
Meeting: General Purposes Committee Consultation Call
Subject: Constitutional Change: Removal of Regional Groupings
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Meeting Date: Wednesday 30 October 2024

1. Purpose of the Report:

1.1 To enable General Purposes Committee ("GPC") to consider proposals to revise the membership of Rail North Committee ("RNC") and GPC and make recommendations to the Transport for the North ("TfN") Board ("the Board").

2. Recommendations:

2.1 That the GPC makes recommendations to the Board:

- (a) That the groupings for RNC and GPC membership are abolished, once the new authorities described in this report are in place
- (b) From that time, each Constituent Authority and co-opted member of TfN be allocated a separate seat on RNC
- (c) From that time, each Constituent Authority of TfN be allocated a separate seat on GPC
- (d) From that time, the existing voting allocations and arrangements remain unchanged for both RNC and GPC
- (e) That, once established, the Greater Lincolnshire Mayoral Combined Authority
 - be co-opted on to TfN Board as a non-voting Member
 - be granted a seat at Rail North Committee, with the voting shares formerly allocated to Lincolnshire County Council, North Lincolnshire Council and North East Lincolnshire Council
 - be invited to TfN Board meetings as an observer during any shadow period.

2.2 That GPC notes that

- (a) invitations will be extended to the business representatives on TfN Board for interest in appointment as the main member and substitute member on GPC, and those appointments will be recommended to the Board in due course
- (b) consequential amendments will be made to the Constitution as necessary.

3. Context:

3.1 Prior to TfN's establishment as a statutory body in April 2018, a limited company, Rail North Limited, was set up by the local transport authorities in the North. The functions undertaken by the company were subsequently subsumed into TfN on its establishment and are performed by the RNC on behalf of the Board.

3.2 From the outset, the RNC has been composed of membership established according to a regional grouping matrix originally established by Rail North Limited. The matrix involves 11 groups based on geography, with each containing

one or more of TfN's Constituent Authorities and the (then) six former Rail North Authorities, who were co-opted onto the Board.

- 3.3 This approach was originally adopted to ensure that the number of representatives around the RNC table was manageable. Linked to it is a voting matrix which allocates each authority a number of votes based on the passenger miles in their area: the vote held by each grouping being the sum of the votes held by the authorities in that grouping. In this way it was possible to ensure each authority has an appropriate share of the voting power, if a vote was required.
- 3.4 More recently, the original "Humber" grouping was divided into "North of Humber" and "South of Humber" (creating 12 groups); this was done on a temporary basis until the groupings as a whole could be considered in more detail, which this report now does.
- 3.5 When the GPC was established, its membership template followed that used for RNC, including the use of the regional groups. Membership of the GPC does not include the 'Rail North Authorities' (which had no relevance for GPC matters) but it does include a LEP representative to reflect the role of the business community on the TfN Board.
- 3.6 Following changes to LEP arrangements in spring 2024, the Board now has co-opted members from each of the former LEP areas, provided by the relevant business boards/forums that now exist. The Terms of Reference for the GPC state that its membership will include "one Member and one Substitute Member to be appointed by the LEP Co-opted Members on the Board". It is therefore proposed that one Co-opted Members and one substitute Co-opted Member from the Board Business Community are appointed to the GPC.

4. Consideration:

- 4.1 Since 2018, changes to TfN membership arising from the devolution deals at the local and city region level have led to a reduction in the number of Constituent Authorities.
- 4.2 Currently (other than North of Humber and South of Humber, which are addressed in 4.3 below), only three RNC groups remain which contain more than one member, those being:

"Lakeland"

- Blackburn with Darwen
- Blackpool Council
- Cumberland Council
- Westmorland and Furness Council
- Lancashire County Council

"Potteries"

- Cheshire East Council
- Cheshire West and Chester Council
- Staffordshire County Council
- Stoke on Trent City Council
- Warrington Borough Council

“East Midlands”

- Derbyshire County Council
- Lincolnshire County Council
- Nottinghamshire County Council
- Nottingham City Council

It should be noted that the “Potteries” and “East Midlands” groups contain a mix of TfN Constituent Authorities and (co-opted) Rail North Authorities.

4.3

A report presented to this Committee in February 2024 and subsequently to Board in March 2024 noted further changes to the list of authorities because of devolution deals, specifically:

- The East Midlands Combined Authority has taken on the role of local transport authority from Derbyshire County Council, Nottinghamshire County Council, and Nottingham City Council
- The Greater Lincolnshire Mayoral Combined County Combined Authority is expected to take on the role of local transport authority from North East Lincolnshire Council, North Lincolnshire Council and Lincolnshire County Council
- The Lancashire Combined County Authority (LCCA) is expected to be formed from May 2025 and will become a TfN member in place of Blackburn with Darwen, Blackpool Council and Lancashire County Council
- The Hull and East Yorkshire Mayoral Combined Authority is expected to be formed from May 2025 and will become a TfN member in place of Hull City Council and East Riding of York Council.

4.4

The practical implications of the devolution deals either already in place or scheduled to be put in place is to reduce the number of Constituent Authorities from May 2025 to thirteen as follows.

- Cheshire East Council
- Cheshire West and Chester Council
- Cumberland Council
- East Yorkshire Mayoral Combined Authority
- Greater Manchester Mayoral Combined Authority
- Lancashire Combined County Authority
- Liverpool City Region
- North East Mayoral Combined Authority
- South Yorkshire Mayoral Combined Authority
- Tees Valley Combined Authority
- Warrington Borough Council
- Westmorland and Furness Council
- West Yorkshire Combined Authority

4.5

It is a requirement under the Rail North Agreement for authorities served by either Northern or TPE to be represented on TfN. This is realised through the TfN Board co-opting what are referred to as ‘Rail North Authorities’. The emerging Greater Lincolnshire Mayoral Combined Authority will be a member of Midlands Connect, the Sub-national Transport Body covering the Midlands. In order to

retain valuable input from this region on TfN as well, it is recommended that Greater Lincolnshire Mayoral Combined Authority is co-opted on to TfN Board when it comes into being. It is further recommended that during any shadow period a representative be invited to TfN Board meetings as an observer. The overall consequence of the devolution deals, and subject to the approval of this recommendation, is that there will be four co-opted authorities on TfN Board as follows:

- East Midlands Mayoral Combined Authority
- Greater Lincolnshire Mayoral Combined Authority
- Staffordshire County Council
- Stoke on Trent City Council

- 4.6 With the reduction in the number of Constituent Authorities (due to devolution deals) the reason for adopting the regional grouping matrix (to manage numbers attending meetings of the RNC and GPC) disappears. Rather it is appropriate moving forward that each Constituent Authority of TfN is entitled to nominate a representative for both RNC and GPC. Co-opted authorities (the Rail North Authorities) would also be entitled to nominate a representative for RNC.
- 4.7 The voting matrix associated with the RNC (related to passenger miles) would not change, with each authority retaining the voting power already assigned to them.

5. Corporate Considerations:

Financial Implications

- 5.1 There are no finance implications arising from this report.

Resource Implications

- 5.2 There are no resource implications.

Legal Implications

- 5.3 Legal implications are included within the report. Whilst the general expectation from a public body perspective is that a committee will have a smaller number of members than the Board from which it derives its authority, it remains possible to have a committee with the same or a greater number of members as that Board. The recommendation in this report ensures there is appropriate geographical coverage across the TfN region.

Risk Management and Key Issues

- 5.4 There are no direct risk implications as a result of this report. TfN is managing a corporate risk in relation to compliance with good practice, governance and corporate processes across the organisation.

Environmental Implications

- 5.5 There are no environmental implications arising from the topics, actions or outcomes within this report.

Equality and Diversity

- 5.6 For the purposes of this report, there was no requirement to undertake and Equality Impact Assessment

Consultations

- 5.7 GPC is being consulted on potential changes to the Constitution by virtue of this report. No further consultation is required.

6. Background Papers:

6.1 None

7. Appendices

7.1 None

Glossary of terms, abbreviations and acronyms used

a) Board	Transport for the North Board
b) GPC	General Purposes Committee
c) RNC	Rail North Committee
d) TfN	Transport for the North
e) LEP	Local Enterprise Partnership
f) TPE	TransPennine Express