

## Frequently Asked Questions (FAQs)

### **Why do you want statutory status/to become a Sub-national Transport Body?**

Transport for the North is set to become England's first Sub-national Transport Body, which is a momentous step and a historic moment in the story of devolution. It will be able to speak with one voice on behalf of the North, and be a statutory partner with the Department for Transport. This means that Transport for the North will be able to develop a Northern Transport Strategy and whoever is in Government will have to consider what it says before making decisions that affect the North.

### **When did Transport for the North submit its proposal?**

Transport for the North submitted its proposal to the Secretary of State for Transport, Rt. Hon. Chris Grayling MP, in October 2016, with the support of all 19 constituent authorities.

### **Did Transport for the North get everything that was asked for in the proposal?**

While becoming a statutory body is a big step forward, Transport for the North still retains its ambition to hold joint decision-making powers with the Secretary of State, and to be fully involved in the specification and procurement of the next Northern and TransPennine franchises, preferably as the franchise letting body. A business case for the further devolution of these powers can be developed in the future.

Transport for the North also requested the power to promote economic, social, and environmental well-being, which it believed would make it easier to carry out its role and deliver a better service for customers. Despite not being granted these powers, a further business case can also be developed going forward.

### **Will Transport for the North take powers away from local councils?**

Transport for the North's role isn't to take away powers from local councils, but to continue to work in partnership with Northern authorities. It is important that the North is able to speak with one voice on regional transport investment, connect our cities, and ensure the sum of the North's major economic centres becomes bigger than the individual parts. This will be done by devolving powers down from central government, not from up from local authorities.

### **Will Transport for the North build new roads and railways?**

Transport for the North's role is to develop a Northern Transport Strategy which will identify regional transport improvements that would allow passengers and transport users across the North to travel comfortably across the region. In line with this, Transport for the North will oversee the

delivery of new roads and railways by Highways England and Network Rail, but wouldn't build the infrastructure itself.

### **Will Transport for the North become a Highways Authority?**

No, Transport for the North is not seeking to become a Highway Authority and any decisions on investment within a particular area regarding highways would have to be done with the consent of relevant highway authorities.

### **Who is accountable for Transport for the North's activities?**

Transport for the North is a partner organisation made up of all 19 Local Transport Authorities in the North of England, and these will be responsible for the major decisions regarding Transport for the North, in consultation with National Transport Bodies, the Government and Local Enterprise Partnerships.

### **How will Transport for the North be funded?**

Transport for the North is funded until 2020. The level of funding will remain the responsibility of the government of the day, but we will constantly seek reassurances of funding commitments going forward when possible.

### **How will decisions be taken?**

Before Transport for the North submitted its proposal to the Secretary of State, a voting matrix was developed with all constituent authorities, based on population. This means that voting on TfN issues will take into account the variations between different authorities and that all decisions are made fairly. For decisions regarding any funding from constituent authorities, this will require the unanimous approval of all authorities.

### **What will happen to Rail North?**

Becoming a statutory body is a good step forward and allows Transport for the North to build on the excellent progress made by Rail North on improving customer benefits on the two franchises. The proposition for establishing TfN as a statutory body includes the acquisition of Rail North Ltd, and a mechanism for implementing this is under development based on functional and operational needs. The Secretary of State (SofS) is not granting TfN the powers to carry rail passengers, as this will be subject to a future business case for further devolution, so the important step at this stage is to enable Transport for the North and Rail North to speak with one voice to Government, the success of which will help to form the business case for further devolved powers.