

Transport for the North Board – Item 3 - Minutes

Meeting: Transport for the North Board
Date: Wednesday 8 January 2020, 13.10 – 15.20
Location: Hilton Leeds City, Brigante Suite, 3rd Floor, Neville St, Leeds
LS1 4BX

Chairman:

John Cridland

Chairman

Also in Attendance

Chris Heaton-Harris MP

Rail Minister

Constituent Authority Attendees:

Cllr Phil Riley

Blackburn with Darwen

Cllr Craig Browne

Cheshire East

Cllr Louise Gittins

Cheshire West & Chester

Cllr Keith Little

Cumbria

Mayor Andy Burnham

Greater Manchester

Cllr Darren Hale

Hull

CC Michael Green

Lancashire

Mayor Steve Rotherham

Liverpool City Region

Cllr Carl Marshall

North East Combined Authority

Cllr Stewart Swinburn

North East Lincolnshire

Cllr Richard Hannigan

North Lincolnshire

Cllr Nick Forbes

North of Tyne Combined Authority

Cllr Don Mackenzie

North Yorkshire

Mayor Dan Jarvis

Sheffield City Region

Cllr Heather Scott

Tees Valley

Cllr Hans Mundry

Warrington

Cllr Judith Blake

West Yorkshire

Cllr Andy D'Agorne

York

Rail North Authority Attendees:

Cllr Chris Brewis

Lincolnshire

Cllr John Ogle

Nottinghamshire

Local Enterprise Partnership (LEP) Attendees:

Steve Curl

Cumbria

Lord Haskins

Hull and the Humber

Mark Rawstron

Lancashire

Roger Marsh
Matthew Lamb
Peter Kennan
Jerry Hopkinson

Leeds
North Yorkshire
Sheffield City Region
Tees Valley LEP

Delivery Partners:

Nick Bisson
Richard George
Patricia Hayes
Russ MacMillan
Alan Shepherd
David Stones
Lorna Pimlott
Graham Botham
Sir Peter Hendy

Department for Transport
Department for Transport
Department for Transport
Department for Transport
Highways England
Highways England
HS2
Network Rail
Network Rail

Transport for the North Officers in Attendance:

Barry White
Gary Rich
Dawn Madin
Iain Craven
Julie Openshaw
Steve Howes
Rosemary Lyon
Tim Wood
Kevin Williams
David Hoggarth
Peter Molyneux

Chief Executive
Democratic Services Officer
Director of Business Capabilities
Finance Director
Head of Legal
Interim IST Director
Legal & Democratic Services Officer
NPR Director
Interim Senior Solicitor
Strategic Rail Director
Strategic Roads Director

Apologies:

Cllr Simon Blackburn
Cllr Fred Jackson
Christine Gaskell
Cllr Trevor Ainsworth
Cllr Richard Burton
Cllr Chris Matthews
Mike Blackburn
Asif Hamid
Mark Whitworth
David Land
Cllr Shuguftah Quddoos
Cllr Adele Williams
Cllr Philip Atkins
Cllr Mark Winnigton
Cllr Abi Brown
Cllr Daniel Jellyman

Blackpool
Blackpool
Cheshire and Warrington LEP
Derbyshire
East Riding of Yorkshire
East Riding of Yorkshire
Greater Manchester LEP
Liverpool City Region LEP
Liverpool City Region LEP
North East LEP
Nottingham City
Nottingham City
Staffordshire
Staffordshire
Stoke-on-Trent
Stoke-on-Trent

1.0 Welcome and Apologies

- 1.1 The Chairman welcomed Members and the public and wished a Happy New Year to all.

The Chairman explained that he hoped during this year real progress could be made on both short term and longer term priorities for improving transport in the North of England with a particular focus on improving transport for Northern passengers and Northern citizens. He expressed disappointment that the year has got off to a poor start in the rail sector with the poor performance of both Northern and TransPennine over the Christmas and New Year period.

The Chairman informed Members that Item 5 would now be discussed in public.

- 1.2 The Chairman welcomed everyone to the meeting particularly the Rail Minister Chris-Heaton Harris MP together with Councillor Andy D'Agorne from York and Councillor Heather Scott from Tees Valley both of whom were attending for the first time.

- 1.3 Apologies were noted.

2.0 Declarations of Interest

- 2.1 There were no declarations of interest.

3.0 Minutes

- 3.1 The minutes of the meeting of the Transport for the North Board held on 12 September 2019 were considered.

RESOLVED: That the minutes of the Transport for the North Board held on 12 September 2019 be approved as a correct record.

5.0 Measures in Central Manchester to Improve Northern Rail Reliability (r)

- 5.1 Members received the report that was taken as read.

- 5.2 The Head of Investment Planning provided brief background to the paper and explained that up to 2016 there have been 20 years of strong growth in rail use in the north of England and that the number of passengers has grown more in the north than nationally.

The North of England and the Treasury have benefited from this as it has enabled year on year reductions in the operating subsidy. Services were increased to cater for the growth with some new infrastructure enhancements put in place, however parts of the planned infrastructure enhancement have not been delivered, in particular the 'Package C'

works on the Castlefield corridor, at Manchester Piccadilly and Oxford Road. The effect of this insufficient infrastructure in Central Manchester has led to some contracted services being unable to run, particularly from Bradford and the Calder Valley to Manchester airport. The congestion means that all services are unreliable. Whilst this is only one factor it is key factor for the current issues being experienced.

The delays in Central Manchester impact across the entire north of England and there is no solution to delays without adequate infrastructure being in place, however the train operators also need to perform efficiently.

He explained that additional infrastructure solutions exist in Manchester with the 'Package C' works as well as enhancements at Manchester Victoria, the airport and other works particularly at junctions.

The Head of Investment Planning commended Network rail and the department for recognising all the issues across Manchester. Members were asked to support a balanced set of schemes in order to ease this congestion.

- 5.3 Mayor Burnham welcomed the report and stated that he was pleased that this item was able to be discussed in public.

He stated that the rail network had moved backwards in the second part of the 20th century as illustrated by the fact that in the 1960s there were 49 platforms in central Manchester compared to 25 today. The closure of east west routes in the 1960s was also highlighted leading to only one route being left for freight trains to use which is through central Manchester at peak times.

The government's commitment to infrastructure in the north was welcomed, much of which is linked to HS2 and Northern Powerhouse Rail (NPR); however this issue needs to be addressed first if the chaos on the existing rail network is to be solved in the next five to ten years, and the package outlined in the report is essential. This will add additional capacity to the network.

Mayor Burnham requested that Transport for Greater Manchester be involved in the integrated implementation planning and decision making group.

- 5.4 The Rail Minister explained that Mayor Burnham had spoken to him about this in October and that the government recognises the capacity issues that exist in Central Manchester which need to be examined as well as the bigger projects. The Minister explained that the government has been working hard with industry partners to get some of these proposals implemented.

- 5.5 Members were supportive of the proposals that the report presented and there was recognition that the congestion in Manchester is causing issues across the network leading to commuters receiving a poor service.
- 5.6 Whilst backing the proposals Members raised concerns around the reductions in services and services which are likely to be removed. Mayor Rotherham asked that the proposed changes be assessed by agreed objective criteria and evidenced as to which services should be considered.
- 5.7 Cllr Blake was concerned that reducing services may not be enough to do the work required and asked for a realistic assessment as to how intrusive this work will be so that alternative arrangements can be put in place should this be required. Cllr Forbes expressed support for the investment in central Manchester recognising its importance to reliability across the north.
- 5.8 Members asked that other pinch points also be considered.

RESOLVED:

1. That the report and subsequent discussions be noted;
2. That the Secretary of State be advised to approve the next stage – detailed design – of 'Package C' by:
 - Approving the TWAO now;
 - Starting GRIP 4 (detailed design) without further delay; and
 - Identifying Do Minimum costs for Oxford Rd & Piccadilly (for longer trains & increasing passenger flow);
3. That Board welcomes and strongly supports the DfT/NWR 'Other options', in particular:
 - The Manchester Victoria eastern turnback which should be done immediately;
 - Manchester Airport, which should be progressed urgently, including synergies with Airport road works planned for 2020-2021;
 - Early development of three quick-wins;
 - Ordsall Lane grade-separation;
 - Salford Crescentand request consideration of similar options south of Piccadilly, including:
 - Assess Piccadilly – Slade Lane/Stockport urgently both for optimum grade-separation; and
 - assess the value of 6-tracks Longsight – Slade Lane;

4. To request a piece of work to assess freight options avoiding Castlefield; and
5. To seek designation of Stockport & Manchester Airport as 'Congested Infrastructure'.

4.0 Exclusion of Press and Public

RESOLVED: that the public be excluded from the meeting during consideration of the following items of business because it is likely that, in view of the nature of the business to be transacted or the nature of the proceedings, there will be disclosure of confidential information as defined in Section 100A of the Local Government Act 1972 (as amended) and/or exempt information as defined in paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended)

6.0 IST Phase 3 Way Forward (r)

6.1 The report was received by Members and they were invited to ask questions and make comments on the update.

RESOLVED:

1. That the report be noted;
2. That the discussed recommendations be agreed.

7.0 Northern Powerhouse Rail Programme Update (r)

The report on the Northern Powerhouse Rail Programme Update was noted and Members were invited to ask questions and make comments on the report.

RESOLVED:

- 1) That the report be noted;
- 2) That the discussed recommendations be agreed.

8.0 The meeting reopened to the public Feedback from RNC on Rail Performance (v)

8.1 The Strategic Rail Director provided an update on the current situation following the meeting of the Rail North Committee that morning.

He explained that Members on behalf of the public made it clear that public has lost patience with with the current level of performance. As a result of the discussion both Northern and TransPennine Express (TPE) were left in no doubt that their performance levels are not acceptable and that Transport for the North will not condone this level of failure.

Whilst both operators made unreserved apologies for their performance the committee considered that previous warnings to improve had not

been acted on and Members requested clear and robust plans for their improvement.

The operators highlighted the challenges of introducing a new fleet to rolling stock across the North. The Strategic Rail Director stated that one of the key objectives after stabilising performance is to get rolling stock fully delivered as this will lead to substantial uplifts in capacity across the north and help resolve many of the crowding issues.

During the meeting TPE were challenged for a plan to improve. TPE suggested March as the point where they would have restored the timetabled services back to an equivalent level of this time last year; it was recognised that whilst this was not exceptional, they viewed it as an improvement. The committee had resolved to set a public target to improve and to hold them to account.

Northern, were challenged on their Sunday cancellations as well as their unacceptable cancellations in the pre-Christmas period.

Operators were warned that Transport for the North will hold them to account and call for change if they fail to deliver.

8.2 Mayor Rotherham sought clarity from the Minister as to what the government proposes to do in order to alleviate the chaos that passengers travelling on Northern are experiencing. He presented the Rail Minister with a petition containing over 4,500 signatures to assist the decision makers with regards to Northern.

8.3 Cllr Blake explained that the Prime Minister had confirmed during Prime Minister's Question Time that government is developing contingency plans for a replacement for Northern Rail.

She commented that the operators have been left in no doubt as to what they have to do and was pleased with the scrutiny that TPE had been put under during the meeting.

She stated that after the months of misery that had been experienced that direct actions and answers are now needed.

She went on to explain that the other clear issue was the commitment to the operators from the Department and Network Rail in terms of infrastructure improvements and this is also part of the picture that will be required to formulate a real plan for improvement; an approach of working as one industry and service across the North is required, with everyone having a clear understanding of what is happening.

She also believed there is an attempt to "pass the buck" to other parts of the system which is unacceptable and it is necessary for partners to accept full responsibility for events that occur.

Cllr Riley and Cllr Hale commented that the current situation is doing reputational damage to Transport for the North; delays and cancellations are impacting on commuters and their ability to travel to work on time.

Cllr Hale welcomed the government review of the situation and enquired about the possible action they may take and timelines for implementation.

- 8.4 Cllr Scott stated that during the meeting the operating companies failed to take responsibility for the problems that passengers have been experiencing and blamed everybody but themselves. She took the view that they believed that if they apologised that this would put things right.

She informed the meeting that Mayor Houchen had published an open letter expressing his concerns that between 20-25% of the services in Tees Valley had been cancelled over recent weeks.

- 8.5 Mayor Burnham highlighted his own negative experience of travelling on the trains over the Christmas period and described the service as shambolic. He was further critical of services in the run up to Christmas and explained that there had been an agreement for a planned 90 cancellations from Northern, but going on throughout the whole Christmas Market period in Manchester there had been an additional 100 cancellations. He stated that what exists is a 6-day service which had impacted on Manchester Christmas Markets whereas operators had been contracted to provide a 7-day rail service and that a 6-day service is unacceptable.

The Operators' reasons for poor performance were highlighted. Mayor Burnham also expressed concern that when he had challenged them about why they should have an ongoing role in the north and whether they are doing everything they should, the Committee was told that "no other operator would have taken any better decisions than us." Mayor Burnham challenged this statement, describing how Transport for the North had helped to negotiate the issue of guards on trains with the RMT union. He also highlighted that last year they were not addressing the issue of Sunday working and the Rail North Committee had required them to address this. He therefore believed that what Northern had stated earlier was incorrect.

Addressing the issue of TransPennine, Mayor Burnham stated that they had been "hiding behind" the Northern situation in the hope that no one would pick up on their own failures.

He highlighted the fact that the Rail North Committee had agreed to set a public deadline for TransPennine and that a deadline date needed to be considered. He suggested that by March services should be back to a passable standard and by May they would need to be at the required standard. This needed to be done quickly.

- 8.6 Cllr Marshall emphasised the negative impact that the TransPennine has had on the North East since they took on the franchise. He was critical of the services over the Christmas period with 30% of the timetable changing overnight and only half of the trains going into the North East arriving at their scheduled time.

Cllr Marshall was not convinced that TPE had a clear plan as to how they were going to put things right.

- 8.7 Cllr Little highlighted the long standing infrastructure issues that exist on the network and stated that these issues also needed to be resolved.

- 8.8 Mayor Jarvis requested clarity from the Government as soon as possible in relation to the franchise.

The longer term strategic issue around the government's commitment to invest in the transport infrastructure of the north was highlighted. He hoped that in the forthcoming budget the government would take the opportunity to put in place real measures that will allow for the upgrade of transport infrastructure.

- 8.9 The Minister explained the current process that is being undertaken by the government. Once proposals from the current provider and the Operator of Last Resort have been considered and legal processes have concluded a decision will be made. The Minister stated that he hoped that the process would only take a few more weeks and that a decision would be made sooner rather than later.

Members were warned not to expect an immediate uplift in performance once the government has made its decision. He highlighted the fact that the proposals presented by Northern to show what they would do differently in running the service.

The Minister also stated that the Secretary of State has invited TPE to meet to discuss their performance and allow them to be held to account. He further suggested that the deadlines set by government for improvement would be more ambitious as government too is very unhappy with poor performance from the operators.

The Minister reiterated that government is doing everything it needs to do legally so that the right decision can be delivered for passengers and those working on the railways.

The Minister stated that as government is also frustrated by the performance issues, he would be looking to work with Members in tackling the many issues in relation to the operating companies' poor performance.

- 8.10 Mayor Rotheram stated that Members would appreciate a dialogue with the Minister or his officials before any announcements are made.

RESOLVED: That the update be noted.

9.0 YTD Financial Reporting & Revision 2 (including Mid-Year Treasury Management Statement) (r)

9.1 The report was received by Members and taken as read.

9.2 The Finance Director explained that the report summarised the financial position of Transport for the North at the end of November 2019 and the latest reforecast through to the end of the year.

He went on to highlight the key issues in the report, explaining that there had been an underspend of £16 million against the original budget and circa £9.6 million against the revision 1 re-forecast. The reasons for the underspend were principally as a result of an underspend in major programmes specifically IST. The full year Revision 2 forecast returned a revised budget of around £52 million, a reduction of £24.8 million from the opening budget, with the main reason for this being the IST programme.

9.3 Matthew Lamb commented on the underspend after the first quarter of the year and even once the IST underspend is accounted for there is still a 20% underspend. He felt that the underspend would lead to targets not being achieved in timely manner and questioned how Transport for the North intended to catch up on timescales.

9.4 The Finance Director stated that there are underspends in other areas that need addressing; however if work and outputs can be delivered differently for less money than has been allowed for in the budget then this is a positive feature.

He also highlighted some of the delays that are being caused by some innovative and complex modelling work, leading to underspend on NPR and Major Road projects which is an issue that will be addressed.

He added that with regard to IST the intention is to ensure that the previous funding will be rolled into the next spending review. Discussions have taken place with the Department and the Treasury and it is anticipated that there will be no problems in doing this.

Resolved:

- 1) That the report be noted;
- 2) That the Revision 2 of Budget be approved.

10.0 Risk Report (r)

10.1 The report was received by Members and taken as read.

10.2 The Finance Director provide Members with background on the report and highlighted the key points within it.

- 10.3 Cllr Gittins suggested that a risk on climate emergency should be included and not meeting the deadlines and obligations around this.

The Chairman agreed that this should be included in the risk register as he believes that it is a major risk.

- 10.4 The Chairman praised the report as being a good piece of management information and believed that with the addition of the climate emergency risk the right risks had been identified.

Resolved That the report be noted.

11.0 Long Term Fares & Ticketing Delivery Plan (r)

- 11.1 Members received the Long Term Fares and Ticketing Delivery Plan report from the Strategic Rail Director.

- 11.2 The Strategic Rail Director provided Members with background to the report.

He stated that only about a third of Northern and TPE commuters are satisfied with the value for money from their services with the absolute level of fares being part of the issue and the general complexity and difficulty of finding the right fare also playing a big part.

The Strategic Rail Director stated that the Long Term Rail Strategy include an element on fares and that this delivery plan will be one of a series being brought forward as part of the long term rail strategy. The plan sets out a position and vision on fares which is for convenient and seamless travel across the network giving passengers the confidence they will be charged the best value fare complementing the IST vision.

The Strategic Rail Director noted that the delivery plan includes the aspiration to have consistent daily products in all areas, simplification of fares routing, consistent peak time restrictions, flexi seasons, which he noted northern are already working on, and resolution of our cross boundary changes which can make travelling from different parts of the North difficult.

Members were encouraged to endorse the plan and explained that this would allow Transport for the North to start developing individual proposals on a case by case basis through the business case process, looking for opportunities with current and future rail operators and allowing us to respond to fares issues in the Williams Rail Review.

- 11.3 Cllr Hale stressed the importance of modal shift and if this is something that is being taken seriously then this needs to be examined with regard to smaller commuter towns. He highlighted that rail fares between Hull and East Riding are some of the highest per mile costs in the country.

He therefore requested that some pilots be considered outside of the big metropolitan areas. He explained that pricing coupled with reliability are essential to encouraging a modal shift.

The Chairman stated that this was a priority of the Board.

- 11.4 Cllr Brewis noted that the complexity of fares is a disincentive for travel and supported the development of pilots.
- 11.5 Mayor Rotheram stated that fares should be pegged with performance and not just to an incremental RPI increase.
- 11.6 The Chairman believed that the report reflected previous conversations of the board and commended the Executive for the work they have done in ensuring that the Board's wishes are reflected.

RESOLVED:

1. That the report be noted;
2. That the delivery plan be endorsed.

12.0 Review of the Constitution - Membership, Role and Procedure of the Partnership Board (r)

- 12.1 Members received the report from Head of Legal who explained that the report was presented following Members agreeing to consider the wider Membership of the Partnership Board and associated issues at the Transport for the North Board on 12 September.

It was explained to Members that the Scrutiny Committee had in the meantime considered the matters on the 18 December and provided its views, which were incorporated into the report. The report also explained the provisions of the Constitution and the majority that would be required for certain decisions to be made; at the request of the Chairman his views had also been included in the report.

The Head of Legal invited the Board to consider the recommendations set out at paragraph 9 of the report.

- 12.2 Peter Kenan explained that the LEPs had met prior to the meeting and this was one of the issues that they had discussed. Whilst they had reservations about expanding the Partnership Board due its current size they agreed to support the expansion, but the LEPs preferred for the Partnership Board to continue to meet in private.
- 12.3 Cllr McKenzie disagreed with the increase to membership of the Partnership Board due to its existing size and did not believe that it would increase its effectiveness or efficiency.

He went on to state that he is on the Board in order to represent the views of the travelling people of North Yorkshire and doesn't believe that

the unions share the same approach; consequently, he would not be voting to increase the Partnership Board's size.

- 12.4 Mayor Burnham stated that the size of the Partnership Board is a consideration, but so is the issue of diversity, and in his view diversity in the formation of policy is of greater importance.

He commented that the makeup of the Partnership Board is not fully reflective of the diversity of the North.

He challenged the comments of Cllr McKenzie which he believed perpetuated an adversarial approach. He stated that if the railways are going to work well a "social partnership" approach is required, where employers work with organisations representing the workforce in a more collaborative way to find solutions rather than the current adversarial way he believes is the case.

Mayor Burnham supported the change and considered that this proposal should be endorsed.

- 12.5 Cllr Mundry supported the proposals and believed that if the unions and other bodies had already been involved some of the issues that have been faced in the past might have been resolved more quickly.

- 12.6 Cllrs Green and Scott stated that they would not be supporting the proposals due to the current size of the Partnership Board. They felt that the introduction of new members was not the best way to take into account the views of other groups as these views should already be being taken into account as a matter of course with present membership.

- 12.7 Cllr Blake Supported having Trade Union representation on the Partnership Board and supported the "social partnership" model Mayor Burnham had described. She explained that this model is used in Leeds, the Trade Unions are part of it and it works well.

Cllr Blake has spoken to the Yorkshire representative of the TUC and expressed confidence that an arrangement can be reached whereby Trade Union representatives would not all attend at once.

- 12.8 Following debate, and an informal show of hands, Members were unanimous in agreeing that Partnership Board should remain a private meeting.

It was then proposed that the Partnership Board membership be extended to include the three Northern Regional Secretaries of the TUC (one of whom would attend each meeting to represent the Trade Unions) and three further representatives, to represent environmental issues, the travelling public, and disability/equality issues.

- 12.9 The proposal regarding Membership of the Partnership Board was put to a formal vote of the voting members present, as a result of which the required weighted majority (75.6%) and simple majorities (11 of the constituent authorities present, the threshold being 9) were both achieved.

Resolved:

1. That the report be noted;
2. That meetings of the Partnership Board should continue to be held in private;
3. That the proposal be approved for 6 new Members 3 from the TUC (one to attend each Partnership Board meeting) and one each from representative of passengers, people with disabilities and environmental interests be added to the Partnership Board.

13.0 TransPennine Route Upgrade (TRU) Update Status (r)

The report was received by Members and taken as read.

The Strategic Rail Director explained that this is an important project with circa £3 billion provisionally allocated and as a sub national transport body we have provided our statutory advice.

Members were keen to understand how this was set in the Strategy for the whole of the North of England and as part of a coherent plan.

He stated that the decision made earlier around the Manchester Corridor providing statutory advice is an important part of the overall strategy, with Leeds Station being another key component so that the Transpennine Route Upgrade has a clear run at either end as well as along the corridor.

It was stated that the DfT is at a point where key decisions are going to be made as part of an outline business case. It was highlighted that Transport for the North is not currently a co-client; however having provided statutory advice we continue to work closely as a stakeholder with the DfT.

As the DfT approaches a key decision point, members were requested to endorse a set of challenges that would be put to the department as outlined in the report.

Russ Macmillan (DfT Programme Director for the TransPennine Route Upgrade) welcomed the engagement and interest from Transport for the North on this project.

He stated that they are continuing to move forward at pace with the TRU programme which includes maturing the design as well as doing some enabling work particularly on the diversionary routes that will be required whilst the construction is taking place. They have also launched

consultation around the Huddersfield to Ravensthorpe intervention which is one of the major parts of the programme.

Following on from this an outline business case which will be submitted in the next few months. Approval will then be sought for a specific package of work and in doing that the DfT will then be able to respond and engage with Transport for the North around the challenges highlighted in the report. Russ also highlighted the work that has been undertaken around reducing disruption associated with a construction phase of the programme. However, he acknowledged that a programme of this scale will still require a period of disruption as it is constructed.

Mr Macmillan highlighted that the analysis for the outline business case will look at the best value for money option including end states which go beyond the funding that is currently available in order to get the best outcome in an unconstrained sense before working back to get an approvable programme. This will look at things such as more extensive electrification and electrification for the scheme as it stands.

Mr Macmillan welcomed the challenges within the report and stated that there was now a two to three month programme of activity that will take place to evaluate the options as they exist. Mr MacMillan reiterated that they would be working closely with Transport for the North in the run up to decisions on the outline business case in March/April providing a good opportunity to engage on the challenges.

The Strategic Rail Director highlighted that one of the key things is for the Board Members to be able to engage with the DfT with officer assistance to review the Departments response to our challenges so the Board can be assured it can secure the right package for the North.

Cllr Blake highlighted that she thought it had been agreed that for all papers there would be section on climate emergency implications and requested this be seen in all papers going forward.

She further raised the issue of every station along the route being fully accessible and stated that it would be regrettable if we don't live up to our principles and stated that it needed to be included at every opportunity.

The Chairman thanked the Minister for his attendance and his input at the meeting.

Resolved:

- 1) That the report be noted;
- 2) That the Transport for the North Board endorse the issuing of a set of TRU strategic challenges to the DfT for their consideration ahead of appraising the Phase 1 Outline Business Case for TRU, the Final Business case for the initial tranches of delivery in CP6 and the Strategic Outline Business Case for future

TRU investment in subsequent control periods.

DRAFT