
Meeting: Transport for the North Board
Subject: Transforming the North
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Sponsor:
Meeting Date: Thursday 14th December 2023

1. Purpose of the Report

- 1.1. To consider the implications of the Government's recent policy statement 'Network North' in the context provided by Transport for the North's role to prepare and publish the Strategic Transport Plan.

2. Recommendations

- 2.1. In terms of immediate next steps, it is recommended that the Board approve the following; namely:
- a) To advise the Secretary of State that:
 - i) Until such time as an alternative set of proposal(s) for improved connectivity and capacity between the North and the Midlands has been identified, safeguarding associated with HS2 should remain in place.
 - ii) Where there is agreement with the relevant local transport authority(ies) that it is appropriate, the safeguarding associated with HS2 should be lifted at the earliest opportunity.
 - iii) Where funding is allocated through Network North this should be ring-fenced for transport purposes, and authorities should be allowed to manage allocations as a programme of investment.
 - iv) As the Secretary of State's statutory partner, the Department for Transport should look to the TfN Board to provide oversight and leadership in co-ordinating activities of pan-regional significance arising out of the Network North document.
 - b) That to improve efficiency of delivery, TfN should work with the Department for Transport, the National Infrastructure Commission and other Government Departments, to build on TfN's existing analytical capability to develop a Northern Appraisal Framework: one that whilst consistent with the requirements of HMT, better reflects the situation in the North.
 - c) TfN should publish the revised Strategic Transport Plan at the earliest opportunity, to ensure that the statutory framework within which specific proposals, including those identified through the Network North document, are brought forward is up to date.
 - d) TfN work with the Department for Transport to update the Co-sponsorship Arrangement for Northern Powerhouse Rail (NPR) so as to strengthen the role of partners in agreeing and then taking forward the NPR proposal in light of the Network North document.
 - e) TfN should engage with the National Infrastructure Commission on their proposed rail study for the North arising out of the National Infrastructure Assessment 2 (NIA2).

- f) TfN should work with the Welsh Government to determine the priorities for investment on the North Wales Main Line.
- g) TfN should work with its partners to identify the resource requirements (both financial and skills) arising from the need for additional work to be undertaken in order to develop specific proposals as a consequence of the Network North document.

3. Scrutiny

- 3.1 This report reflects comments made by the Scrutiny Committee at its meeting on 21st November, and the Executive Board at its meeting on 23rd November.
- 3.2 A common theme heard from TfN partners in preparing this paper has been the importance of maintaining a 'one voice' approach for the North in the wake of partners' disappointment with the detail of the announcement. Partners across the North have also been consistent in stating the importance of avoiding asymmetric levelling up. Linking to both points, is the importance given by Northern partners to having, through TfN, a central role in providing oversight and leadership on how individual proposals are managed as a co-ordinated and sequenced programme of investment.

4. Background

- 4.1. On 4th October the Prime Minister delivered a policy announcement, accompanied by a document entitled *Network North: Transforming British Transport*. The policy announcement confirmed the decision to cancel High Speed 2 Phases 2a and 2b. The high-speed link to the East Midlands Airport area was also cancelled.
- 4.2. At the same time the announcement set out how the funding previously identified for the delivery of HS2 Phases 2a and 2b would be ring-fenced for investment in transport improvements. Subsequently Government has clarified that the proposals identified in the document are largely suggestions and that it will be for local leaders to identify specific proposals.
- 4.3. The Network North document is clear that any proposal brought forward will still require assessment and consideration through the normal processes. This means that proposals will require additional work to be undertaken by their promoters to prepare business cases and demonstrate value for money. Experience shows that proposals put forward for consideration in the North can struggle to make the case for investment if the traditional approach to business case development is followed.
- 4.4. Investment by National Highways in the Strategic Road Network (SRN) will continue to be managed through the Road Investment Strategy. Determination of the programme for 2025-2030 (RIS3) is reaching its final stages, with a draft RIS for that period expected to be published shortly. It is worth being aware that a few of the road investments included within the current Major Road Network (MRN) programme, as identified by TfN, are sitting with Government awaiting confirmation of funding.
- 4.5. Investment in rail maintenance and renewals by Network Rail continues to be determined through the 5-year Control Period, the most recent of which (Control Period 7 – CP7) has just been finalised: this covers the period between 2024-2029. Investment in infrastructure enhancements is managed separately through the Rail Network Enhancement Programme (RNEP).
- 4.6. It is worth remembering that funding allocations for investment delivered by National Highways and Network Rail are ultimately set within the Department for Transport's funding envelope that is itself determined by Government Spending Reviews.
- 4.7. Reaction to the decision to cancel the latter phases of High Speed 2 has led to many in the transport sector emphasising the importance of infrastructure

proposals being brought forward within the context provided by a long-term plan and/or framework. Commentators have emphasised the importance of such an approach in providing confidence to private sector investors to continue to make their own investments.

- 4.8. It is worth noting that the Network North document did not specifically mention strategically important infrastructure projects that are already making their way forward into delivery – i.e. TransPennine Route Upgrade (TRU) and Midland Main Line electrification. TfN will continue to work with its partners and with Government to ensure these projects are delivered at pace.

5. National Context: National Infrastructure Assessment

- 5.1. The National Infrastructure Commission (NIC) is responsible for providing advice to the Government on long-term strategic infrastructure requirements: in this way the NIC provides a framework at the national level. Their advice is set out to Government as the National Infrastructure Assessment (NIA), the most recent version of which (NIA2) was published earlier this autumn. Prepared within a financial envelope given to them by HMT on behalf of Government, its recommendations set out how public investment in strategic infrastructure needs to be aligned to enable sustainable economic growth.

- 5.2. The NIA2 sets out that the productivity gap between the North and London/South-East remains a challenge (something identified in the recently updated Northern Powerhouse Independent Economic Review – NPIER). Key messages within the NIA2 that are relevant to this discussion include:

- A restatement of the importance of unlocking the productivity of the North's cities and towns, and the role that investment in transport has within these communities.
- A restatement of the importance of improving the connectivity between the North's cities and towns as a means of connecting people and places with services and opportunities.
- Recognition of the need to take into consideration how realising economic potential can be a catalyst for reducing the environmental impact and improving social inclusion.
- Recognition of the need to align investment in strategic infrastructure across policies areas in order to deliver placed based outcomes – i.e. realising outcomes for the transport sector are increasingly dependent upon investment in energy and digital infrastructure.

- 5.3. The NIA2 was substantially complete before the publication of Network North, it was therefore prepared based on an assumption that HS2 phases 2a and 2b were to be delivered. In recognition of the Government's decision on HS2 phases 2a and 2b the NIC has identified the need for a further piece to look at the future of the rail network in the North. The TfN executive is discussing with the NIC how this work will be taken forward.

6. Regional Context: Transport for the North

- 6.1. The Transport for the North (TfN) Constitution sets out that it was established by Government as a statutory partner to the Secretary of State in both road and rail investment processes, with responsibility for setting the objectives and priorities for strategic road and rail investment in the North.

- 6.2. The five general functions assigned by Government to TfN are:
- To prepare a transport strategy for its area.

- To provide advice to the Secretary of State about the exercise of transport function in relation to its area (whether exercisable by the Secretary of State or others).
- To co-ordinate the carrying out of transport functions in relation to its areas that exercisable by different constituent authorities with a view to improving the effectiveness and efficiency in the carrying out of those functions.
- 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.
- To make other proposals to the Secretary of State about the role and functions of TfN.

In addition to these general functions, TfN's Constitution identifies several additional functions, granted by Parliament, designed to complement and support its role as a statutory body. These include specific powers in relation to ticketing, highways, and the rail sector, all of which were granted to TfN so that it might support its partners with the effective and efficient delivery of their transport functions.

- 6.3. A key focus of TfN's work recently has been the preparation of a revised Strategic Transport Plan (STP): the long-term framework for the North. Once finalised and adopted by the TfN Board, the STP is used by TfN to provide advice to Government and to shape and inform the investment plans of national agencies, such as National Highways and Network Rail.
- 6.4. TfN's additional role – through the Rail North Partnership Agreement – to oversee the delivery of rail services provided by the TPE and Northern contracts, provides the opportunity to ensure the requirements of the STP are reflected in the business planning of the two operators. By extension, the Rail North Committee is increasingly interested in the business planning of other passenger operators where their work is of significance to the North, given the interdependencies that exist on what is a heavily congested rail network.
- 6.5. The revised (draft) STP is underpinned by an extensive evidence base that ensures it reflects the needs of the North, of relevance to this discussion are:
- *Northern Powerhouse Independent Economic Review (NPIER)* – prepared in partnership with the NP11, as noted above the NPIER evidences the extent to which the productivity gap between the North and London/South East remains, whilst identifying the economic potential of the North as being an additional £118bn GVA per annum by 2050
 - *Decarbonisation Strategy* – sets out the scale of the challenge facing the North in pursuit of achieving nearly net zero by 2045, TfN's work on Future Travel Scenarios (which is being updated) highlighted that central to all plausible future scenarios was the need to double, if not treble the role of rail, whilst recognising the continued importance of investment in the North's highway infrastructure
 - *Connected Communities* – building on TfN's ground-breaking work on Transport Related Social Exclusion, the key driver here is the importance of capturing the role of investment in transport within communities to enable people and businesses to realise their own potential.

The evidence base assembled by TfN, working with its partners, has enabled the revised STP to identify the key infrastructure issues that need to be addressed in order to realise the North's economic potential and to do so in a way that benefits its residents and businesses in a way that is sustainable for the longer-term.

- 6.6. Fundamental to the draft STP is the need to invest in improving connectivity and capacity – both within and across the North, and between the North and the rest

of the United Kingdom. Decisions in relation to UK investment in the North's strategic infrastructure should continue to take account of the context provided by the STP.

- 6.7. As mentioned earlier in this report, the technical work undertaken by TfN has highlighted the extent to which the delivery of preferred outcomes for the transport system requires alignment with investment in other strategic infrastructure networks – of which energy systems and digital infrastructure are arguably of the most immediate importance.
- 6.8. The revised STP embeds an outcome-led approach that is place-based and user-centred. In parallel with its work on the STP, the TfN executive has been working with partners to develop proposals that will improve the implementation of the STP. This is designed to support the leadership of the Metropolitan Combined Authorities (MCAs), County Combined Authorities (CCAs) and Local Transport Authorities (LTAs) which is key to delivering place-based outcomes.

7. Delivering Transformation

- 7.1. The first STP established that transforming the North's transport infrastructure is central to realising its economic potential. It was in this context that it set out the role that Northern Powerhouse Rail (NPR) and HS2, in combination, would have in delivering the required increase in connectivity and capacity.
- 7.2. When the Integrated Rail Plan (IRP) was published by the Government, the investment associated with it was seen by the TfN Board as stepping stones towards achieving that ultimate end state. In responding to its publication, the TfN Board reaffirmed the need to deliver NPR 'in full'. It welcomed the concept of an 'adaptive pipeline' as the basis on which further elements of the NPR 'in full' might be added to the proposals set out in the IRP.
- 7.3. In a similar way the publication of the Network North document by the Government should be viewed as representing further progress toward delivering the ultimate end state identified by TfN in the STP.
- 7.4. Aspects of the Network North document that are to be welcomed include:
 - The extension of devolved funding through the City Regional Sustainable Transport Scheme.
 - The provision of multi-year funding settlements for Local Transport Authorities.
 - The extension of support for reduced fares on local bus services and for BSIPs (Bus Service Improvement Plans).
 - The provision of additional funding for road maintenance.
- 7.5. And notwithstanding the lack of detail at this stage, other aspects of the Network North document to be welcomed include:
 - The commitment given to investing in improving rail connectivity between Liverpool and Manchester.
 - The commitment given to a new rail station serving Bradford (identified as integral to NPR 'in full').
 - The commitment given to the mass transit system for West Yorkshire.
 - The commitment given to electrification of the railway to/from Hull (previously identified by TfN as a 'quick win' as part of NPR 'in full').
 - The support for a further round of investment in the (local authority owned) Major Road Network – guidance on which will follow, but with the expectation that TfN will be asked to once again work with partners to develop a programme for submission to the Department.

- 7.6. Discussions with partners have served to highlight two immediate practical actions that the Department could take which would assist authorities moving forward:
- a) Where funding is allocated through Network North this should be ring-fenced for transport purposes.
 - b) Authorities should be allowed to manage funding allocations as a programme of investment with an appropriate reduction in the level of additional scrutiny by the Department.
- 7.7. A key principle moving forward should be to utilise existing working arrangements wherever possible. Indeed, opportunities should be taken by the Department for Transport to simplify and reduce the administrative requirements placed on authorities, consistent with the need to maintain an appropriate level of accountability. In this way it should be possible to realise the benefits of investment sooner, at lower overall cost.
- 7.8. TfN will continue to support its partners by building on the 'TfN offer' to MCAs, CCAs and LTAs as well as the Department for Transport (including its agencies/arm's length bodies). TfN will also continue to develop its advice on implementation in parallel with the STP, with a particular focus on preparing recommendations on how to further improve the efficiency and effectiveness of delivery of national funding streams, including potential system reform.

8. Co-ordination of Activities

- 8.1. The TfN executive continues to work with the Department for Transport following publication of the Network North document to provide further clarity on matters as appropriate. The Department's Director General: Roads and Local Transport will be in attendance at the Board meeting to provide an update and respond to questions.
- 8.2. A key concern raised by a majority of TfN partners in preparing this paper has been the lack of clarity within the Network North document as to how the work that arises from it will be taken forward, including issues of sequencing. There is a very real concern that references within the document to specific schemes might result in work being commissioned in isolation, whereas Government having clarified that those references are 'suggestions' there is a need for the scope of work to first be agreed with the relevant partners.
- 8.3. TfN partners have been consistent in recognising the interdependencies between schemes of pan-regional significance and the importance of investment being sequenced. They have also been consistent in emphasising that where work of pan-regional significance is being commissioned it is essential it is co-ordinated at the regional level through TfN. Partners are clear that the need for co-ordination should not result in centralisation of decision making within Whitehall.
- 8.4. The draft STP includes a commitment within it for the TfN executive to prepare on behalf of the Board, an Annual Action Plan prepared on the output from an annual Monitoring and Evaluation report. This will enable the TfN Board to track progress with the delivery of pan-regionally significant investment in a manner similar to that by the Infrastructure Planning Authority at a national level.
- 8.5. This would provide the basis for the TfN Board to provide an appropriate level of oversight on the co-ordination of activities arising out of the Network North document. And with Department for Transport a key member of the TfN Board, such an arrangement would provide an appropriate level of assurance to the Secretary of State that the intent behind the investments identified in Network North is being retained.

- 8.6. This Board was established to provide a forum in which TfN and the Department for Transport work together to take forward the Government's commitments set out in the Integrated Rail Plan.
- 8.7. The working arrangements associated with the Board continue to evolve in light of experience, with a key focus being the need to strengthen the involvement of TfN partners: a need that the Department for Transport has been receptive to.
- 8.8. Given the network interdependencies, and given the scale of works already underway or planned across the North – through TRU, investment on the West Coast Main Line north of Crewe, Midland Main Line electrification, in/around Manchester and on the ECML – TfN partners have been clear that there is a need to strengthen the role of the Co-sponsorship Board in order to give stronger voice to the views of TfN and its partners.

9. Unresolved Matters

- 9.1. There are several pan-regionally significant matters arising out of the Network North document where there is a need for further work to be undertaken and where a collaborative approach will be essential.

Linking the Midlands and the North – including freight and logistics

- 9.2. The evidence base underpinning the STP reaffirms the importance of improving connectivity and capacity between the North and the Midlands if the economic potential of the North is to be unlocked. It was on this basis that the draft STP identified the importance of delivering HS2 'in full', alongside NPR 'in full'.
- 9.3. The West Coast Main Line is already the most heavily utilised mixed-traffic corridor in the country. In addition to be a key corridor for passenger services it is one of the country's primary rail freight routes. Notwithstanding previous investment in the corridor, the limitations of the existing infrastructure are increasingly obvious, impacting on the reliability and resilience of current services, and acting as a constraint on growth.

Moving forward (after the Network North document) there is a need to identify what proposals are required to achieve the same level of connectivity and capacity that would have been delivered by HS2 Phases 2a and 2b (including the wider benefits that would have been realised across the existing network).

- 9.4. **There is an urgent need for a comprehensive review of the options available for realising the improved capacity and connectivity between the North and the Midlands.** This review needs to treat the needs of the freight sector as highly as those for future passenger growth. It must also include consideration of the consequences of infrastructure decisions on rolling stock, including implications for the existing network. The issue of rolling stock is particularly pressing given that full-length HS2 trains will not be able to continue beyond the HS2 infrastructure and given that half-length HS2 trains have significantly reduced capacity compared with existing rolling stock. **Until such time as this review has been completed, and what proposals are required to be brought forward, it should be the position of TfN that the safeguarding associated with HS2 should remain in place.**
- 9.5. On the eastern side of the region, discussion with partners have identified that there are some locations where there is support for lifting the safeguarding currently in place. **It is therefore proposed that TfN should advise the Secretary of State that where there is agreement with all of the relevant transport authorities, it is appropriate to lift the safeguarding at the earliest opportunity.**

Crewe (and environs)
- 9.6. Arguably Crewe and its environs is one of the biggest losers following the decision to cancel the latter phases of HS2. This is because the investment by HS2 would

have acted as a catalyst for realising wider opportunities within Crewe and its immediate area. The change in plans was the latest step back in the scale of ambition for Crewe, which had originally been identified by HS2 as being a 'super-hub' on its network.

- 9.7. Crewe, together with Chester and Warrington lie at the heart of an economically significant sub-region, with significant opportunities to be at the forefront of a greener economy for the UK. Partners in the sub-region are looking to develop alternative proposals that will enable this potential to be realised. Investment in transport infrastructure will continue to be central to any such plan.
- 9.8. Discussions with partners have highlighted the importance of TfN continuing to support partners develop their proposals and the TfN executive are in active discussions with partners. **TfN will work with partners to identify the additional resources (financial and skills) required to enable the work to develop alternative plans at pace, with a view to securing those resources from Government in support of the Network North document.**

North Wales Main Line Electrification

- 9.9. This corridor was not previously identified by the rail industry as a priority for electrification, indeed the new rolling stock being acquired by Avanti for North Wales services is bi-mode, capable of operation under electric and battery power.
- 9.10. However, there is a clear need for further investment in the North Wales Main Line, in particular there is a long-standing need for investment that will remove existing constraints, such as those in/around Chester Station. **There is an urgent need for TfN to meet with the Welsh Government (as well as local partners) to determine the priorities for investment along this corridor**

Manchester (and its environs)

- 9.11. The cancellation of HS2 infrastructure serving Piccadilly Station brings with it a need to assess what is the most appropriate long-term solution for the station. TfN has previously argued that the merits of an underground station at Piccadilly had not been considered on a like-for-like basis with the proposal put forward by HS2. **Given Piccadilly's key role as part of the wider NPR 'in full' proposal, there is a need to review the proposals for Piccadilly Station, including the opportunities to secure contributions from the private sector.**
- 9.12. However, the consequences of the decision to cancel the latter phases of HS2 serves to re-emphasise the urgent need to commitment to longer-term solutions for both the Castlefield Corridor, and the southern approach to Manchester through Stockport. TfN has previously identified the critical importance of both in its recent updated statutory advice to the Secretary of State.
- 9.13. In addition, there remains the question of needing to consider an appropriate alternative to the Golborne Link. Previously the Department identified, post Union Connectivity Review and the decision to drop the Golborne Link, that HS2 would be responsible for taking forward the required work. The need for this work to be taken forward at pace remains and it is recommended that, given the interdependencies involved, it should be within the remit of the NPR Co-sponsorship Board.

Trans Pennine Connectivity

- 9.14. The Government has recently confirmed the next set of funding for the TransPennine Route Upgrade (TRU). The TfN Board receives regular updates from the Project Team on progress with the project given its significance to the North, with the next update is scheduled for the March meeting just over a year before the scale of works steps up significantly.
- 9.15. The Network North document identifies the importance of improving other trans-pennine connectivity, including enhanced rail services between Sheffield and

Manchester, an aim supported by TfN. However, based on work to date a limiting factor to delivering an uplift in service frequency remains constraints associated with the stations at either end of the route. **There is therefore an urgent need to ensure that proposals for both Sheffield and Piccadilly Stations properly take account of the commitment in Network North to uplift service frequency.**

Leeds Station (and the Sheffield – Leeds corridor)

- 9.16. The station layout at Leeds Station remains a major bottleneck, with Leeds regularly appearing in the top 3 locations (alongside Clapham Junction and Birmingham New Street) for delays across the entire rail network. This makes securing a commitment to the expansion of Leeds Station a national, not just a Northern priority.
- 9.17. Notwithstanding the on-going programme of investment in the existing station, the work undertaken as part of the original work associated with NPR clearly identified that **a step change in the layout at Leeds Station is required.**
- 9.18. The IRP identified the urgent need for a study to be taken forward to look at the long term needs of Leeds Station. As a consequence of the Network North document that study, the Terms of Reference for which were published earlier this year, has been superseded by another study – this one focused on improving connectivity between Sheffield and Leeds.
- 9.19. As Members of the Rail North Committee recently heard, the growth in passengers along the Sheffield – Leeds corridor continues to be very strong. Indeed, one of the benefits of the proposed recasting of the East Coast Main Line (ECML) timetable is to enable additional direct services to be laid on between the two cities. **However, the limits of the current infrastructure are clear, creating renewed urgency for taking forward the proposed Sheffield – Leeds study.**

Leamside Line (and East Coast Main Line)

- 9.20. The TfN Board is well versed in the strength of the recovery of rail patronage across the North. The recasting of the ECML timetable is in response to the need to provide additional services, enabled by previous investment in the corridor further south. However, it has served to re-emphasise the limitations of the ECML infrastructure north of York.
- 9.21. It is in this context that a core part of the NPR 'in full' proposal championed by the TfN Board has been infrastructure enhancements north of York, including the re-opening of the Leamside Line. Investment in the ECML is central to providing the capacity that will enable an enhanced service on the Newcastle – Manchester corridor, as well as supporting economic growth across the North-East.
- 9.22. The Rail North Committee has emphasised the need for progress to be made on delivering the infrastructure enhancements north of York, in order to ensure operators can exploit the full benefits of the TRU upgrade by providing enhanced Newcastle – Manchester services.
- 9.23. The reference to the re-opening of the Leamside Line in the Network North document is to be welcomed. **Given the pan-regional significance of this proposal, the TfN Board should continue to work with and support its partners to progress delivery of this investment at the earliest opportunity.**

Resource Considerations

- 9.24. There are a further set of matters that flow from the Network North document which requires consideration, again, including but not limited to:

- *Scheme development* – delivering the ambitions set out in the Network North document will require additional work to prepare business cases in short order. This will require scheme promoters to have access to sufficient resources (both revenue and skills) available to enable specific proposals to be developed and brought forward at pace. Such matters are particularly pertinent for many local authorities where financial pressures continue to be particularly high. The tools and capability put in place by TfN as part of its ‘offer’ could, subject to the availability of funding, be scaled up relatively quickly to provide support to its partners.
- *Investment for rail services* – TfN members, through the Rail North Committee, are particularly aware of the pressures on operators at present. The Network North document identifies ambitions for enhanced levels of service on a number of routes, including some where the additional services will be dependent upon delivery of infrastructure enhancements. TfN – through the Rail North Agreement – will need to ensure that where commitments for service enhancements have been made the additional revenue investment needed is secured through the relevant business planning processes.
- *Union Connectivity Review* – it is unclear how the recommendations set out in Network North relate to recommendations made by the Union Connectivity Review. This is pertinent given that progress with some specific proposals previously identified were effectively put on hold pending a series of studies.

10. Next Steps

- 10.1. The funding commitments set out in Network North should be welcomed as further steps towards realising the end state set out in the Strategic Transport Plan.
- 10.2. However, it is important for TfN to remain focused on making the case for the step change in connectivity and capacity that would have been achieved through the delivery of HS2 Phases 2a and 2b. The evidence underpinning the STP is clear as to the critical importance of improving connectivity and capacity in order to realise the North’s economic potential and reduce the productivity gap with London/South-East.
- 10.3. The recommendations before this meeting bring together the immediate next steps identified through the considerations in this paper.
- 10.4. In addition, there are issues that the TfN Board may wish to consider as part of the business planning and budget setting process for 2024/25 (alongside the work identified to develop advice on implementation), including:
 - a) The importance of the ‘TfN offer’ in supporting its partners bring forward proposals arising from the Network North document, harnessing the tools and capability that form part of the Northern Appraisal Framework, subject to TfN receiving additional core funding.
 - b) The need to develop a new ‘playbook’ that uses the knowledge and experience held within TfN to ensure that the appraisal system better reflects the needs and opportunities that exist within the North.
 - c) The potential to harness TfN’s work in support of smart ticketing and connected mobility in support of the ambitions for smart ticketing set out in Network North.

11. Corporate Considerations

Financial Implications

- 11.1. Financial implications for Transport for the North arising from the matters considered within the report will be considered as they materialise.

Resource Implications

- 11.2. The resourcing implications for TfN and local authority partners is set out above. The resourcing implications for TfN will be further considered as part of TfNs on going business planning process for the 2024/25 financial year.

Legal Implications

- 11.3. Transport for the North is empowered to carry out all steps identified within the report. Review of existing agreements with DfT or a new agreement may need to be considered in order to implement the arrangements described in the report.

Risk Management and Key Issues

- 11.4. TfN's corporate risk register contains several risks which relate to this report.

Environmental Implications

- 11.5. 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 emerging STP and Decarbonisation Strategy update.

Equality and Diversity

- 11.6. A full Impact Assessment has not been carried out because it is not required for this report.

Consultations

- 11.7. N/A

12. Background Papers

There are no background papers for this report.

13. Appendices

There are no appendices for this report.

Glossary of terms, abbreviations and acronyms used

| | |
|--------|--------------------------|
| a) DfT | Department for Transport |
| b) NPR | Northern Powerhouse Rail |
| c) STP | Strategic Transport Plan |
| d) TfN | Transport for the North |