster deployment to support early EV uptake, high annual mileages (higher emitting trips) and charging demand; or to be more commercially attractive.
- Link with household compositions to target areas with high earlier EV uptake with no off-street charging.
- Support stimulus for more policy or infrastructure action to improve social access to EVs where uptake may be slower in the short term (including where charging access is a blocker).
- Understand areas of low uptake and possible need for other decarbonised travel options in the short to medium term (i.e. public transport and active travel connectivity).
- Link to distance travelled to target areas of high potential uptake and the high emitting journeys.
- Understand potential first and second-hand market impacts to better inform planning.

It is also important to highlight that there is likely to be an increased role over time for shared car ownership in the form of increased provision of electric car clubs, which have the potential to provide a viable alternative to car ownership.

Recommendation 1:

Consider a national scheme providing individuals with targeted financial support to purchase EVs, with a focus on the second-hand market. In doing so, the relative cost of all transport modes should be considered to ensure active travel and public transport remain attractive travel choices (in line with TfN's STP road use success metrics and road travel appraisal hierarchy¹). Other

¹ https://transportfornorth.com/wp-content/uploads/TFN_MajorRoads_Report_Dec21.pdf

options for assessment could be based on transport related social exclusion evidence (i.e. those with least public and active transport connectivity accessibility), with local authorities determining criteria, with the support of national Government.

Providing financial support for those unable to make the switch otherwise, will help to ensure that a package of 'wraparound' vehicle and charging support is available, which should include targeted promotion of the support available. Whilst acknowledging existing UK tax breaks for company cars via salary sacrifice schemes and reduced benefit in kind rates, such schemes are unlikely to reach those most in need of support. Further qualitative findings from our Northern Voices research, highlighted that a lack of clarity on government incentives for EV purchase, as well as future vehicle taxation is negatively impacting consumer confidence.

Examples of financial support which could be considered include the, now withdrawn, UK's Plug-in car grant, France's purchase subsidies, an interest free loan option, such as available in Scotland, or a removal or reduction of the 20% VAT on new EVs. It may also be more targeted and effective to provide grants or reduce VAT on used EVs. The focus needs to be on supporting the transition for those on lower incomes or who have insecure pay arrangements. It is also important to support a strong second-hand car market, meaning EVs have a higher residual value, encouraging the purchase of new EVs by those able to do so.

Further to this, there is a need to ensure car manufacturers provide an adequate selection of small and medium sized EVs that meet the needs consumers. Many car owners are 'brand loyal' and will only make the switch when an equivalent EV is available.

Recommendation 2:

Building on work underway, a national education campaign is required to provide trusted information, in order to increase public confidence in the EV transition. This should be targeted at sections of society that are currently least likely to make the change.

Clear consistent information, both for current and future EV drivers is vital to encouraging and maintaining EV uptake. Conflicting information is abundant in the public domain and is another key factor affecting the general public's desire to make the switch to an EV. Some of these claims often fuel scepticism about making the change to electric vehicles. Context is also important when considering use of petrol and diesel vehicles and what current users of those vehicles experience and accept in terms of cost, maintenance and reliability..

Evidence from MCAs/LTAs social media communications material responses suggests more is needed to inform the public and support best understanding of facts, evidence and experiences. They have also found it challenging to resource the maintaining and updating of website content due to the quantity of new information in this space. In Spring 2023 TfN carried out its own research into consumer attitudes to the EV transition via its Northern Transport Voices panel of around 500 people (204 responses). Our results show the barriers to making the switch, with good quality and reliable information highlighted as a key requirement.

TfN notes work to date by government, academics and industry to educate the public, for example the Office of Zero Emission Vehicles (OZEV) recent guidance on costs, charging and infrastructure and Fair Charge's Little Book of EV myths. National Highways is also taking forward an EV 'End-to-End Journey' trial project aiming to improve user experience by improving physical and digital signage and information to increase user confidence (i.e. reducing range anxiety). However, TfN believes more is needed to reach all sections of society and avoid concerns from many that see EVs as not suitable for their circumstances.

Chargepoint roll out

Provision – where we are and where we need to be

Whilst the number of UK public charge points continues to grow at ever increasing rates (around 61,000 in April 2024, 43% higher than in April 2022), there are significant concerns that the pace is still not quick enough to be sufficiently ahead of demand to ensure targets for transition to EVs are met. TfN's region currently has around 8,000 public chargers (15,000 plugs), 13% of the total, despite having 24% of the population.

TfN's electric vehicle charging infrastructure (EVCI) framework and visualiser tool provides current and projected requirements for EVCI provision. For example, by 2030 the projection is that 185,000 public charge points (plugs) are required in the region, requiring an estimated investment of £3.9 billion. This estimate accounts for hardware, software, installation and maintenance, but does not include electricity grid enhancements and reinforcements. Our forecasts break down public charging requirements into the categories below in figure 4. This provision will cater for the charging requirements of electric cars, vans and HGVs, therefore taking into account fleet and freight movements. Of the 2.6m EVs we forecast to be on the region's roads by 2030, over 205,000 are set to be vans and around 5,000 HGVs.

Figure 4: TfN’s forecasted chargepoint breakdown for the region in 2030

Year	Chargepoint type	Forecasted number (plugs)
2030	Public residential	94,201
2030	HGV depot	10,715
2030	Destination	39,603
2030	Workplace	36,098
2030	Rapid	4,124
2030	Total	184,741

Whilst a sizeable number of chargepoint installations are in the pipeline, it is important that TfN and its MCAs/LTA partners monitor numbers against projections. TfN has also carried out work to understand the commercial viability of potential chargepoint locations, showing areas that are more or less attractive to chargepoint operators (see Inclusivity section for more detail).

Clearly, the transition to EVs and delivery of associated charge point provision is going through a significant period of piloting, trials and user behaviour experiences. Despite the fact that an estimated 80%+ of current EV drivers have a home charger, 90% of them still use the public network showcasing that it’s required by nearly all those using EVs. In addition, as highlighted in our Inclusivity theme, a full transition to EV can only happen if households without off-street parking are provided with adequate near home charging options.

Recommendation 3:

Delivery of government funded projects (such as Local Electric Vehicle Infrastructure (LEVI) & Rapid Charge Funds), is monitored by an independent task body to provide evaluation and recommendations which shape future funding actions, as highlighted in recommendation 8. Transport for the North provides monitoring and evaluation capacity for our regional partners which can support delivery of this recommendation.

The use of government support to fund the On-street residential chargepoint scheme (ORCS) and the Local Electric Vehicle Infrastructure (LEVI) trials, as well as the main LEVI fund, serves to support on-street provision in areas of the country where households do not have driveways. The Government’s Rapid Charge Fund is supporting creating

grid capacity in the vicinity of strategic and major roads. Household funding is now also available to support cross-channel pavement solutions. These allow households without off-street parking to install a home charger. Grants towards charge points at state-funded schools are also available. However, MCAs/LTAs must have the necessary approvals, resource and processes in place to be able to support applications from residents.

All such funding is valued by TfN and its MCAs/LTA partners, but it is recognised that a holistic view of the interplay between them and the local authority resource required to apply, and deliver is fully considered. This is also true in terms of ensuring any pilot funding achieves its aim of being delivered and informing wider delivery. TfN has the ability to monitor chargepoint rollout metrics via its EVCI Framework, as well as infuse new datasets and enhancements, based on partner priorities. TfN's intention is to provide an annual State of Play horizon report to evaluate progress and inform future decision making.

The Council for Net Zero Transport has been formed to help the delivery of the UK's decarbonisation transition. The recommended monitoring and evaluation function could feed into the work of this body.

Recommendation 4:

Solutions to reduce the delay of appointing Charge Point Operators, as well as speeding up the installation of chargepoints, are investigated and applied.

Appointing chargepoint operators (CPOs)

Given the relatively recent requirement for EV chargepoint delivery it is understandable that there are administrative delays as processes are worked up and refined. As the number of chargepoints continues to grow, so does the amount of market engagement and procurement processes. To this end it is vital that the key lessons learnt are captured which provide clarity and consistency to future processes. Specific and consistent guidance on the legal aspects is critical to providing the certainty that MCAs/LTAs need to establish robust contracts with CPOs. Standard terms and contracts may not be feasible due to the variety of circumstances and different delivery models.

However, template documentation for different contract options would be of real use to MCAs/LTAs and would speed up the appointment process, particularly for those with a low level of experience in this area. Key areas of a vital feedback loop are around contract length, tariffs, revenue margins and balancing the delivery of commercially viable and non-commercially viable chargepoints. Where possible and practical, opportunities for aggregation and economies of scale should be taken. It

is also important that the CPOs are educated as to the realities of public sector procurement processes. Doing so reduces the chances of not adhering to mandatory aspects, as well as reducing the likelihood of failed processes or drawn out negotiations.

Speeding up installations

TfN welcomes the government's consultation on CPOs being brought into the street works permitting regime, meaning they will no longer face the delay of applying for a section 50 licence, thus speeding up installations.

TfN has actively engaged with the three distribution network organisations (DNOs) in the region and is seeing positive results (see our Transport and Energy theme). It is clear the DNOs are increasing capacity and improving processes but, with a significant amount of installation requests coming through (e.g. LEVI), monitoring of resource and opportunities to learn from and adapt processes are critical to the speed of chargepoint rollout. DNOs need visibility of the pipeline of projects in order to plan grid reinforcement accordingly. Acquiring land from third party owners can often also provide a challenge and a delay to all stakeholders involved.

In terms of within local authorities, again, resource and expertise are growing, however, this is far from consistent across localities, with a danger that a varied picture of charging provision, types and usage costs will result.

A clear and consistent national vision is required, with complementary, consistent funding streams, along with clear delivery guidance that provides the opportunity for a chargepoint rollout that is fit for purpose and meets consumer needs. TfN and its partners recognise the steps taken by OZEV to provide this and are open to working collaboratively to apply lessons learned and evidence to shape this continued effort.

Within local authorities, devolved freedom and flexibility within that vision (and any associated targets) will allow for local place-based solutions to ensure fit for purpose outcomes for the communities they serve. Individuals, teams and departments within authorities should have the skills, knowledge and levels of resource required to ensure joined up processes and quicker delivery (see theme F: Skills).

Improving user confidence

Understandably, there is a clear focus on the roll out and installation of chargepoints. However, TfN is aware of current and potential issues that have the potential to negatively affect user experience and thus impact current and future provision. Good work is underway in this area but there must be continued oversight, focus and reporting to ensure a

positive user experience and increased consumer confidence in the availability and usage of charge points.

Recommendation 5:

Theft, vandalism and safety considerations are embedded, and where possible funded, within charge point delivery.

Theft and vandalism of chargepoints is an example of this and presents a growing issue. In some areas the transition to EVs is seen as being forced upon residents and deemed elitist (see recommendation 2: myth busting campaign and theme C: Inclusivity), with this causing growing resentment and negativity amongst certain communities. This resentment appears to be resulting in increased vandalism of charge points and theft of cables. Whilst the reality is cables are worth very little in terms of financial gain, it appears the combination of a belief that they are valuable, a backlash against a transition to EVs seen as enforced, and lack of concern of prosecution, means theft and vandalism are on the rise. MCAs/LTAs and/or CPOs face significant costs (in some cases, around £30,000) and logistics to resolve such situations and EV drivers themselves face uncertainty and issues with charge points not being in use.

A package of measures, including improved charge point design/signage, CCTV, appropriate positioning, lighting, forensic marking, and enforcement and prosecution will help. It is important that funding pots, such as LEVI, enable the inclusion of theft, vandalism and safety equipment within their funding criteria. However, winning 'hearts and minds' against what is often believed to be an antiestablishment protest crime is just as important when looking to resolve this situation and must not be overlooked. In addition, provision of CCTV also has a positive impact on the safety concerns of some users who may have concerns around using certain charge points, particularly if using local charging hubs overnight that require walking to and from.

Recommendation 6:

Clear national guidance is provided on charge point usage liability and maintenance to support local and national delivery, such as the government cross-pavement charging grant.

Another ongoing issue with charge points is liability. This is particularly true in terms of trailing cables from home or on-street chargers. Whilst many councils have introduced their own approach to specifying liability, a number are still hesitant to do so and are therefore unable to fulfil resident requests to access the government's grant for cross-pavement charging solutions or install on-street chargers. A clear consistent government stance on this topic would be welcomed in order to increase

the confidence in the delivery of charge point provision, particularly by local authorities. Providing a consistent approach not only provides clarity and confidence for MCAs/LTAs to support charge points delivery, but also increases the public's understanding in this area.

The Public Charge Point regulations 2023 provides measures to ensure customers can be confident that public charge points will be in good working order. This is critical to inspiring confidence in use and uptake of EVs. It sets out that 99% of rapid chargers should be reliable as an average across each charge point operators network. Consideration should be given to extending this measure across public non-rapid networks to enhance reliability across the whole network of charging infrastructure.

Recommendation 7:

All public charge points either have adequate mobile phone reception coverage or provide a Wi-Fi hotspot in close proximity.

Users of charge points want to be confident they are operational and easy to use. TfN welcomes the Public Charge Point Regulations 2023 guidance which looks to ensure consumers can easily locate the right charge point, be confident it is working, compare prices and find it easy to pay. However, whilst user experience is improving it is still too varied and affects the confidence of current and potential users. An example of this is research from the RAC Foundation that suggests that around two-thirds of the public charge points that are 8kW or below (these are not obliged to provide contactless payment), outside of London, do not provide adequate levels of mobile data coverage across the four main networks. The vast majority of EV drivers use mobile phone apps to access such chargers, and the chargers themselves also need a signal to function. Improving digital connectivity more generally also has additional transport benefits for local communities, such as contactless bus payments and demand responsive transport. It also supports wider benefits in terms of working from home and local businesses.

Inclusivity

Social inclusion through private vehicle charging access

TfN's work on Transport Related Social Exclusion (TRSE) highlights those areas where transport issues have a fundamental and negative impact on everyday life. In the North 3.3 million people live in areas with a high risk of TRSE, 21% of the population. Many people living in these areas have no access to a car or may have one, due to the lack of alternatives, but limit journeys due to financial constraints. In order to reduce car dependency and TRSE, TfN's STP states that investment in transport infrastructure should be targeted, in the first instance and where appropriate, on active travel and public transport.

Whilst the reduction of car dependency is a critical aim, supported by enhanced public transport and no net vehicle growth, action is required to support decarbonised travel on our road networks.

For this to happen, EV charging infrastructure needs to be accessible and affordable to all sections of society. This is particularly relevant across the North where we see a range of urban, semi-urban, rural and remote place types. National Government funding mechanisms and local authority delivery plans will need to recognise the need for flexibility to ensure solutions fit for a particular place, which can drive the uptake of EVs.

There are different spatial, social, energy and transport challenges across these very different place types. TfN's EVCI Framework, and our evidence from our wider analytical capabilities, can be brought to bear to enable effective delivery which accounts for these different challenges and requirements. By engaging with relevant partners and stakeholders to determine priority areas and deliver them, TfN has a range of current and future EVCI Framework enhancements that can be used individually or layered to support effective chargepoint delivery.

Enhancements to TfN's evidence provides an assessment of likely chargepoint commercial viability for the north. This provides our MCA / LTA partners with a heatmap output at middle super output area level (MSOA) with which they can apply to their planning and delivery. Using a scoring matrix (population density, levels of deprivation, proximity to major roads, flood risk and grid capacity) to determine likely commercial viability.

Further to this, as highlighted in the Chargepoint rollout section, TfN and Ordnance Survey have jointly worked on mapping driveway presence provision across the North. Satellite imagery and spatial data was used to upgrade our EVCI Framework to map the presence of household driveways, across 6.4m residential households in the region. This has improved our accuracy of understanding driveways within an area, and also means we can supply our partnership with localised intelligence pinpointing driveway locations across our region. Results suggest 53% of residences have driveways and 47% do not. This is above the national average of around 40% without driveways, showcasing the vital need for public charging provision that supports the EV transition.

Figure 5: Example output from TfN and Ordnance Survey driveway analysis



Recommendation 8:

Future charging infrastructure investment is considered to ensure public charge point provision in specific areas of need not fulfilled by current national or local infrastructure deployment programmes. This should be informed by monitoring and evaluation of deployment and enabled by TfN's evidence. It should recognise TfN's whole network vision, the travel hierarchy and the needs of local residents.

The provision of public EV chargepoints should be targeted in specific areas of need, where there is a lack of off-street parking for households who require a car. Previous and existing national funding has been constructive in aiming infrastructure deployment in these areas. As these schemes reach delivery, monitoring and evaluation (Recommendation 3) should shape any further targeted support across the region to meet our forecasted requirements.

As mentioned previously, it is vital that the transition to EVs is inclusive, equitable and fair. In terms of future overall investment in public chargepoints, as stated, TfN currently forecasts that 185,000 are required by 2030. Breaking these down to different charger types, and using latest market financials, the overall private and public investment required in the north is estimated to be £3.9bn. Whilst, as mentioned, a sizeable number of chargepoint installations are in the pipeline, it is important that TfN and its MCAs/LTA partners monitor numbers against forecasts and map these to ensure a fair and equitable transition across all parts of the region. As mentioned, TfN's work on commercial viability provides a focus on those areas at risk of not having the required provision if the rollout is left purely to the market. However, it also is recognised that careful consideration of the overall transport needs of communities is taken into account when planning chargepoint rollouts.

Costs of using private v public charge points

Further to previous references to an inclusive and fair transition to EVs, the disparity of charging costs to those able to charge at home versus those without off-street parking is a stark one. As stated, TfN's own research, supported by Ordnance Survey, shows our region has more households without driveways than the national average.

Data from Zap Map shows the average home intelligent/overnight EV tariff is 8.5p/kWh, whereas those using public chargers are paying an average of 56p/kWh for fast chargers (less than 50kW) and 81p for rapid/ultra-rapid (50kW+). Whilst it is recognised that the public chargers will charge a vehicle much quicker than an overnight charge, the reality is many users are satisfied with overnight charging.

One of the reasons for the higher public chargepoint costs is that VAT is charged at 20% on public chargers, compared to 5% on home charging. TfN believes that those living in properties without off-street parking are at a significant disadvantage and supports the recent Lord's Environment and Climate Change Committee's report and Fair Charge's campaign to seek a reduction of VAT on public charge points to 5%.

However, it must be recognised that, for example, such a reduction would still only reduce a public fast charger to 47.6p/kWh (8.4p cheaper) and so a large differential would still exist.

There are other options which should be explored to make charging more accessible. Examples include:

- To legislate that cheaper tariffs for overnight use of public local charge points are applied, aligned to the home energy tariffs many current EV drivers with home chargers benefit from.
- To consider 'energy porting' whereby the charger recognises a vehicle's ID and the owner is charged based on their home energy tariff. This could be targeted at those living locally to the public charge point and using it overnight. This also has the additional benefit of resolving many of the concerns and barriers to cross pavement solutions installations that MCAs/LTAs are dealing with (see Chargepoint Rollout, charger types).

Recommendation 9:

The VAT rate on public charge points is brought in line with home energy VAT at 5%. This should be supported by consideration towards other options to reduce charging costs for those without access to a home charger, such as tariff legislation and use of technological solutions.

An equitable transport system

How we pay for, and fund mobility is a fundamental factor in ensuring that good transport choices are available and affordable for all members of the community. The cost of transport, whether by private car or public transport, can significantly limit opportunities for people to access jobs, education and other services, particularly as TfN evidence² has shown for people living on a low income.

A headline finding of TfN's recent Travel Choices research, was that for the same distance travelled, those travelling by car face significantly lower costs than those travelling by bus or by train. However, the cost that car travel has on society is much higher. Therefore, increasing public transport ridership through tackling the affordability and quality of public transport is a priority, and the identification of alternative options to fuel duty for car use will be key to achieving that.

As the transition from use of petrol and diesel gathers pace, the £28bn per year tax revenue from fuel duty will start to fall sharply, significantly impacting on government finances. In 2022 the Transport Select Committee launched an inquiry into Zero Emission Vehicles and road pricing, which TfN submitted evidence towards. The Committee published its conclusions and recommendations³, including stating *'The Government must start an honest conversation with the public on the funding implications for road development and maintenance and for other essential public services of decreased revenue from vehicle excise duty and fuel duty'*.

Should government continue to allow fuel duties to decline, without any policy response, that would inevitably result in the need for other taxes to 'plug the gap' or reduced public expenditure, including on maintaining and upgrading transport networks.

Additionally, TfN's Travel Choices research indicates that the total cost of car use to society, in the North, is likely to continue to increase in the future despite an increasing share of EVs in the fleet, due to an increase in the overall number of car trips.

Recommendation 10:

That the UK Government should lead a detailed and informed discussion with regards to tax revenue from fuel duty and vehicle excise duty, with a view to setting a clear direction. An integral part of this review should be how to improve equitable access to all sustainable modes of transport.

² [Transport Related Social Exclusion report](#), TfN, 2022

³ [Road pricing](#), House of Commons Transport Committee, 2022

Accessibility

It is vitally important that all EV users are able to use all charging infrastructure. This is why TfN fully endorses the PAS1899 document that sets out a core minimum standard to ensure disabled and older people, and those with mobility impairments, can access and use charge points. TfN is aware that the standard is currently being updated based on a years' experience of implementation, and that compliance on the ground is limited. TfN supports the idea of phased mandating of suitable new installations so that compliance grows overtime.

Recommendation 11:

A phased mandating of the updated minimum accessibility standard (PAS1899) for chargepoints is introduced, with a focus on moving at pace to ensure infrastructure is accessible to all during the EV transition.

Transport and Energy

Transport and energy sectors

The delivery of transport outcomes is dependent upon aligned strategic planning and investment in energy generation and distribution systems. This is particularly true in terms of the transition to EVs, with transport and energy sectors required to work in harmony to achieve success. The scale of the challenge is significant and complex. In the TfN region, there are currently 256,000 EVs (2.9% of the region's vehicles). TfN's EVCI framework projects that this number will grow to over 2.6m by 2030 (25% of the region's vehicles). In terms of public chargepoint plugs (not including home chargers), there are currently around 15,000 with this projected to rise to 185,000 during the same time period, a twelvefold increase. Clearly, the impact on our energy network is significant with an estimated 5501 Gigawatt-hours (GWh) GW of additional electricity required annually (not including home chargers). This is the equivalent of annual household consumption of around 1.4 million households (applying average use according to Ofgem).

TfN has welcomed the opportunity to support the Office of Gas and Electricity's (Ofgem's) consultation on the future of energy institutions and governance, and the creation of a Regional Energy Strategic Plan (RESP). Removing barriers and siloed delivery strategies is critical to enabling more user-centred, place-based and outcome focused investment decisions. This whole system, forward thinking can ensure the linkages between transport, digital and energy systems are maximised in decision making to inform the policy and political conversations that will enable economic growth, inclusivity and net zero by 2050. In practical

terms, realisation of strategic outcomes for our transport system is dependent upon alignment of investment across these infrastructure sectors. This presents another step forward for cross-sector working, but TfN recognises the need to go further and faster to affect the change required with regard to the EV transition.

Collaborative working and use of data to shape infrastructure investment

Cross-sector working and collaboration is critical to achieving effective and efficient results, grasping opportunities that come with the alignment of infrastructure planning. Via its EV Regional Partner Group, containing local authorities, National Highways and the OZEV (Office for Zero Emission Vehicles), TfN has engaged with the energy regulator Ofgem National Grid and our three DNOs. Continued dialogue and relationship building has increased knowledge and expertise across both sectors. Clearly combining each other's knowledge of their sector, e.g. TfN transport modelling capability and the DNOs future energy projections, can achieve more robust planning. Whilst TfN has its own future transport scenarios, with the energy sector having Distribution Energy Scenarios and Future Energy Scenarios, the increased dialogue and information sharing means future alignment of assumptions and use of best datasets is achievable.

TfN has recently progressed an enhancement to its EVCI Framework, with support from the three DNOs in the region. This joint work has merged DNO data such as the current and future headroom capacity in primary substations, with TfN's future projections for EV and charging demand. Whilst the 'snapshot' outputs do not include for grid enhancements in the pipeline, the work will go some way to highlighting expected pinch points or focus areas for grid reinforcement and increased capacity across our region. This can help to future proof decision making with regards to electricity supply, and target priority areas for action which often need to be made years ahead of delivery. The images below showcase that whilst currently over 90% of primary substations have good levels of capacity currently, this situation will radically change due to increased energy demand for EVs by 2035 (note the shading change from dark to light in the images as capacity reduces). TfN will continue to work with the DNOs in the region to increase the accuracy of this work to inform future grid capacity planning.

Figure 6: Assessment of primary substation headroom capacity in 2025

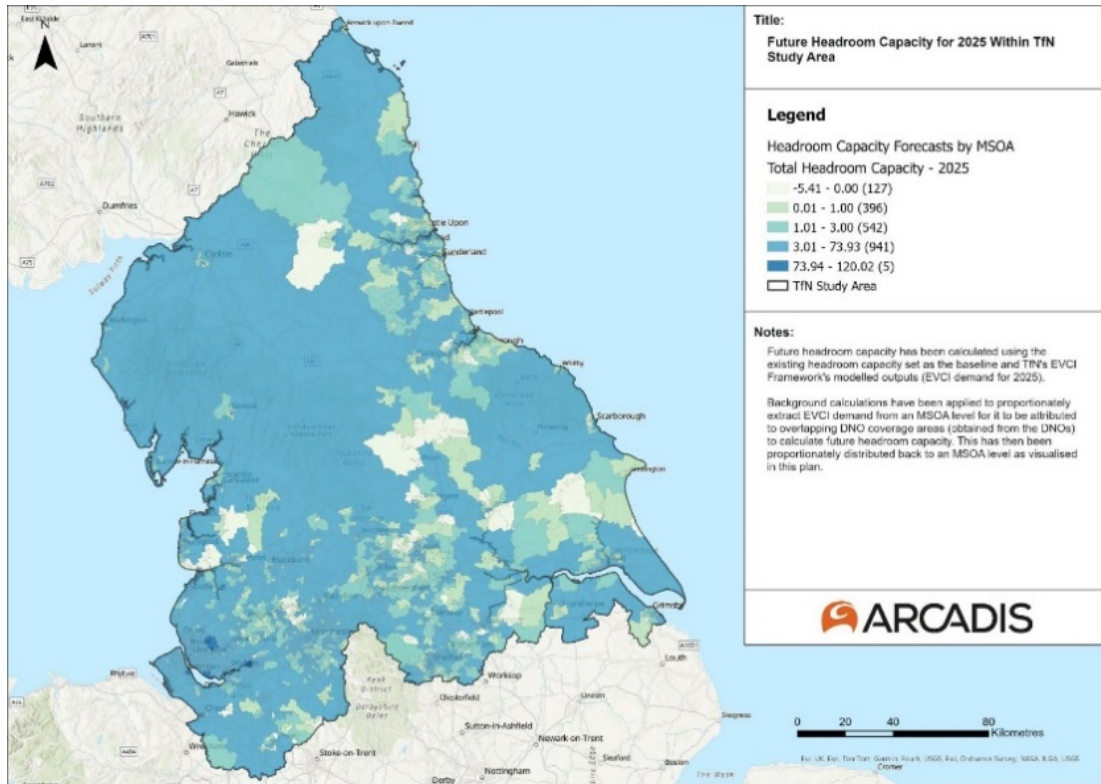


Figure 7: Assessment of primary substation headroom capacity in 2030

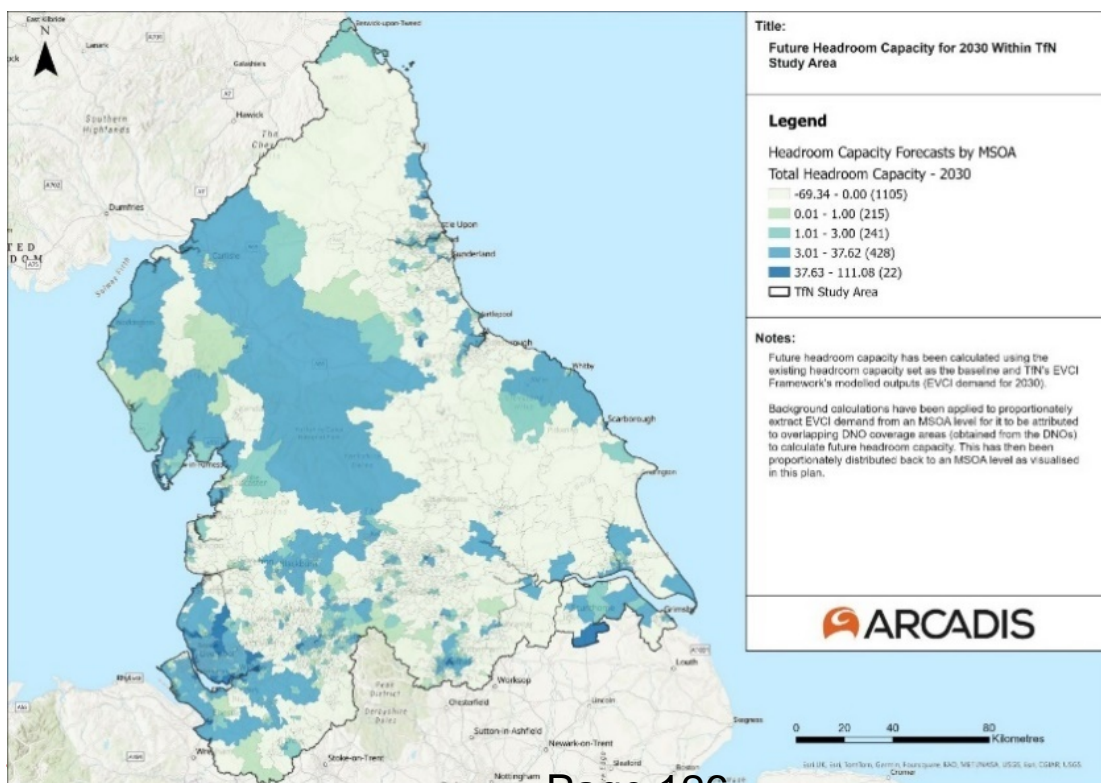
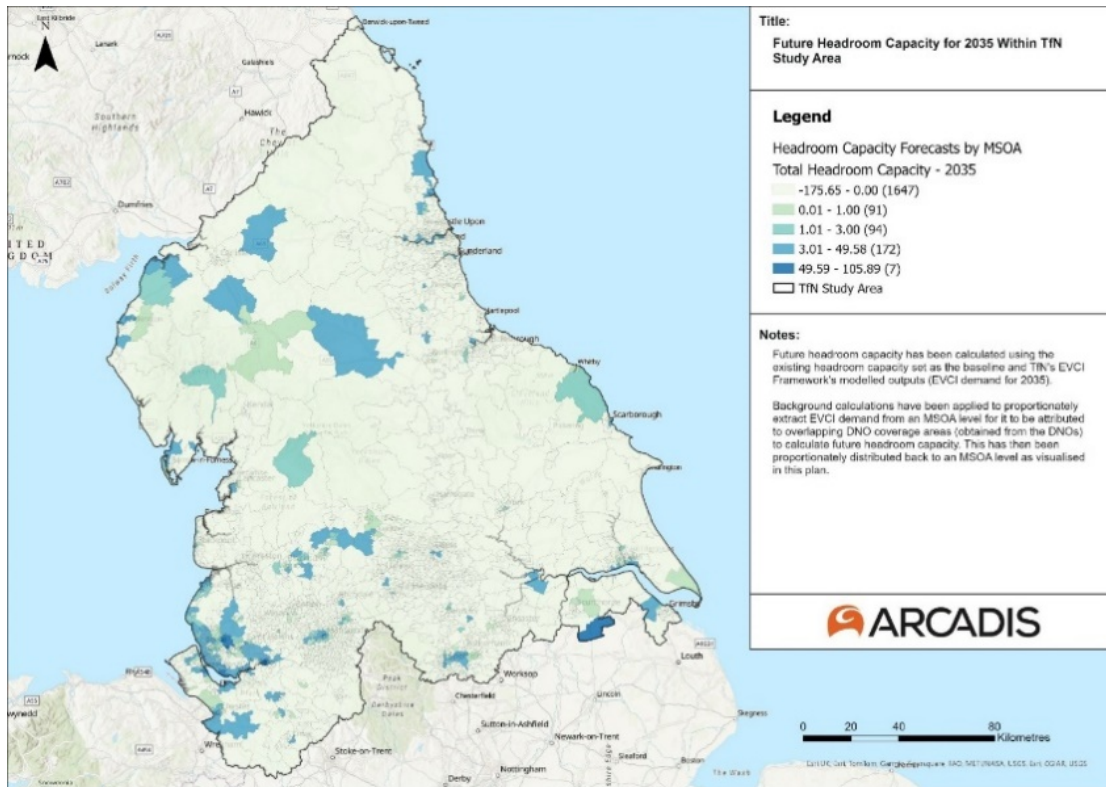


Figure 8: Assessment of primary substation headroom capacity in 2035



Formalising planning and systems thinking

The evidence base assembled by TfN demonstrates how investment in the North’s infrastructure contributes to achieving agreed outcomes on reducing carbon emissions, improving health, and achieving sustainable economic growth. This will require, at a minimum, alignment of analysis, evidence and decision making in transport investment with that in energy systems and digital connectivity.

Tfn acts as a focal point for trusted data and evidence that can be used to develop policy and implement solutions. There are, and will be, critical information links between transport and energy functions and planning considerations with which to share and collaborate on to develop outputs for our industry participants.

Tfn welcomes the positive working relationships we have with northern DNOs, and the development and communication of our EVCI framework, and the enhancements refer to in this report. Whilst progress has been made, it is clear we could collectively do more to take this further. Our evidence available could be more actively incorporated and accounted for in energy planning and delivery. TfN see continued work with our DNOs as key in making best use of critical whole systems tools (and exogenous sources) such as evidence provided by TfN (and other STBs in England as the EVCI Framework is rolled out nationally), and our MCAs/LTAs (Local

Area Energy Plans, (LAEPs)), to collaboratively apply and enhance decision making and delivery towards our mutual ambitions.

TfN recognises an opportunity for the future RESP and ourselves to support improvements to how we plan, develop and deliver infrastructure and services. This includes better informing multiple infrastructure processes and ensuring they are aligned to local and regional requirements. This includes processes such as:

- National Grid's Electricity Distribution (NGED) investment planning process.
- Delivery of the local electricity networks RIIO Electricity Distribution Price Control (RIIO-ED2) period 2023 to 2028.
- Investment channelled through National Highway's Road Investment Strategy.
- Investment channelled through Network Rail's Control Periods for planning and investment.
- Other public investments channelled through government, i.e. Major Infrastructure Projects and funding streams such as the Local Electric Vehicle Infrastructure (LEVI) and Rapid Charging Fund (RCF).

TfN will continue working closely with Ofgem to support the RESP development. It is encouraging the see the development of clear roles and responsibilities for each body, as well as the intention for clear governance procedures and a democratic mandate. We recommend that TfN – as a statutory body - is confirmed as a 'key actor' which should inform, support and be consulted on the RESP when enacted.

Recommendation 12:

A more formalised process is introduced to further allow for the energy and transport sectors to integrate evidence and place-based planning to shape delivery (i.e. Local Area Energy Plans and TfN's EV Charging Infrastructure Framework).

Sustainability

Grid decarbonisation

Whilst EVs are zero emission at point of use there is still a requirement to continue to reduce the carbon emissions associated with the production of the electricity to power them. Emissions from electricity generation have been falling. As highlighted in the Climate Change Committee Electricity Generation report, since 1990 they have fallen 68%, with emissions falling by 62% between 2008 and 2018. The Balanced Net Zero Pathway decarbonises electricity generation by 2035. However, the challenge is to

ensure the rising demand is met with low-carbon generation. With a sizeable contribution related to EVs, electricity demand is projected to double between 2020 and 2050. From an EV charging perspective it is important that those responsible for charge point delivery, including EV owning residents, look to incorporate low carbon solutions in their delivery. For example, this may be through powering charge points via connected or local renewable generation, such as solar panels or wind turbines. Where this is not possible, 100% renewable electricity tariffs should be utilised.

Recommendation 13:

That all electricity used to power EV chargers is from renewable sources, to support our net zero ambitions.

Battery production and the environment

Whilst the source of some debate, there is a growing consensus that EVs produce significantly less carbon dioxide during their lifetimes than internal combustion engine (ICE) cars, including production and battery disposal, with this gap set to widen as electricity generation decarbonises further and manufacturing processes improve and produce less embedded carbon. There are opportunities to further reduce emissions by producing large quantities of batteries used in new EVs here in the UK (see £4bn gigafactory planned for Somerset). TfN supports such potential economic activity in our region, as a sustainable model that supports net zero targets, creates employment and ensures control over, not only the production of batteries, but the reuse, recycling and disposal of them at the end of their life. As highlighted in the Skills section below, there is a real opportunity for the north to further support the 'green economy' transition by expanding investment in EV related production, training and skills to boost economic activity and close the economic imbalance that exists in the country.

Recommendation 14:

The UK Government encourages investment in battery production factories and ensures appropriate regulations are in place in regard of production, reuse, recycling and disposal of EV car batteries.

Skills

EV skills and training

As the EV transition continues and, more generally, the 'green economy' grows, there is an opportunity to make the UK, specifically the North, a leader in terms of EV skills and training. This is in terms of EV knowledge

and skills across all parts of the industry, including car and battery production, as well as charge point production and installation. An opportunity also exists to upskill workers moving from carbon intensive roles to those that support the transition to EV.

The Electric Evolution report highlights that despite an increase in EV technician training, availability is inconsistent across the country. The report examines the proportion of maintenance and repair technicians that are EV qualified, with only seven authorities across the UK having 10% or more technicians qualified to work on EVs. More than 150 authorities have less than 2%. The Institute of the Motor Industry (IMI) predicts that 77,000 IMI TechSafe qualified technicians will be needed by 2030, increasing to 89,000 by 2032. With over 230 IMI training centres across the country there is an opportunity for the north to take a lead on filling the gap.

EV skills and qualifications should not purely be focused on technicians working on the EVs themselves. Clearly, there are a range of related roles, ranging from the selling of vehicles, to charge point strategy, procurement and delivery. As highlighted earlier, the results of surveys and interviews conducted with our Northern Transport Voices research community, highlighted that those visiting dealerships often did not get adequate information in order to give them the confidence to invest in an EV. It appears there is an opportunity to upskill car sales staff in this area so that common questions can be answered with confidence and misinformation is reduced.

In terms of charge point roll out, a range of staff, particularly within Local Authorities, have some form of involvement in the procurement and installation of facilities. Whilst specific EV Officers are in place in many authorities, those working in legal, procurement, highways and strategy also need to have a good level of EV knowledge. Local Councillors can also play a critical role in being the voice of residents and therefore increased knowledge can be beneficial to any related approvals sought. TfN welcomes the work of the Energy Saving Trust in this area, who have held pilot training sessions with local authority staff and councillors. We are of the view such sessions should be rolled out further, and are designed in such a way that recognises the time constraints of participants.

For those EV officers within authorities, TfN welcomes the Electric Vehicle Infrastructure (EVI) training course delivered by CENEX (Centre of Excellence for Low Carbon & Fuel Cell Technologies). Whilst good work is taking place in this space, TfN wishes to see a step change in the scale of such training across the region, to ensure adequate human resource and knowledge for the EV transition.

Recommendation 15: Further investment is made into EV related training to increase the speed of the EV transition and support economic growth in the region.

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Meeting: Transport for the North Board
Subject: Rail North Committee
Author: David Hoggarth, Head of Strategic Rail
Sponsor: Chief Executive, Chief Executive
Meeting Date: Monday, 16 September 2024

1. Purpose of the Report:

- 1.1 To provide the Board with feedback on the matters discussed at the Rail North Committee Consultation Call on 3 September 2024.

2. Recommendations:

- 2.1 That the Board notes the feedback from Rail North Committee including:
- Work to bring together infrastructure programmes into a single 'State of Play' document and that the Committee has agreed a series of initial actions to address gaps identified by the work.
 - parallel work on a new 10-year service specification for Northern and TPE through the Rail North Partnership, allowing TfN to join up services with infrastructure.
 - continued risks around the implementation of a new timetable for the East Coast Main line, including the likely impact on performance; and
 - A continued focus on holding industry to account for performance and service changes, including Northern's recovery plan.

3. Overview:

- 3.1 This report covers all the items considered by Rail North Committee on 3 September, except Rail Accessibility, which is covered elsewhere on this agenda.

4. Infrastructure Update including State of Play:

- 4.1 Building on previous work on blueprints for Manchester and East Coast, the TfN executive has, first time, brought together into a single 'state of play' tool all the rail infrastructure investment underway or planned in the North. The Committee heard how there is a substantial programme of investment underway across the North's rail network with over half the national Rail Network Enhancement Pipeline funding currently allocated to the North (supporting schemes including Transpennine Route Upgrade). Whilst this is managed by individual programmes, a single and clear representation of the overall programme has been lacking. The Committee heard that reaction from DfT, Network Rail and the wider industry had been positive. At the same time, it was acknowledged that the overview would evolve over time.
- 4.2 TfN's State of Play maps out individual programmes, timelines, and funding status in a single, consistent format. Critically, TfN's mapping allows easy identification of where there are issues which, without intervention, could jeopardise the intended outcomes. In particular critical points include:
- West Coast Main Line capacity following the cancellation of HS2 Phase 2;
 - East Coast Main Line capacity; and

- regionally and nationally significant hubs where further interventions are needed.
- 4.3 The Committee endorsed some specific actions including establishing a series of Task Forces (focussed on nationally and pan-regionally significant hubs) and Place-Based groups around the key regional interchanges. In addition, TfN will now use the State of Play to develop a clear long-term output statement for the North, based on the Strategic Transport Plan objectives members have agreed and provided to the Secretary of State as Statutory Advice.
- 4.4 Committee welcomed the work and endorsed the establishment of the Task Forces and Groups with the addition of a Task Force for the Liverpool area (recognising the national significance of the Port of Liverpool).
- 5. Outline Service Specification for Northern and TransPennine Express**
- 5.1 Through the devolved Rail North Partnership arrangements, TfN members continue to be able to shape the Northern and TransPennine operations (for example securing investment in the previous franchises including new rolling stock for both operators).
- 5.2 Post-Covid, and with both operators under the government's Operator of Last Resort, there is currently no long-term specification for the operators with priorities, instead being managed through the Annual Business Plan process.
- 5.3 Committee endorsed work by the Rail North Partnership to create a new outline service specification for Northern and Transpennine Express that will support both the delivery of TfN's Strategic Transport Plan and the government's growth objectives. The specification will look ahead for 10 years and will remain appropriate as the new integrated structure under Great British Railways is established.
- 5.4 Committee members welcomed the opportunity to shape future operations in their role championing the needs of passengers. They emphasised the opportunity to develop the ambitions of individual City Regions (e.g the roll out of the Bee Network). In endorsing a strengthened vision statement, they also requested that it reflects explicitly the importance of addressing Climate Change in line with TfN's Strategic Transport Plan. Committee will be able to shape the work at all key stages over the next 2 years.
- 6. East Coast Main Line Next Steps**
- 6.1 The Chief Executive provided an update based on his participation in the East Coast Task Force. This is overseeing work to introduce a new timetable for the East Coast Main Line following previous deferrals and is now focussed on the opportunity to introduce the timetable in December 2025.
- 6.2 In updating on the work, the Chief Executive highlighted the previous concerns expressed by the Committee and TfN Board around loss of local and regional connectivity as a result of the new timetable. Whilst there are a number of benefits associated with the new timetable, the need for compromises arises from earlier decisions to reduce the scale of investment in infrastructure on the East Coast Main Line. In addition, it was noted that past decisions to grant additional access rights on the presumption that the additional infrastructure would be provided further complicates the issue. He highlighted concerns about performance impacts on the route as a consequence of a timetable change particularly given the Committee's focus on holding the industry to account for poor performance and the new government's priority of improving performance.
- 6.3 Members highlighted the importance of restoring the Cross Country Newcastle to Reading (via Doncaster) service to its previous frequency, facilitating direct

services from Cleethorpes to London and the proposed fast Leeds-Sheffield service (which is unlocked by the proposed new timetable). The Committee will be provided with further briefings ahead of an expected decision-point in November 2024.

7. Rail North Partnership Operational Update

- 7.1 The Committee was informed that operational performance had been mixed. Whilst TransPennine Express was performing better and on-track to meet its commitment to restore services from December 2024, concerns remained with both Avanti's operation and infrastructure on the West Coast Main Line. On the latter Network Rail had written to TfN setting out the initiatives they were taking to improve performance.
- 7.2 Members expressed strong concerns about CrossCountry's recent reduction in services (particularly impacting on Doncaster) which had been imposed with little notice and without consultation with TfN or local partners. CrossCountry's Director was in attendance and provided an assurance to members of the Committee that the change was temporary and that services would be restored to their previous level in November 2024. He highlighted that CrossCountry had re-allocated capacity to other services and put in place a plan with other operators to carry CrossCountry passengers.
- 7.3 It was previously reported that Northern had breached its contract in relation to cancellations caused by the operator (mainly due to staffing issues). The Chief Operating Officer acknowledged that performance had been unacceptably poor, particularly at weekends. He went on to set out some of the staffing challenges contributing to this and outline some of the initiatives that Northern is taking. He highlighted that despite the poor performance the underlying growth (in passengers) was still strong, and that ticketless travel had been reduced. Members highlighted the scale of the impact of cancellations, particularly at weekends and expressed the view that the issues must be fixed. In private session, Committee went on to discuss Northern's formal Recovery Plan in more detail and will consider it further at their next meeting in November 2024.

8. Corporate Considerations

Financial Implications

- 8.1 There are no financial implications for Transport for the North as a result of this report.

Resource Implications

- 8.2 There are no direct resourcing implications as a result of this report.

Legal Implications

- 8.3 The Rail North Committee on behalf of Transport for the North, manages the agreements with the train operators (Northern and TransPennine Express) in accordance with the terms and conditions of the Partnership Agreement between Transport for the North and the Secretary of State.

Risk Management and Key Issues

- 8.4 This paper does not require a risk assessment, however, risks relating to the future of rail services were highlighted in the Committee meeting. A risk has been included on the Transport for the North Corporate Risk Register in relation to the viability of train services and future investment decisions.

Environmental Implications

- 8.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA. Any infrastructure proposals to improve the capacity and reliability of the system will be subject (where appropriate) to EIA Screening, conducted by Network Rail as part of the consenting process for those projects.
- 8.6 Passenger rail has an essential part to play in achieving our decarbonisation objectives within Transport for the North's Decarbonisation Strategy, particularly around reducing private car vehicle mileage

Equality and Diversity

- 8.7 There are no specific implications as a result of this report. Industry will undertake appropriate assessments on individual projects and proposals.

Consultations

- 8.8 There are no specific consultations required as part of this report.

9. Background Papers

- 9.1 None

10. Appendices

- 10.1 None

Glossary of terms, abbreviations and acronyms used

a) TfN	<i>Transport for the North</i>
b) TPE	<i>TransPennine Express</i>
c) DfT	<i>Department for Transport</i>
d) HS2	<i>High Speed 2</i>
e) EIA	<i>Environmental Impact Assessment</i>
f) SEA	<i>Strategic Environmental Assessment</i>

Meeting:	Transport for the North Board
Subject:	Governance Report
Author:	Julie Openshaw, Head of Legal
Sponsor:	Martin Tugwell, Chief Executive
Meeting Date:	Monday 16 September 2024

1. Purpose of the Report:

- 1.1 To enable Board to make the necessary appointments and approve its Calendar of Meetings at this its Annual Meeting. In addition, we are seeking Board agreement to make provision for reserve members for Audit & Governance Committee, which would ensure alignment with arrangements for other committees.

2. Recommendations:

- 2.1 2.1.1 The Board notes and approves the membership of the Board and of Committees for the remainder of the forthcoming municipal year as set out in Appendix 1;
- 2.1.2 That the Calendar of Meetings set out in Appendix 2 be approved (noting that these may be subject to change where necessary after consultation with the relevant Committee Chairs);
- 2.1.3 That the General Purposes Committee be asked to consider and make recommendations in respect of how the role of substitute members for the Audit and Governance Committee might operate, and to consider and make recommendations as to the appointment of such members for the remainder of the municipal year.

3. *Membership of Board and Committees and Calendar of Meetings*

- 3.1 Board is invited to note and approve the nominations for membership to its Board and Committees as set out in Appendix 1, and the Calendar of Meetings set out at Appendix 2. Where nominations are still to be received, these will be added upon receipt.

4. *Membership of Audit & Governance Committee*

- 4.1 Under the Constitution provision is made for constituent authorities to nominate substitute members who may attend meetings in the absence of the nominated member.
- 4.2 The one exception to this arrangement is the Audit and Governance Committee. Membership of this Committee comprises a combination of non-elected members (appointed by the Board on the recommendation of the General Purposes Committee) and up to 6 elected members drawn from across TfN's constituent authorities.
- 4.3 In accordance with our established ways of working, following the May elections the TfN executive sought nominations from constituent authorities. Two nominees were members of the Committee in the preceding municipal year, and it is therefore recommended that they be reappointed for the forthcoming year to provide continuity.
- 4.4 A further 9 nominees were received for the remaining 4 seats on the Committee. In making the recommendations to this Board, the TfN executive has considered

the importance of seeking a geographically diverse representation on the Committee. And accordingly, the Board is invited to confirm the nominees as set out in Appendix 1.

- 4.5 The level of interest in the work of the Audit and Governance Committee is particularly pleasing given the key role it plays as part of the TfN governance. Accordingly, the TfN executive has considered whether there are opportunities to enable those nominees not appointed to be involved in some way moving forward.
- 4.6 There is currently no provision within the TfN constitution for substitute members to be appointed to the Audit and Governance Committee: a reflection of the fact that members of the Committee are appointed for their skills and interest, rather than as a requirement on a constituent authority to nominate a representative.
- 4.7 It is therefore recommended that the Board ask the General Purposes Committee to look at this issue at its scheduled meeting in October, with a remit to consider and make recommendations in respect of how the role of substitute members for the Audit and Governance Committee might operate, and to consider and make recommendations as to the appointment of such members for the remainder of the municipal year.

5. Corporate Considerations

Financial Implications

- 5.1 There are no financial implications.

Resource Implications

- 5.2 The resource implications are as set out in the report above.

Legal Implications

- 5.3 Legal implications are included within the report. Scrutiny Committee has not been consulted on the content of this report as all decisions are for Board to make.

Risk Management and Key Issues

- 5.4 There are no specific risk implications arising from this report.

Environmental Implications

- 5.5 None.

Equality and Diversity

- 5.6 The recruitment process welcomes applications from all persons with the necessary skills and experience.

Consultations

- 5.7 None.

6. Background Papers

- 6.1 None.

7. Appendices

- 7.1 Appendix 1 – Membership of Boards and Committees.
Appendix 2 – Calendar of Meetings.

Transport for the North Appointments 2024/25

Appendix 1

Transport for the North Board & Partnership Board

Constituent Authority	Member	Substitute
Blackburn with Darwen	Cllr Phil Riley	Cllr Quesir Mahmood
Blackpool	Cllr Lynn Williams	Cllr Mark Smith
Cheshire East	Cllr Michael Gorman	Cllr Nick Mannion
Cheshire West & Chester	Cllr Louise Gittins	Cllr Karen Shore
Cumberland	Cllr Denise Rollo	Cllr Lisa Brown
East Riding of Yorkshire	Cllr Anne Handley	Cllr Paul West
Greater Manchester Combined Authority	Mayor Andy Burnham	Cllr Eamonn O'Brien
Hull	Cllr Mark Ieronimo	Cllr Mike Ross
Lancashire	Cllr Rupert Swarbrick	Cllr Scott Smith
Liverpool City Region (Annual Meeting 7 June)	Mayor Steve Rotheram	Cllr Steve Foulkes
North East Combined Authority	Mayor Kim McGuinness	Cllr Martin Gannon
North East Lincolnshire	Cllr Stewart Swinburn	Cllr Philip Jackson
North Lincolnshire	Cllr Tim Mitchell	
South Yorkshire Mayoral Combined Authority	Mayor Oliver Coppard	Cllr Tom Hunt
Tees Valley	Cllr Steve Harker	
Warrington	Cllr Hans Mundry	Cllr Jean Flaherty
Westmorland and Furness	Cllr Neil Hughes	Cllr Peter Thornton
West Yorkshire Combined Authority	Mayor Tracy Brabin	Cllr Susan Hinchcliffe
York and North Yorkshire Combined Authority	Mayor David Skaith	Cllr Peter Kilbane
Former Rail North Authorities		
Derbyshire	Cllr Carolyn Renwick	Cllr Jean Wharmby
Lincolnshire	Cllr Thomas Smith	Cllr Clio Perraton-Williams
Nottingham	Cllr Neghat Khan	Cllr Shuguftah Quddoos
Nottinghamshire	Cllr John Ogle	
Staffordshire	Cllr Mark Deaville	Cllr Simon Tagg
Stoke on Trent	Cllr Finlay Gordon-McCusker	Cllr Chris Robinson

Scrutiny Committee

Constituent Authority	Member	Substitute
Blackburn with Darwen	Cllr James Shorrock	
Blackpool	Cllr John Boughton	Cllr Jon Bamborough

Cheshire East	Cllr Rod Fletcher	
Cheshire West & Chester	Cllr Ben Walker	
Cumberland	Cllr Jill Perry	Cllr Helen Davidson
East Riding of Yorkshire	Cllr Leo Hammond	Cllr Gary McMaster
Greater Manchester Combined Authority	Cllr Paul Prescott	Cllr Bev Place
Hull		
Lancashire	Cllr Matthew Salter	Cllr Rob Bailey
Liverpool City Region Combined Authority	Cllr Damian O'Connor	Cllr Tommy Rowe
North East Combined Authority	Cllr Colin Ferguson	Cllr Tracey Dixon
North East Lincolnshire	Cllr Sheldon Mill	Cllr Steve Holland
North Lincolnshire	Cllr John Davison	Awaiting Confirmation
South Yorkshire Mayoral Combined Authority	Cllr John Healy	Cllr Kevin Osborne
Tees Valley Combined Authority		
Warrington	Cllr Steve Parish	Cllr Nathan Sudworth
Westmorland and Furness	Cllr Andy Connell	Cllr Doug Rathbone
West Yorkshire Combined Authority	Cllr Eric Firth	Cllr Peter Carlill
York and North Yorkshire Combined Authority	Cllr Paul Haslam	Cllr Rachel Melly

General Purposes Committee

Regional Grouping	Member	Substitute
Greater Manchester Combined Authority	Cllr Eamonn O'Brien	Mayor Burnham
West Yorkshire Combined Authority & City of York	Cllr Susan Hinchcliffe	Mayor Tracy Brabin
South Yorkshire Mayoral Combined Authority	Mayor Oliver Coppard	Cllr Tom Hunt
Liverpool City Region	Cllr Steve Foulkes	Mayor Steve Rotheram
North East Combined Authority	Cllr Martin Gannon	Mayor Kim McGuinness
Lakeland		
North of Humber	Cllr Mark Ieronimo	Cllr Paul West
South of Humber	Cllr Tim Mitchell	Cllr Philip Jackson
Tees Valley	Cllr Harker	
Cheshire & Warrington		
York and North Yorkshire Combined Authority	Mayor David Skaith	Cllr Peter Kilbane

Rail North Committee

Regional Grouping	Member	Substitute
Greater Manchester Combined Authority	Mayor Andy Burnham	Cllr Eamonn O'Brien
West Yorkshire Combined Authority & City of York	Cllr Susan Hinchcliffe	Mayor Tracy Brabin
South Yorkshire Mayoral Combined Authority	Mayor Oliver Coppard	Cllr Tom Hunt
Liverpool City Region	Mayor Rotheram	Cllr Steve Foulkes
North East Combined Authority	Mayor Kim McGuinness	Cllr Martin Gannon
York and North Yorkshire Combined Authority	Cllr Peter Kilbane	Mayor David Skaith
Lakeland	Cllr Rupert Swarbrick	
Tees Valley	Cllr Stephen Harker	
North of Humber	Cllr Mark Ieronimo	Cllr Paul West
South of Humber	Cllr Tim Mitchell	Cllr Philip Jackson
Potteries	Cllr Nick Mannion	Cllr Karen Shore
East Midlands	Cllr Carolyn Renwick	

Audit & Governance Committee

Member	Constituent Authority
Cllr Hans Mundry	Warrington
Cllr Joanna Baker Rogers	South Yorkshire Mayoral Combined Authority
Cllr Colin McLaren	Greater Manchester Combined Authority
Cllr Laura Crane	Cheshire East
Cllr Clare Besford	Tees Valley Combined Authority
Cllr Erica Lewis	Lancashire

N.B. Where nominations or corrections are received following the meeting the list will be corrected accordingly.

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Appendix 2 Calendar of Meetings 2024-25

Transport for the North Board

16 September 2024

9 December 2024

17 March 2025

Partnership Board

17 July 2024

26 November 2024

Scrutiny Committee

5 September 2024

21 November 2024

27 February 2025

Audit and Governance

19 July 2024

6 September 2024

6 December 2024

7 March 2025

Rail North Committee

15 July 2024

3 September 2024

19 November 2024

25 February 2025

General Purposes Committee

30 October 2024

29 January 2025

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