

Rail North Committee

Subject: Business Planning and Commissioning

Author: Salim Patel, Programme Manager

Sponsor: David Hoggarth, Strategic Rail Director

Meeting Date: 25 March 2021

1. Purpose of the Report:

- 1.1 This report provides an update on business planning for 2021/22.
- 1.2 The report also sets out an updated forward plan for future Rail North Committee meetings.

2. Executive Summary:

- 2.1 This report provides an update on the Business Plan and budget including:
 - The overall budget position for Transport for the North's Core Programme
 - The priorities for 2021/22
 - Additional, in year, funded activities for 2021/22
 - The confirmed position on partner contributions for 2021/22.
- 2.2 The forward plan identifies key discussions and decisions that will be brought before Committee in the forthcoming year.

3. Business Plan

- 3.1 As Committee members will be aware, Transport for the North has received a cut of 40% to core funding from the Department for Transport (DfT). Since Transport for the North were made aware of this in January 2021 there have been discussions with DfT about the recharge of programme related activity.
- 3.2 In parallel, departmental budgets have been re-baselined with a 10% reduction; the Strategic Rail team has submitted key priority areas for the forthcoming financial year. This business plan has been presented to Transport for the North Board on 24 March 2021.

3.3 **Priorities for 2021/22**

Given the seismic change that have taken place in 2020, the overarching aim for 2021/22 is:

To use Transport for the North's influence to ensure customers are at the heart of the re-building of demand/ services after the pandemic and ensure that passengers can return with confidence to a reliable service the delivers value for money.

The business plan continues many of the key themes that were identified, however even with a retained resource base the team would find it difficult to deliver on the increased demands that are required and would have to prioritise those activities that deliver Transport for the North's statutory requirements.

Key themes of the business plan are:

1. To drive accountability to deliver better passenger outcomes including maintaining and building on recent better performance.
2. To secure and implement new ways of working to provide the North with greater levels of influence over a more customer-focussed industry emerging from the Rail Reform White Paper.
3. To secure greater levels of investment and smarter delivery of projects to support Transport for the North's strategy.
4. Building on successes including the North of England Contingency Group, strengthen joint working with Transport for the North member authorities to make better use of local knowledge and insight.

3.4 Following discussions with the Northern Powerhouse Rail programme, the teams have agreed to work closely on infrastructure and services that are required by the NPR programme. Using additional resource funded by the NPR programme the Strategic Rail team will support on:

- Long term timetable specification and integration bringing together HS2, NPR and the classic network.
- Supporting on early infrastructure interventions.

3.5 **Additional, in year, funded activities for 2021/22**

The team will also plan to deliver one off, in year workstreams to support the acceleration of the Roadmap to Recovery and Economic Recovery Plan for the North. These are:

- Responding to the anticipated White Paper with a proposition for the North. This would include formulation and implementation of

a new way of working reflecting the new service contract arrangements with a clear role for Transport for the North.

- Development of the investment pipeline. This would include further scheme development on the Journey Time Improvement and Reliability programmes.
- Working with Partners and Industry to deliver a 'Return to Rail' initiative in collaboration with partners and business representatives.

3.6 **Partner contributions for 2021/22**

In finalising the business plan and budget, the approach to member contributions for 2021/22 is unchanged from that set out in the "Business Planning and Commissioning" report to the 21 October 2020 meeting of the Committee. The proposed total Members contributions (as defined in Transport for the North's Franchise Management Agreement) are:

- Member Contributions: £40,828 (including indexation) 'Cash' contribution
- Additional Contributions: £40,828 (including indexation) 'Cash' or 'in kind' contribution.
- Supplemental Payments: £567,054 (including indexation) Combined Authorities/PTEs only

Each authority's share of the contribution has been set out in a letter to lead officers from the Strategic Rail Director.

- 3.7 The draft business plan and budget outlined above was due to be presented to the Transport for the North Board for approval on 24 March 2021. A verbal update will be provided at the meeting.

4. Committee Forward Plan

- 4.1 The Committee's forward plan has been updated to reflect the current programme for decisions and discussion items. The plan is included as Appendix 1.

5. Recommendations:

- 5.1 The Committee is asked to note the revised business plan priorities as presented to Transport for the North Board on 24 March 2021.

- 5.2 The Committee is also asked to review the forward plan and suggest any additional discussion items or decisions that they would like to be brought before future Committees.

6. Appendices:

6.1 Appendix 1 – Committee Forward Plan

Appendix 1 – Committee Forward Plan



List of Background Documents:

Either
There are no background papers to this report.

Required Considerations
Equalities:

| | | |
|-------------------------|-----|----|
| Age | Yes | No |
| Disability | Yes | No |
| Gender Reassignment | Yes | No |
| Pregnancy and Maternity | Yes | No |
| Race | Yes | No |
| Religion or Belief | Yes | No |
| Sex | Yes | No |
| Sexual Orientation | Yes | No |

| Consideration | Comment | Responsible Officer | Director |
|----------------------|--|----------------------------|-----------------|
| Equalities | A full Impact assessment has not been carried out at this stage as this is an update report. | Salim Patel | David Hoggarth |

Environment and Sustainability

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| Yes | No |
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| Consideration | Comment | Responsible Officer | Director |
|---|--|----------------------------|-----------------|
| Sustainability / Environment – including considerations regarding Active Travel and Wellbeing | A full impact assessment has not been carried out because this will be completed as part of the delivery of the business plan. | Salim Patel | David Hoggarth |

Legal

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| Yes | No |
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| Consideration | Comment | Responsible Officer | Director |
|----------------------|---|----------------------------|-----------------|
| Legal | Transport for the North Legal Team has confirmed there are no legal implications. | Deborah Dimock | Julie Openshaw |

Finance

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| Yes | No |
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| Consideration | Comment | Responsible Officer | Director |
|----------------------|--|----------------------------|-----------------|
| Finance | The financial implications have been considered and were submitted to Transport for the North Board on 24 March 2021 for approval. | Paul Kelly | Iain Craven |

Resource

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| Yes | No |
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| Consideration | Comment | Responsible Officer | Director |
|----------------------|--|----------------------------|-----------------|
| Resource | The resource implications have been considered as part of the business planning process and a resourcing plan for FY2021/22 identified/agreed as a result. | Stephen Hipwell | Dawn Madin |

Risk

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| Yes | No |
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| Consideration | Comment | Responsible Officer | Director |
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| Risk | This paper does not require a risk | Haddy Njie | Iain Craven |

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| | assessment. However, internal and external risks have been assessed in the business plan. | | |
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Consultation

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| Yes | No |
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| Consideration | Comment | Responsible Officer | Director |
|----------------------|--|----------------------------|-----------------|
| Consultation | The Business Plan and Budget has been developed in consultation with Transport for the North members and is subject to approval by Transport for the North's Board | Salim Patel | David Hoggarth |