

Meeting: Transport for the North CEO Consultation Call

Subject: Integrated Rail Plan update

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Sponsor: Martin Tugwell, Chief Executive

Meeting Date: Wednesday 23 February 2022

1. Purpose of the Report:

1.1 To update members on progress following the publication of the Integrated Rail Plan and to set out the proposed next steps to be considered by the March Board.

2. Recommendations:

2.1 Members are invited to note the contents of the report and endorse the proposed next steps outlined in Section 4.

3. Main Issues:

3.1 A number of activities have been undertaken since the Board last discussed the IRP in January:

3.1.1 TfN submitted evidence to the Transport Select Committee Inquiry as agreed with the Board. The Chief Executive and Chair provided evidence at the session on 4th February 2022. The final version of the submission is attached at Appendix 1.

3.1.2 Work continues on the sponsorship arrangements and other issues related to the transition of the NPR programme to DfT. The Board has delegated these matters to the Chief Executive who will provide a verbal update on progress.

3.1.3 The Board also remitted the Finance Director to explore funding options in relation to the delivery of its preferred Northern Powerhouse Rail network. A working group made up of partner officers and LEP members has been established to take forward this work. Members of the group met with DfT officials for an initial discussion about parameters for further study. A number of options have been identified which we will now develop with the working group before bringing back to the Board to consider further at the March Board meeting.

3.1.4 Following the publication of the technical report, the independent assessment of the IRP remitted to the TfN Executive is also being finalised for presentation to the TfN Board in March. Alongside the economic implications already presented to the Board, an initial assessment of the environmental implications has also been undertaken. TfN is also assessing the implications for the TfN Freight and Logistics Strategy due to be adopted by the Board in March.

4. Capturing the full economic potential of NPR:

4.1 The technical annex published by the DfT on 24th January confirms that the wider economic benefits have not yet been accounted for in the appraisal of the IRP. The IRP document confirms both the need for detailed business cases to be prepared for the proposals identified by the Government, and that further investment would be considered through an 'adaptive pipeline' approach. In both

cases, the capability of the modelling tools held by TfN could be used to identify the scale of wider benefits to inform the future decisions.

- 4.2 Realising the long-term ambition underpinning the North's preferred network and maximising the full potential of NPR and HS2 (including the opportunities for place making) will require a combination of national (government), local and private sector investment and, therefore, should include:
 - 4.2.1 Pursuing the need for further investment through the "adaptive pipeline" approach – to include consideration of opportunities to align with other rail investment programmes.
 - 4.2.2 Identifying opportunities to enhance or add to the agreed investments in NPR Phase 1, either through local contributions or private sector led investment, working with the Northern Powerhouse Partnership and the working group.
 - 4.2.3 Supporting TfN partners and local authorities to realise the full potential of rail investment for places and communities, in line with the principles of the Levelling Up White Paper.

TfN Future Activities

- 4.3 The existing Strategic Transport Plan sets out why HS2 and the preferred NPR network were required to provide the core spine of capacity and connectivity between the economic centres of the North of England, delivering wider outcomes for the whole of the North and the UK. TfN's work to update the Independent Economic Review and Strategic Transport Plan will provide the opportunity to identify investment proposals for consideration as part of the 'adaptive pipeline' approach
- 4.4 As joint sponsor of NPR, working with DfT to ensure that investment decisions taken forward by Government as part of the IRP fully reflect the wider economic benefits. TfN should use its role as co-sponsor to work with the Department to challenge costs and scope in NPR Phase 1, underpinned by the principle that savings identified within NPR are used for additional investment within the North. We are exploring with DfT how TfN's industry leading analytics can continue to support NPR development and help accelerate the implementation of the new Green Book approach.
- 4.5 Thirdly, significantly enhancing our support for partners to bring forward locally-led schemes that can enhance and integrate with the IRP programme. This element of TfN's role would build on existing work (for example the work with Bradford and West Yorkshire on new station options and masterplanning) and making use of TfN's analytical capability.

5. Corporate Considerations:

Financial Implications

- 5.1 The financial implications of the paper will need to be assessed as part of the budget and business planning process for 2022/23.

Resource Implications

- 5.2 The resource implications of the paper will need to be assessed as part of the budget and business planning process for 2022/23.

Legal Implications

- 5.3 There are no new apparent legal implications as a result of this report.

Risk Management and Key Issues

- 5.4 The risks have been assessed and are included in the paper.

Environmental Implications

- 5.5 The implications of the IRP have been assessed and will be reported to the Board in March.

Equality and Diversity

- 5.6 An initial assessment has been undertaken and will be reported to the Board in March.

Consultations

- 5.7 A consultation has not been undertaken at this stage.

6. Background Papers:

- 6.1 None

7. Appendices:

- 7.1 Appendix 1 - TfN Submission to the Transport Select Committee Inquiry

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

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

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| a) IRP | <i>Integrated Rail Plan</i> |
| b) NPR | <i>Northern Powerhouse Rail</i> |
| c) DfT | <i>Department for Transport</i> |
| d) TfN | <i>Transport for the North</i> |