

# Scrutiny Committee Minutes

**Wednesday 26 August 2020  
Microsoft Teams**

**Present:**

**Attendee**

Cllr Paul Haslam (Chair)  
Cllr James Shorrocks  
Cllr Martin Mitchell  
Cllr Laura Crane  
Cllr Andrew Cooper  
Cllr Neil Hughes  
Cllr Sean Chaytor  
Matthew Salter  
Cllr Tom Furneaux  
Cllr Steve Parish  
Cllr Manisha Kaushik

**Local Authority**

North Yorkshire;  
Blackburn with Darwen  
Blackpool;  
Cheshire East  
Cheshire West & Chester;  
Cumbria;  
Hull;  
Lancashire;  
North East Lincolnshire  
Warrington;  
West Yorkshire Combined Authority;

**Officers in Attendance:**

**Name**

Gary Rich  
James Lyon  
Iain Craven  
Tim Foster  
Tim Wood  
Peter Cole  
  
Lucy Jacques  
  
David Hughes  
Deborah Dimock

**Job Title**

Democratic Services Officer  
Executive Assistant  
Finance Director  
Head of Economic Advice Strategy  
NPR Director  
Principal Environmental and  
Sustainability Officer  
Principle Policy and Strategy  
Development Officer  
Strategy and Programme Director  
Solicitor

**Item No: Item**

**1. Welcome & Apologies**

- 1.1 The Chair welcomed all in attendance and informed Members that the meeting is being streamed live.
- 1.2 Apologies were received from Cllr Mordey, Cllr Jones, Cllr Davison, the Chief Executive and the Legal and Democratic Services Officer.

## **2. Declarations of Interest**

2.1 There were no declarations of interest.

## **3. Minutes of the Previous Meeting**

3.1 The minutes of the meeting held on 8 July 2020 were considered, and their accuracy as a correct record confirmed.

3.2 Cllr Parish requested clarity on minute 6.3. The NPR Director explained that the minute has been re worded and circulated to Members prior to the meeting. The Democratic Services Officer confirmed that the minute would also be altered in the minutes as well.

3.3 The minutes were proposed by Cllr Parish and seconded by Cllr Salter.

### **Resolved:**

That subject to the above change the minutes of the meeting held on 8 July be approved as a true and accurate record.

## **4. Appointment of Chair and Vice Chairs**

4.1 Cllr Hughes sought nominations to the position of Chair of the Scrutiny Committee. Cllr Haslam was nominated by Cllr Parish and this was seconded by Cllr Salter. There were no further nominations and Cllr Haslam was elected.

Cllr Haslam thanked Members for their support.

4.2 Cllr Hughes was nominated for the position of the minority parties vice Chair which was seconded by the Chair.

4.3 The election of the majority parties vice chair was deferred to the next meeting.

### **Resolved:**

- 1) That Cllr Paul Haslam be re-elected as the Chair of the Transport for the North Scrutiny Committee
- 2) That Cllr Neil Hughes be re-elected as the minority parties vice Chair
- 3) That the election of the majority party Vice Chair be deferred to the next meeting.

## **5. TfN Response to DfT's 'Decarbonising Transport: setting the challenge' publication**

5.1 Members received the report from the Principle Policy and Strategy Development Officer which was taken as read. Before the Principal Policy and Strategy Development Officer and the Principal Environmental and Sustainability Officer highlighted key areas of the report the Solicitor shared highlights of a letter which had been received from the Environmental Transportation Organisations (ETO's). The Solicitor stated that the full letter would be included with the minutes.

5.2 The Principal Policy and Strategy Development Officer and the Principal Environmental and Sustainability Officer informed Members that the report had been shared with the Executive Board and had also been circulated to partners through the Strategic Oversight Group.

5.3 The Principal Environmental and Sustainability Officer, presented TfN's key points within its proposed response to DfT's Transport Decarbonisation: 'Setting the Challenge' policy paper. The officer explained to Members that amongst other things, there needs to be a national quantified pathway towards net zero. In discussing new technologies, Members were informed that the submission will request that the North be awarded an equitable share of funding in order to trial any of the new technologies.

He also explained that TfN's comments, within our response, as regards aviation and shipping were limited, reflecting our limited remit in this area.

5.4 The Principle Policy and Strategy Development Officer stated that TfN have been positively engaging with the environmental groups over the last few months and are committed to go back to these groups on the issue of why aviation and shipping was excluded in the TfN pathways.

5.5 The Chair was happy that TfN is fully supporting Sub National Transport Bodies getting a statutory involvement in this and believed that the work of TfN can fully support their objectives.

5.6 Cllr Hughes asked for a number of acronyms to be explained and stated that he has asked previously for this as it helps with the flow of the meeting.

5.7 Referring to Page 24 of the report Cllr Hughes asked for an explanation on what place based solutions are.

The Principal Environmental and Sustainability Officer explained that this is one of the strategic policies that is highlighted within the DfT's policy paper. He further explained that it is a realisation that one size does not

fit all and that different areas will have different carbon foot prints and different challenges in decarbonising.

- 5.8 Cllr Hughes highlighted that TfN has a number of strategies and wondered who brought all of them together in the eyes of the Government.

The Strategy and Programme Director explained that TfN try to ensure that all the different plans are pulled together into a coherent plan. He added that DfT are met with on a regular basis and the Chief Executive and Chairman of the Board meet with Ministers on an ad-hoc basis.

- 5.9 The Chair welcomed the place-based focus and agreed that one solution does not fit all and that there needs to be alternatives.

He reiterated his earlier support for Sub National Transport Bodies being a statutory consultee in regards to decarbonisation and believed that it helps to support TfN when it comes to bidding for funding. He explained that by working in this way we are supporting the Government strategy whilst at the same time achieving the goal of improving the transport infrastructure.

- 5.10 Asking about the new technologies Cllr Salter questioned the extent that TfN needed the Government to be leading on these new technologies.

In response, the Principal Environmental and Sustainability Officer explained that there will be a role for national Government when it comes to setting the tone and demand management and phase in and phase out dates. He also envisages that there would be a role for TfN as well as local authorities.

In relation to electric vehicles the Principal Environmental and Sustainability Officer believes that TfN needs to gain a consensus on this issue.

In discussing the issue of Mobility as a Service the Principal Environmental and Sustainability Officer explained that he is optimistic about this in urban areas but believes that it may prove more difficult in rural areas.

- 5.11 Cllr Hughes stated that the issue of franchising is not a straightforward issue in rural areas. Commenting on the issues of road charging he believed that this is an issue that needs to be moved forward however full consultation needs to be undertaken before a referendum should take place. He also stated that there needs to be adequate public transport in place before road charging can be introduced.

- 5.12 In summarising the discussion, the Chair thanked Mr. Rae and his team for the submission.

The Chair stated that the Scrutiny Committee supports TfN becoming statutory partner in the decarbonisation strategy as well as being supportive of the TfN KPIs which allows TfN to become part of the solution on the decarbonisation issue. The Committee also showed their support for the principle that no one solution fits all and that whereas trains are suitable in some areas of the North this will not be the case in other areas such as North Yorkshire and Cumbria where electric cars may be more appropriate.

Cllr Chaytor suggested that disused railway lines should start to be used in order to get freight from ports and take freight off the roads.

**Resolved:**

That Members recommended the proposals outlined in the report to the Board.

## **6. Integrated Rail Plan**

- 6.1 Members received the report from the Strategy and Programme Director. The Head of Economic Advice Strategy then highlighted the key areas in the report.

The Head of Economic Advice Strategy explained that through the Integrated Rail Plan Members are able to feed proposals into NIC work as well as responding to the outcome of the Integrated Rail Plan (IRP). He explained that the Government are committed to producing the IRP by the end of the year with the NIC advising the Government on the options. He explained that schemes that can be brought forward are being looked at and this is a work in progress.

- 6.2 Cllr Hughes requested clarification on the Crewe North and Goldborne issues. The Head of Economic Strategy Advice explained that the Goldborne link is seen as an important connectivity for Cumbria and Lancashire. He further explained that the Government have raised some issues relating to the viability of the link, however the link is still within the plans of HS2 and if things were to change then more would need to be done in order to upgrade the West Coast Mainline.

- 6.3 Cllr Cooper asked about the development of the Castlefield Corridor and whether there was a list of local schemes in mind that would help to alleviate the issues.

The Head of Economic Strategy Advice explained that this work is still a work in progress that the Strategic Rail Team is dealing with.

- 6.4 Cllr Chaytor highlighted that when the Government made its' announcement there was no mention of anything east of Selby. Cllr Chaytor highlighted that the Humber is one of the busiest areas for shipping, and he stated that the more goods that can get on to rail from

Hull, Grimsby, Immingham and Goole is vital and requested that this be included in the plan.

- 6.5 The Chair stated that the committee notes the progress. He explained that the Humber is critical and he shared Cllr Chaytor's concerns that the East is being forgotten.

The Head of Economic Strategy Advice explained that the East is in the thinking and feels that there are some early opportunities around freight for the East and this will be included in the Integrated Rail Plan submission.

**Resolved:**

That the report be noted.

**7. Any Business Which the Chair is Satisfied is Urgent  
Transport for the North's Submission to the Comprehensive  
Spending Review**

- 7.1 The Chair informed Members that the Comprehensive Spending Review report could be discussed under this item despite being submitted late. He stated that he was satisfied that this item should be reviewed by the Scrutiny Committee as urgent business as final comments on this needed to be submitted to the Department for Transport by Friday 28 August.
- 7.2 Members received the report from The Strategy and Programme Director who highlighted key areas of the report before Members were able to ask questions and make comments.
- 7.3 The Strategy and Programme Director apologised to Members for the late submission of the report. He explained that the initial submission to the department for funding would focus on core funding requirements of TfN and the core programmes of IST and NPR. He stated that if broader representations needed to be made at a later stage in the spending review on issues such as the North's ambition, the Northern Transport Charter and the Economic Recovery Plan, he anticipated that this would be able to be done.

Members were informed that TfN were seeking to arrange a meeting with the Secretary of State who would welcome a meeting with TfN. He stated that the Chairman of TfN Board and the Chief Executive together with a delegation of Members of the Board hope to meet the Secretary of State to discuss the Northern Transport Acceleration Council. The Strategy and Programme Director stated that he hoped a meeting would take before the next TfN Board and after Board there should be more opportunity to make submissions.

- 7.4 Cllr Hughes stated that he believed that the paper is cause for concern he explained that as a result of Covid he believed that there could be a contraction of spending on regional transport bodies and possibly they may even be abolished.

Cllr Hughes also highlighted what he believed to be a contradiction in point 2.2 and 2.4 of the report. He explained that point 2.2 of the report appeared to indicate that TfN were only looking to get core funding for TfN, whilst point 2.4 suggested that the costs of all the other programmes were being sought. Cllr Hughes requested that these points be reconciled.

In response to Cllr Hughes the Finance Director explained that the funding for the NPR and IST programmes was included in the broad definition of the Core expenditure of TfN. He added that essentially TfN is making the case for the utility of its funding based on the progress that it has made to date and the key role that it can play in the “levelling up” agenda through the delivery of its statutory responsibilities.

In response to the contradictions in points 2.2 and 2.4 the Strategy and Programme Director explained that he believed that there was no contradiction. He explained that it was about phasing, the first phase is about core funding requirements prior to the meeting with the Secretary of State around the Northern Transport Acceleration Council which is hoped will lead to a broader discussion about what the delivery vehicles for investment in the North will be. He stated that what TfN is looking for from Government is what TfN’s role will be.

**Resolved:**

That the report be noted.

**8. Exclusion of the Press and Public**

**RESOLVED:** that the public be excluded from the meeting during consideration of the following items of business because it is likely that, in view of the nature of the business to be transacted or the nature of the proceedings, there will be disclosure of confidential information as defined in Section 100A of the Local Government Act 1972 (as amended) and/or exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended)

**9. Part 2 Minutes of the Previous Meeting**

- 9.1 The private minutes of the meeting held on 8 July 2020 were considered and their accuracy as a correct record confirmed. The minutes were proposed by Cllr Parish and seconded by Cllr Hughes.

**Resolved:**

That the private minutes of the meeting held on 8 July be approved as a true and accurate record.

**10. Northern Powerhouse Rail Update Phasing Strategy**

10.1 Members received the report from the NPR Director who then took questions and comments from Members on the report.

**Resolved:**

That the report be noted.