
Meeting:	Rail North Committee Consultation Call
Subject:	Transport for the North Rail Business Plan and Member Contributions 2023/24
Authors:	Caroline Young, Partnership and Programme Manager David Hoggarth, Head of Strategic Rail
Sponsor:	Darren Oldham, Rail and Roads Director
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1. Purpose of the Report:

- 1.1 This report provides an update on the Strategic Rail elements of the draft Transport for the North Business Plan 2023/24 and the Department for Transport's funding allocation 2023/24 and 2024/25.
- 1.2 This report also provides an update on the 2023/24 Member Contribution payment.

2. Recommendations:

- 2.1 It is recommended that the Committee endorses the approach set out in the report to the 2023/24 draft Rail Business Plan.
- 2.2 It is recommended that the Committee notes the Department for Transport funding allocation for 2023/24 and 2024/25.
- 2.3 It is recommended that the Committee approves the approach to the 2023/24 Member Contributions as outlined in this report.

3. Main Issues:

- 3.1 The Transport for the North 2022/23 Business Plan was set against a backdrop of a significantly reduced budget, whole organisational restructure, and emergence from the Covid 19 pandemic.
- 3.2 The Business Plan focussed on Transport for the North's core roles and responsibilities and to push for better outcomes for passengers and investment in the rail network.
- 3.3 Key Performance Indicators (KPIs) were developed as part of the Business Plan and overall good progress is being made to deliver them by 31 March 2023, including:
 - A Stakeholder Forum for the Trans-Pennine Route Upgrade has been established and is Chaired by Transport for the North;
 - A report will be presented to the Transport for the North Board on 23 March 2023 seeking agreement to endorse the formal Northern Powerhouse Rail Sponsor Agreement between Department for Transport and Transport for the North; and
 - Work is progressing to develop a detailed proposals of how rail reform should be implemented in the North.

Proposed Priorities for 2023/24

- 3.4 Transport for the North's Rail Team has two core functions:
 - Providing Transport for the North's direction to the Rail North Partnership to meet the terms of the Partnership Agreement including consultation with partner authorities; and

- Overseeing delivery of the Rail Strategy element of the Strategic Transport Plan including the rail investment programme and Statutory Advice to the Secretary of State relating to rail investment including NPR.
- 3.5 On 18 January 2023 the Department for Transport wrote to Transport for the North and outlined the 2023/24 and 2024/25 funding settlement.
- 3.6 The core funding allocation is £6.5 million for each of the next two financial years (2023/24 and 2024/25) to ensure that Transport for the North can continue to fulfil its statutory functions.
- 3.7 In addition, Department for Transport will provide an additional £710,000 for both 2023/24 and 2024/25 to allow Transport for the North to support the development of wider Subnational Transport Bodies and Local Transport Authorities capacity and capability.
- 3.8 As in previous years, this report provides an opportunity for the Rail North Committee to comment and shape relevant and rail aspects of the draft Business Plan prior to being approved by Transport for the North Board at the 23 March 2023 meeting.
- 3.9 The proposed priorities of the Rail Business Plan for 2023/24 are:
- a) Northern Powerhouse Rail Co-Sponsorship & HS2
Influencing and shaping the future arrangements to benefit the North, support the development of the Strategic Outline Business Case and carrying out partner engagement.
 - b) TRU Stakeholder Forum
Develop insight and evidence to the proposals and to influence and steer the outcomes to benefit the North.
 - c) Strategic Transport Plan (Rail elements)
Publish the Strategic Rail report and support consultation on the rail aspects of the Strategic Transport Plan and ensure that they reflect the wider Transport for the North Strategic Transport Plan objectives.
 - d) East Coast Mainline Upgrade
Continue to press for a seat on the East Coast Mainline Programme Board and influence and steer the outcomes to benefit the North, including East – West connectivity to meet the requirements of partners and stakeholders.
 - e) Transport for the North Investment Programme
To develop the investment priorities following consultation on the Strategic Transport Plan and influence and steer investment priorities to provide better connectivity, capacity, and resilience of services throughout the North.
 - f) Manchester Task Force
Influence and steer investment priorities in the North to provide better connectivity, capacity, and resilience of services including input into business cases for Manchester Airport and central Manchester stations and provide updated Statutory Advice to Department for Transport on timetable and infrastructure options.
 - g) Integrated Rail Plan Leeds Area Study
Input into defining and agreement of the Board Term of Reference and provision of evidence for the Working Group to provide influence and advice on proposals.
 - h) Train Operator Business Plans 2024/25
To influence the Business Plans and reflect the aspirations of partner authorities and stakeholders and represent the views of the north. Provide support to Member input through Rail North Committee and Working Groups.

- i) Esk Valley Line Capacity increases
Provide project management support via a contract between Transport for the North and North Yorkshire County Council with regard to increasing the capacity and frequency of services on the Esk Valley Line.
- j) Resilience and Reliability Delivery Plan
To develop priority initiatives which will increase resilience and reliability on priority routes to increase demand and connectivity, including developing feasibility studies and business cases.
- k) Connected Mobility
Provide support to partners in developing initiatives and sharing best practice to provide the North with an integrated ticketing system and bring together member Authority aspirations for digital innovation in transport.
- l) Future timetables
Ensure that partner authorities have input into proposed timetabled service changes and understand the impact of such changes and consult with Rail North Committee on future proposed timetables from TransPennine Express and Northern.
- m) Rail Reform
Develop and agree a reform proposition to embed Transport for the North's role within Great British Railways as a key strategic partner the unified voice for northern authorities and the business community, acting as the link between local devolution, multi-modal integration, Local Enterprise Partnerships and Great British Railway's regions.
- n) Transport for the North Stations Strategy
Publish and embed the strategy as part of 'Stations as a Place' and to influence the prioritisation of station facility improvements to bring all stations within the North up to a defined acceptable standard.

Resources

- 3.10 The approach to resource allocation follows the overall approach that Transport for the North is taking based on a continuation of resources in the current financial year and following the organisational wide restructure in 2022/23.
- 3.11 Transport for the North core budget funds 12 roles within the Strategic Rail Team in addition to modest external consultancy support and modest travel budget. These resources can support the activities set out in paragraph 3.9.

Member Contributions

- 3.12 Each financial year Transport for the North sets an appropriate level for Member contributions (as defined in Transport for the North's Franchise Management Agreement) from each of the Transport for the North Rail Authorities in respect of a Support Payment to specifically support Transport for the North operating costs.
- 3.13 It is proposed to continue with the approach used in previous years which will be the current year (2022/23) contributions with the appropriate indexation applied. Lead officers have been advised in writing of the financial contributions proposed.
- 3.14 In previous years 'in kind' contributions (or Additional Contributions) have been permitted in the form of staff time (for example Local Transport Authority staff working on specific projects or programmes on behalf of Transport for the North). The proposed approach is to continue the option of 'in kind' contributions.

4. Corporate Considerations

4.1 *Financial Implications*

The financial implications are set out in this report and annual Member Contribution payments are used to support the operating costs of Transport for the North.

4.2 **Resource Implications**

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

4.3 **Legal Implications**

There are no apparent legal implications arising other than raised within the report.

4.4 **Risk Management and Key Issues**

This paper does not require a risk assessment however Transport for the North are actively managing a number of corporate risks in relation to rail.

4.5 **Environmental Implications**

This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the EIA Directive and therefore does stimulate the need for SEA or EIA. Any infrastructure proposals to improve the capacity and reliability of the system will be subject to EIA Screening, conducted by Network Rail, or scheme Promotor as part of the consenting process.

4.6 **Equality and Diversity**

A full impact assessment has not been carried out because it is not relevant to the type of work referenced.

4.7 **Consultations**

Consultations will be carried out by the appropriate body in development of any works outlined in the Transport for the North Rail Business Plan.

5. **Background Papers**

5.1 There are no background papers to this report.

6. **Appendices**

6.1 There are no appendices to this report.

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

a) TPE	TransPennine Express
b) NPR	Northern Powerhouse Rail
c) ECML	East Coast Main Line
d) IRP	Integrated Rail Plan