

---

**Meeting:** General Purposes Committee Consultation Call  
**Subject:** Transport for the North Board Business Representation  
**Author:** Julie Openshaw Head of Legal  
**Sponsor:** Martin Tugwell Chief Executive  
**Meeting Date:** Thursday, 8 February 2024

---

**1. Purpose of the Report:**

- 1.1 To agree arrangements for business representation on the Transport for the North's Board, in light of changes to local enterprise partnerships (LEPs) and make the appropriate recommendations to the Board.

**2. Recommendations:**

- 2.1
- a) To recommend to the TfN Board that effective business representation on the Board and Partnership Board remains appropriate;
  - b) To recommend to the TfN Board that LEP representatives remain co-opted members to the Board and Partnership Board; and where the LEP no longer exists and/or has changed, a representative from their successor body becomes the co-opted member and is determined by the relevant body;
  - c) To recommend that these new arrangements, if agreed, are reviewed in early 2025, given the emergence of a new pan-regional partnership for the North.

**3. Main Issues:**

- 3.1 LEPs are changing across England, as Government policy shifts to the creation of pan-regional partnerships (PRP) to provide engagement on economic development matters directly with business. The TfN Board has previously determined that each of the 11 LEPs in the North of England is a co-opted member on Board and Partnership Board. With LEP arrangements changing, many have already ceased to exist and have been replaced by business boards, or similar. Others will move to new arrangements from 1 April.
- 3.2 Constituent Authority members (i.e. the voting members) of TfN have always been very clear about the importance of having a strong business voice on TfN, and with this in mind decided unanimously as soon as TfN was established as a statutory body to co-opt a representative onto TfN Board and Partnership Board from each of the 11 LEPs. In accordance with the Regulations which established TfN as a statutory body, co-opted members must be non-voting. Officers would advise that an effective business voice continues round the TfN Board, even though LEP arrangements are changing.
- 3.3 Government arrangements for business engagement are in transition, with the PRP not yet established and future policy/funding for such work not fully clear, especially given a forthcoming General Election. Further, LEPs are at different stages of folding/being replaced/continuing in another form. In many cases the LEPs are being subsumed in business boards (or similar) operated within the relevant Constituent Authorities. We therefore judge it appropriate to recognise that any arrangements for the TfN Board would need to be reviewed within the next 12 months to consider changes in our wider (policy) operating environment. Under the TfN Constitution, a specific Board resolution is required to co-opt members, and the new arrangements do not automatically replace the former

LEPs. A decision to co-opt replacement members would legally need to have the unanimous support of all of TfN's Constituent Authority members.

- 3.4 The General Purposes Committee is invited to consider TfN's position regarding the voice of the business community. If, as officers believe likely, TfN remains resolute in its view that strong inclusion of the business voice must continue we therefore recommend that LEP members be retained for areas where the LEPs continue, and that for areas where the LEP has been subsumed into a Business Board (or similar), a representative from that Board be co-opted instead of the former LEP member. We expect that six of the existing LEPs remain extant but the other five have been replaced by alternatives. We would need to confirm the final position (as of 1 April 2024) with each of the relevant bodies, as arrangements are still evolving. Nonetheless, continuing to with co-opted members from LEPs or their successor bodies, would enable TfN to maintain a strong business voice around its Board and the associated corporate experience and consistency. This arrangement, if accepted, will provide a workable interim solution to ensure business representation is continued on TfN, and will be reviewed after a period of 12 months to account for changes/developments in government policy.

#### **4. Corporate Considerations**

##### ***Financial Implications***

- 4.1 There are no direct financial implications arising from this report.

##### ***Resource Implications***

- 4.2 There are no direct resourcing implications to TfN arising from this report.

##### ***Legal Implications***

- 4.3 Legal implications including the provisions of the Constitution and Sub-national Transport Body (Transport for the North) Regulations 2018 as amended, are included within the report.

##### ***Risk Management and Key Issues***

- 4.4 There are no risk management implications as a result of this report.

##### ***Environmental Implications***

- 4.5 There are no environmental implications within, or resulting from, this report.

##### ***Equality and Diversity***

- 4.6 There are no equality and diversity implications.

##### ***Consultations***

- 4.7 The decision to co-opt members rests with TfN Board. This report consults General Purposes Committee on recommendations to be presented to TfN Board.

#### **5. Background Papers**

- 5.1 None.

#### **6. Appendices**

- 6.1 None.

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

- a) LEP – Local Enterprise Partnership  
b) PRP – Pan Regional Partnership  
c) TfN – Transport for the North