

# Transport for the North Board – Item 3 - Minutes

**Meeting:** Transport for the North Board  
**Date:** Thursday 12 March 2020, 13.10 – 15.20  
**Location:** Schiphol Suite, Hilton Manchester Airport, Outwood Lane,  
Manchester, M90 4WP

**Chairman:**

John Cridland

Chairman

**Also in Attendance**

Richard George

Director at Independent Railway Experts  
Ltd

Ewa Kmietowicz

Team Leader, Committee on Climate  
Change

**Constituent Authority Attendees:**

Cllr Fred Jackson

Blackpool

Cllr Craig Browne

Cheshire East

Cllr Karen Shore

Cheshire West & Chester

Cllr Keith Little

Cumbria

Mayor Andy Burnham

Greater Manchester

Cllr Daren Hale

Hull

CC Michael Green

Lancashire

Cllr Stewart Swinburn

North East Lincolnshire

Cllr Richard Hannigan

North Lincolnshire

Cllr Don Mackenzie

North Yorkshire

Mayor Dan Jarvis

Sheffield City Region

Cllr Hans Mundry

Warrington

Cllr Judith Blake

West Yorkshire

**Rail North Authority Attendees:**

Cllr Trevor Ainsworth

Derbyshire

Cllr John Ogle

Nottinghamshire

**Local Enterprise Partnership (LEP) Attendees:**

Graeme Bristow

Cheshire & Warrington LEP

Kishor Tailor

Hull and the Humber LEP

Mark Rawstron

Lancashire LEP

Mark Roberts

Leeds City Region LEP

Andrew Hodgson

North East LEP

Peter Kennan

Sheffield City Region LEP

**Delivery Partners:**

Nick Bisson  
Jim O'Sullivan  
Lorna Pimlott  
Sir Peter Hendy

Department for Transport  
Highways England  
HS2  
Network Rail

**Transport for the North Officers in Attendance:**

Barry White  
Gary Rich  
Iain Craven  
Julie Openshaw  
Rosemary Lyon  
Peter Molyneux  
Tim Wood  
Deborah Dimock  
David Hoggarth  
David Hughes

Chief Executive  
Democratic Services Officer  
Finance Director  
Head of Legal  
Legal & Democratic Services Officer  
Major Roads Director  
NPR Director  
Solicitor  
Strategic Rail Director  
Strategy and Programme Director

**Apologies:**

Cllr Mohammed Khan  
Cllr Phil Riley  
Steve Curl  
Dawn Madin  
Cllr Richard Burton  
Cllr Chris Matthews  
Mike Blackburn  
Steve Howes  
Cllr Chris Brewis  
Cllr Robin Renshaw  
Mayor Steve Rotheram  
Cllr Liam Robinson  
Asif Hamid  
Mark Whitworth  
Cllr Carl Marshall  
Cllr Graeme Miller  
Cllr Nick Forbes  
Cllr Peter Jackson  
Matthew Lamb  
Cllr Shuguftah Quddoos  
Cllr Adele Williams  
Cllr Mark Winnington  
Cllr Philip Atkins  
Cllr Abi Brown  
Cllr Daniel Jellyman  
Mayor Ben Houchen  
Cllr Heather Scott  
Paul Booth

Blackburn with Darwen  
Blackburn with Darwen  
Cumbria LEP  
Director of Business Capabilities  
East Riding of Yorkshire  
East Riding of Yorkshire  
Greater Manchester LEP  
Interim IST Director  
Lincolnshire Council  
Lincolnshire Council  
Liverpool City Region  
Liverpool City Region  
Liverpool City Region LEP  
Liverpool City Region LEP  
North East Combined Authority  
North East Combined Authority  
North of Tyne Combined Authority  
North of Tyne Combined Authority  
North Yorkshire LEP  
Nottingham City  
Nottingham City  
Staffordshire  
Staffordshire  
Stoke-on-Trent  
Stoke-on-Trent  
Tees Valley  
Tees Valley  
Tees Valley LEP

Jerry Hopkinson  
Cllr Keith Aspden  
Cllr Andy D'Agorne

Tees Valley LEP  
York  
York

## **1.0 Welcome and Apologies**

## **Action**

- 1.1 The Chairman welcomed Members and apologies were noted. The Chair particularly welcomed Graeme Bristow, a new member of the Board who will be representing Cheshire and Warrington LEP.

The Chairman explained that he and the Chief Executive had liaised over whether it was appropriate for the meeting to take place in view of the national situation with Coronavirus. He explained that the decision was made to go ahead with the meeting, that Government advice is being sought on a constant basis and protocols are in place for Transport for the North to operate effectively. The Chairman stated that he expects that this meeting will be the last for a while and that he expects the next meeting to be virtual.

Members were informed that Item 8 could be discussed in public.

Members were informed that there would not be a Minister attending the meeting due to their presence at Transport questions in the House of Commons.

The Chairman thanked Patricia Hayes, Director General for Roads and Devolution for her contribution to the Board following her appointment to a senior role in the Home Office.

- 1.2 The Chief Executive explained that the Head of Legal Services and Monitoring Officer has explored how decisions can be made should the Board be unable to meet in person due to Coronavirus. He explained that Transport for the North would be able to continue to operate and make decisions through delegated powers if this were to happen.
- 1.3 The Monitoring Officer reinforced the comments of the Chief Executive and explained that two key matters reserved to Board for decision would be the budget and sign off of the accounts. Measures relating to these two issues will be monitored as things progress. For all other operational issues, delegated powers will be able to be used.

## **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 8 January 2020 were considered.
- 3.2 Cllr Shore raised an issue relating to the Castlefield Corridor. She commented that in the last meeting Mayor Rotherham requested that any decisions relating to this should be made by agreed objective, criteria and evidence. She requested that this be shared with the Board if this had not already happened.

The Strategic Rail Director explained that there is a working group which is examining the details of the changes and has been using evidence to scrutinise the industry's plans and proposals. He stated that the materials used in the previous working group and the forthcoming working group could be shared with Members.

**RESOLVED:** That the minutes of the Transport for the North Board held on 8 January 2020 be approved as a correct record.

#### **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),

#### **5.0 Part 2 Minutes**

- 5.1 The Part 2 minutes of the meeting held on 8 January 2020 were considered and their accuracy as a correct record confirmed. Members discussed any issues arising from the minutes.

**RESOLVED:** That the Part 2 minutes of the meeting held on 8 January 2020 be approved as a true and accurate record.

#### **6.0 Manchester Piccadilly Station Independent Review (r)**

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

**RESOLVED:**

- 1) That the report be noted.
- 2) That the recommendations in the report be approved.

#### **7.0 Northern Powerhouse Rail Next Steps (r)**

- 7.1 The report on next steps for Northern Powerhouse Rail was received by Members who were invited to ask questions and make comments on the report.

**RESOLVED:** 1) That the report be noted.  
2) The recommendations in the report be agreed.

The Press and Public were invited back into the meeting, which continued in public.

## **8.0 High Speed North (r)**

- 8.1 The report was received by Members and taken as read.

- 8.2 The Strategy and Programme Director highlighted the positive impact that the publication of the Oakervee Review and the subsequent announcement and commitment from the Government to the Eastern and Western legs of High Speed 2 has had on the North. He explained that the assessment of High Speed 2 phase 2B and the development of an integrated rail plan will provide an opportunity to develop a pipeline of rail investment in the North as well as being able to accelerate some of this.

The Strategy and Programme Director explained that the paper set out the priorities and principles that Transport for the North believe should drive the assessment process and the development of an integrated rail point with TfN and its Board having a meaningful role to play in the assessment process.

Members were asked to endorse the priorities and principles set out in the paper and that these be communicated to central Government as statutory advice.

- 8.3 Cllr Hale asked about the status of HS2 Phase 2b.

The Strategy and Programme Director explained that the paper reflects Transport for the North's understanding of the government announcement on 11 February that the delivery body would be considered as part of the assessment.

Nick Bisson added that due to the scale of phase 2B and Euston, Ministers are looking for a different delivery body to deliver these projects as they want them to be treated as major projects in their own right.

- 8.4 Cllr Green highlighted the fact that there was no explicit commitment to the continuation of the Goldborne Link in the report, which he believes is critical to Lancashire in order to maximise the benefits of HS2. He explained that taking away the link will have an impact on speed capacity and trade in Lancashire.

Cllr Mundry explained that he would be unable to support Cllr Green, as the Goldborne Link would cut Warrington out of the network which would be detrimental for them.

- 8.5 Mayor Burnham raised the issue of HS2 being seen as the big brother to NPR and suggested that the Board should start to see these projects as equal priorities for which solutions to both are trying to be found.

He suggested that the Board should pitch them as being equally important and integrating them as one would make sense.

- 8.6 The Chief Executive raised two points on behalf of Liverpool City Region who were unable to attend the meeting. He explained that Liverpool feel that they have been omitted from the high-speed network and this process provides an opportunity to put that right. They also raised the issue of freight on in relation to the Integrated Rail Plan.

- 8.7 The Strategy and Programme Director explained that the report looked to identify known scope issues that would need to be addressed by the Integrated Rail Plan, which included some of those raised by Members. The report was not seeking to set out solutions to those issues at this stage; that would follow later in the IRP process.  
He also acknowledged the point raised by Mayor Burnham regarding the equity of High Speed 2 and NPR. He explained that this now needs to be factored into the principles of the statutory advice that will be provided to Government.

- 8.8 The Chairman summarised the discussion of Members. He highlighted three points that had come out of the discussion. The first related to the description of principles and the fact that Members wanted equality of status between HS2 and NPR to be reflected in the integrated Rail Plan.

Secondly, he stated that in relation to Piccadilly, it is a principle ask from Transport for the North as a Board that the assessment be undertaken, and the peer group review being undertaken by TfN feed into this.

In relation to the issue of the Goldborne Junction he explained that this needs to be tackled outside the meeting. He offered Cllr Green his assurances that the issue will be addressed and that a consensus would be built amongst

- Resolved:**
- 1) That the report be noted;
  - 2) That the wording in the Integrated Rail Plan should ensure that NPR and HS2 are treated equally

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3) The principles be agreed.

## **9.0 Northern Powerhouse Rail Governance (r)**

- 9.1 The report was received by Members and taken as read. The Chairman stated that the report is looking for the Board to approve the amended Memorandum of Understanding.
- 9.2 The Chief Executive provided background to the report and explained that the Memorandum of Understanding summarises the working relationship between Transport for the North and the Department in relation to NPR projects. He described the working relationship between TfN and the Department as positive with the department having final say as to the work that goes ahead. Members were asked to approve TfN entering into the new Memorandum.
- 9.3 Mark Rawstron asked if there was anything in the governance that can enhance the position of TfN in making and getting its voice heard.

The Chief Executive explained that he would separate out NPR and High Speed North. In relation to NPR he explained that he wanted to keep the progress going so that we can feed in the right evidence into the work being undertaken by Sir John Armitt and the Infrastructure and projects Authority regarding capacity. He further explained that he wanted to be in a position where he can push ideas forward to Government in order that faster progress can be made.

- 9.4 Sir Peter Hendy highlighted the role for Network Rail in integrating services into the existing rail network and highlighted the issue as to how this fits into the existing railway network and that not recognising it has been part of the development of these things in the past.

**Resolved**            1) That the report be noted;  
                                 2) That the amended Memorandum of Understanding be agreed.

## **10.0 Monthly Operating Report (r)**

- 10.1 Members received the Monthly Operating Report from the Finance Director and the report was taken as read.

**RESOLVED:**            That the report be noted.

## **11.0 Business Plan (r)**

- 11.1 Members received the Business Plan from the Finance Director.



- 11.2 The Chief Executive highlighted to Members the various committees and meetings the plan has been through on its way to being finalised. He highlighted the fact that we entered the year with great momentum in both the country and particularly the North in relation to infrastructure.

He explained that the plan sets out an ambitious year ahead. The key priorities within the plan were outlined to Members and this included; the Integrated Rail Plan, NPR and Decarbonisation.

The Chief Executive highlighted the announcement on the Road Investment Strategy (RIS) 2 programme the previous day and explained that the shaping and development of the strategy for RIS 3 is essential.

He explained that Rail will continue to be a significant area for TfN and the Williams Review is awaited and Blake Jones is also going to be important to developments in this area during the year.

The spending review was highlighted, and the Chief Executive emphasised that Transport for the North's input into this will be critical. The National Infrastructure Strategy is also due to be published by the Government.

- 11.3 Cllr Browne raised the issue of Integrated and Smart Travel (IST) and questioned what the plan B is for the non-Metropolitan areas. He also requested that the business plan be modified to show how the concerns and needs of these areas are going to be addressed.

A request was also made for an allocation be made in the IST budget for the non-Metropolitan areas to show that their needs are being taken seriously.

The Chief Executive explained that the disruption messaging and fares tools are available to any authorities and operators respectively.

The Chief Executive updated Members on the current position with regards to Phase 3 - contactless on rail. He explained that the Williams Review is still being awaited and it is hoped that recommendations around a national roll out on this will be made within the review. However, if this is not the case Transport for the North will look to implement this in the North in pay as you go areas.

With regards to Phase 4 of the project, no allocation has yet been made. Talks are ongoing with many authorities across the North asking for their ideas before a plan can be presented to the DfT. The Chief Executive assured Cllr Browne that conversations will take place with his authority.



- 11.4 Cllr Blake asked about the change in relationship with the Rail North Committee and the fact that there is no reference to this in the business plan.

The Chief Executive agreed that there should be some wording on the relationship and stated that he would include that when finalising the document.

- 11.5 Peter Kennan wondered if the plan should highlight the fact that Transport for the North supports quick wins when they are available.

The Chief Executive explained that he didn't believe that the business plan was the right place for this to be included but stated that he supported the idea of quick wins.

- 11.6 The Chairman asks for the Comms Team to circulate a note to the Board highlighting the quick wins in the principle areas of delivery that have been had over the year.

**Resolved:** 1) That the Business Plan be noted;  
2) That the Business plan be approved.

## **12.0 Budget 2020/21 (r)**

- 12.1 The report was received by Members and taken as read.

- 12.2 The Finance Director noted the gross budget of £88.1m, including contingency of £22.3m, and the net budget of £65.8m against which TfN will report during the year. He also noted that whilst the budget is fully funded, some of the elements of expenditure are dependent on in-year funding approvals from the Department. This relates principally to TDF funded NPR activity but also Phases 3 and 4 of the IST programme.

- 12.3 The Finance Director noted that the report sets out a reserve strategy as well as presenting the Treasury Management Strategy for approval.

- 12.4 Cllr Blake asked if any progress had been made in the commissioning of the sub regions in term of pilots.

The Chief Executive explained that progress has been made in identifying the types of schemes that can be taken forward, but no decisions have been made and these will need to come back to Board at a later date.

**Resolved:** 1) That the report be noted;  
2) That budget be approved.

- 12.5 Following the budget item, the Chairman then invited Jim O’Sullivan to provide Board with information on the RIS 2 announcement from the previous day.

Mr. O’Sullivan explained that the RIS of £25.3 billion was approved and a further £2.1 billion added to make up the PFI funds for the Lower Thames Crossing and the A303 Tunnel.

In terms of Schemes in the North, 2 new schemes were committed which were the A66 and Simister Island North West Quadrant improvements around Manchester. In addition, 13 schemes approved under RIS 1 are funded for completion and there are also plans for 3 smart motorways; M62 junctions 20-25, M6 junctions 21a-26 and the M56 junctions 6-8. He also explained that following the smart motorway stocktake a further £600 million have been received for retrospective safety improvements.

He also highlighted that a further 9 schemes that were being developed during RIS 2 and hoping to construct during RIS 3 or 4.

He explained that out of 15 suggested priorities from the Board they have secured funding for 7 of these projects.

- 12.6 Mayor Burnham raised the issue of Smart Motorway safety and looked for reassurance from Mr. O’Sullivan.

Mr. O’Sullivan explained that together with the Department they have spent the last 3 months examining the safety of Smart Motorways. He stated that the Secretary of State has said that overall they are safe with certain elements being safer than “normal motorways” whilst others are less safe. He further explained that UK motorways and Smart Motorway are some of the safest roads in the world. Public concern around live lane breakdowns was acknowledged and he highlighted the measures that they are looking to put in place.

### **13.0 Update on the Northern Transport Charter (r)**

- 13.1 Members received an update on the Northern Transport Charter and the report was taken as read.

- 13.2 Cllr Blake explained that she was pleased to be able to inform Board that the message and idea of putting passengers first is now being taken up across the country.

She highlighted that there was a lot of good publicity in the build up to the budget in relation to the Northern budget. She explained that there is still some work to be done around governance but will report back to board at a subsequent meeting.

- 13.3 The Strategy and Programme Director provided more detail on the progress of the Charter. He explained that the focus of the report

was on two of the four priorities which are the long term funding settlement and leading strategic transport delivery which will allow the North to be able to manage a devolved budget. He explained that it was the intent to bring an update on the remaining to ambitions to the next Board.

The Strategy and Programme Director explained that he hoped a finalised Northern Transport Charter will form part of Transport for the North's Spending Review submission later in the year.

- 13.4 Cllr Blake explained that the Membership has been extended encouraged new Membership so that all the areas are represented.
- 13.5 Cllr Green raised the issue of resource implication in local authorities as not all authorities may have the officer capacity in terms of skill set to support Members.

**Resolved:** That Members should note the progress set out in the report.

#### **14.0 Decarbonisation (r)(p)**

- 14.1 Members received the presentation from Ewa Kmietowicz on decarbonisation and a report from the Strategy and Programme Director which was taken as read.
- 14.2 The Strategy and Programme Director Paper explained that the report recaps Transport for the North's previous commitments to decarbonisation outlined in the Strategic Transport Plan and the Northern Transport Charter. Further to this it also summarises the work undertaken in collaboration with Members in the previous year and outlines plans for the year ahead.
- 14.3 Councillor Hale explained that the strategic goals have to match with the intervention policy and highlighted the importance of early wins. He then went on to highlight the importance of freight on rail as well as electrification.
- 14.4 Cllr Hannigan stated that the next big challenge is about bringing down the cost of hydrogen production.
- 14.5 Mayor Burnham stated that he believed that TfN and the department were unable to bring together the issue of transport and decarbonisation. He stated that he believed the transport improvement and decarbonisation need to become one and the same thing.

He stated that he feels that when looking at this issue the thought needs to be how does transport improvement further

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decarbonisation and this should be coming out in every report that comes to the Board.

- 14.6 Cllr Blake expressed concerned that Transport for the North aren't matching the ambition of its constituent Members and that there needs to increase in ambition on this.

She highlighted the fact that having looked through the report that people had not been put at the centre of things. She expressed concern that we would just replicate what we already have if petrol and diesel cars are replaced with electric ones and that congestion would continue to exist.

Cllr Blake requested assistance from Transport for the North in this area, she explained that Local Authorities are turning down planning applications for housing developments as they are not meeting the climate obligations, due to being isolated from public transport networks.

She explained that Leeds are going live with their clean air zone from September and taxis and buses are beginning to convert as a result of the change and the difference can be felt.

She also raised the issue of aviation and the fact that no -one was taking responsibility for aviation emissions.

- 14.7 Mark Roberts asks for pilots to be set up to inform the strategy. He suggested that TfN could co-ordinate the approach which would help to inform Government strategy.
- 14.8 The Chairman also asked Ms Kmietowicz for help on the issue of aviation as TfN have no direct leverage on this area.
- 14.9 The Strategy and Programme Director thanked Members for their comments and explained this would help in the development of the work plan for the year ahead.
- 14.10 Mayor Burnham stated that it is essential to bring down the cost of public transport in the north. He explained that due to cost and the inconsistent nature of public transport many residents do not have an alternative to using their car. He stated there needs to be more talk about the cost of public transport as at the moment it is cheaper for residents not to use it.

**Resolved:** That the presentation and report be noted and distributed to Members.

**15.0 Feedback from Rail Northern Committee and update on Operator of Last Resort (v)**

- 15.1 Members received an update on the Northern Rail Committee and an update from Richard George on the Operator of Last Resort.
- 15.2 Mayor Burnham provided Members with an update, explaining to Members that he felt that the meeting had entered into a new era. The meeting had two key focusses; Northern (the move to Operator of Last Resort) and TransPennine Express (performance recovery).

Members were informed that Northern are developing a 100-day plan which is being looked at in terms of rolling stock issues, service issues and infrastructure. The plan is due to be published in June and with a presentation to the Committee beforehand.

He explained that Cllr Brown had requested assurances around connectivity through Chester and in relation to the Central Manchester Working Group and these were provided.

In relation to TPE he explained that at the last meeting Members requested a timetable for improvement. He stated that there had been a slight recovery in January which had tailed off in February. The issues were discussed and TPE believed they were on a slow path to improvement but felt that the December timetable changes would help them further.

Members were informed that the Committee had asked TPE to agree with Officers a mid-year point and an end-year point where progress against the Public Performance Measure and cancellations could be measured.

- 15.3 Richard George updated the Board on progress. Mr George explained that the transfer had gone smoothly and that they had requested from the Secretary of State time to do a 100-day plan. He stated there were a number of issues that needed to be addressed and not all of them were specifically Northern issues and these would need to be solved together with Network Rail and other partners.

**Resolved:** That the update be noted.