

## Appendix 1: Rail Reform Requirements Table

TfN Rail Reform Requirements	Current devolution	Proposed under national Rail Reform	What else is needed
<b>Local (incl. MCA) accountability</b>	TfN constituent authorities (through their TfN Board member) have a statutory voice expressed through TfN - this has been used to hold operators to account for poor performance. Business Units within the Rail North Agreement provide input into Northern and TPE business planning. Limited influence over other operators, however, there is limited influence over other operators.	Mayoral Combined Authorities will have a statutory role in the rail network. GBR will have bespoke partnerships with MCAs to deliver passenger services. However, TfN's role pan-Northern role is not explicitly set out under current proposals.	The Rail Reform Bill will need to consider how MCAs' statutory role relates to the pan-regional framework associated with TfN's statutory functions. The pan-regional role of TfN will complement MCAs' local role with pan-Northern functions and economies of scale.
<b>Prioritisation and planning set by the North</b>	Through our statutory advice function, we have had a significant voice in advocating for transformation. Our infrastructure State of Play sets out how the North is tackling rail transformation, but we still lack the ability to determine the priorities for interventions such as accessibility improvements, signalling upgrades or electrification.	While TfN's statutory powers will remain unchanged, there is no clear indication that under rail reform Northern leaders will be able to determine prioritisation and planning of the North's rail network.	Rail reform must empower pan-Northern elected Leaders to prioritise and plan the development of its rail network, in line with the STP. TfN could achieve this through a strategic partnership with GBR, aided by its existing statutory advice function.
<b>Passenger growth</b>	Rail North Partnership specification powers enable us to make service output adjustments. The outline passenger service specification is setting our medium-term aspirations. This is likely to enable incremental adjustments, not necessarily the transformational change needed.	Although we have had significant influence on passenger services through the Rail North Partnership, growth has been held back by a lack of investment and coordination with rail infrastructure. Reform must bring these aspects together in a plan for the North.	TfN must be empowered to influence the future integrated railway under whatever structure it adopts to align our passenger growth specification with our investment pipeline.
<b>Freight growth</b>	While freight growth is a key strategic objective, the Rail North Partnership does not have a direct role to enable it. Current capacity and industry path allocation processes present challenges to freight growth.	While the reform process has already shaped a freight growth target, it is not clear how the national target would be delivered without reform of the timetabling and capacity allocation processes.	Reform of capacity allocation and the timetable process to enable TfN to weigh up allocation of paths in line with our strategy and wider economic needs.
<b>Pan-Northern oversight</b>	Accountability is through TfN's statutory role. Input from democratically elected leaders through forums such as Rail North Committee holds industry to account. Through the Rail North Partnership, Northern and TransPennine rail contracts are accountable to the North.	TfN will have a continued statutory role at a pan-Northern level. A place-based approach to the railway would enable expanded specification of services in the North beyond Northern and TransPennine. There will be a form of Partnership, but reform of the railway's structure risks losing pan-Northern accountability.	Reform needs to enable a place-based approach to the railway, rather than focusing on the railway's existing contractual make-up. It must provide a clear role for pan-Northern accountability and decision-making, even if that sits across proposed divisions of GBR.

**Appendix 1:** Rail Reform Requirements Table