

Transport for the North

Quarterly Operating Report

April – June 2025



Contents

1.0 Chief Executive’s Introduction3

2.0 TfN Corporate Milestones Progress Report5

3.0 Rail North Partnership (RNP)18

4.0 People and Finance.....19

1.0 Chief Executive's Introduction

The business planning process for 2025/26 enabled the Mayors/Leaders on the Transport for the North (TfN) Board to ensure that the work of TfN reflects and complements their priorities (both individually and collectively). The focus provided by the TfN Board resulted in a number of activities previously undertaken being ended; this has enabled resources to be redirected to support those activities that are better aligned with the priorities of TfN's constituent authorities. The milestones for 2025/26 are consequently more detailed than in previous years.

Following the Spending Review announcement on 11 June, there have been further, more detailed, announcements. These will be considered within the context provided by the Spending Review submission agreed by the TfN Board in March.

A key focus for the TfN executive remains providing support for scheme promoters developing business cases. The Northern Appraisal Playbook has been welcomed in this regard, providing as it does guidance on how to take advantage of the flexibilities that exist within the current 'Green Book'. At the same time the TfN executive has continued to use the Board's support for more fundamental change to the Green Book to shape its engagement with His Majesty's Treasury (HMT). This included a briefing session with officials during which representatives from West Yorkshire Combined Authority (WYCA), North East Combined Authority (NECA) and Cheshire East had the opportunity to use proposals in their areas to highlight the need for further change to the approach to appraisal, particularly where the investment is transformational in nature.

A key part of the support provided by TfN to constituent authorities is through the 'TfN Offer'. Work continues to expand the data accessible through the Offer, a focus at present being to bring more of the rail data held by TfN in scope in response to interest expressed by constituent authorities.

We have worked with officers from constituent authorities to understand their priorities and to build the analytical programme. Work to date has included developing and rolling-out the TfN Rail Information Portal, a new visualisation-based dashboard that contains links to various existing sources of rail data. The portal includes information on station facilities and accessibility, train loading, and infrastructure constraints.

A further success has been to collate reliability and punctuality data and share this with constituent authorities. A dashboard has been developed to show the location of rail investment and rail freight plans across the North based on TfN's State of Play and Freight Investment Plans. And resources have been used to develop additional rail analytical tools - including forecasts of suppressed rail demand across the North and a tool to assess Mobile Network Data being used for Rail North Partnership and to inform the Northern Behavioural Survey work.

In addition to work on the rail portal, development of the visualisation framework continues. This provides constituent authorities with easier access to data without the need for additional support from the TfN executive. This approach enables TfN resources to be targeted to those more complicated requests that require some input from the TfN executive team.

A number of TfN Offer 'showcase' sessions have been held, with further sessions in the pipeline. Experience shows that spending time with individual authorities to help them appreciate the scope of the TfN Offer helps their officers to identify how best to make use of what is available. With total savings to the public sector from the TfN Offer fast approaching £1 million, the showcase sessions provide an opportunity to explore further ways in which constituent authorities might use access to the TfN Offer to shape their own commissions for technical work.

A key outcome underpinning the North's ambition is realising its economic potential. Meeting the freight and logistic needs of the business community is a key focus in the Business Plan. Engagements with representatives from the North's ports and airports highlighted the opportunity that exists to make better use of the capacity that already exists, if their strategic role can be supported by additional investment in inland connectivity.

The continued support from constituent authorities for the Electric Vehicle (EV) regional forum, which also brings together representatives from Office for Zero Emission Vehicles (OZEV) and the Distribution Network Operators (DNO), builds on the foundation laid by TfN's work on the Electric Vehicle Charging Infrastructure (EVCI) Framework (a tool that has subsequently been rolled out across the rest of England). It is also a reminder of how delivery of transport solutions is increasingly dependent upon alignment of investment across other strategic infrastructure sectors, in particular energy, as well as digital.

At its meeting in March, the TfN Board identified the need for the work of TfN to evolve to reflect the change in the external environment that places elected Mayors/Mayoral Combined Authorities (MCA) at the heart of how the country works. An initial steer on the scope of that evolution was provided by Mayors/Leaders in June as part of the input into an initial proposal for consideration by the TfN Board at its September meeting.

2.0 TfN Corporate Milestones Progress Report

The TfN Board at its meeting on 17 March 2025 agreed the Budget and associated Business Plan for 2025/26: as the final step in the business planning process, the Budget and Business Plan reflect the priorities for TfN as set by the Mayors/Leaders of its constituent authorities.

The Quarterly Operating Report (QOR) reports on progress with delivery against each milestone outlined in the 2025-26 Business Plan. Each item is assessed quarterly using a Red-Amber-Green (RAG) rating system, accompanied by a Quarterly Progress Indicator (QPI) to highlight changes from the previous quarter and a progress summary.

TfN Corporate Milestones Report Key:

RAG Rating Key		Quarterly Progress Indicator (QPI) Key	
R	Deferred progress	↑	RAG rating improved from last quarter
A	Delayed progress	↓	RAG rating decreased from last quarter
G	On target	↔	RAG rating is the same from last quarter

M1	Milestone 1 Use the assembled evidence base, and agreed policy framework set out in the Strategic Transport Plan to continue to make the case for additional investment in the North's transport system, including:	RAG	Trend
M1.1	Ensuring the North's priorities for investment in the Strategic Road Network are properly reflected in National Highway's Road Investment Strategy 3 (RIS3), and that TfN provides input into the business case development for RIS schemes	G	↔
We continue to work with constituent authorities in advocating for additional national investment in the North's priorities to enhance the safety, reliability, and resilience of journeys on the Strategic Road Network (SRN). The TfN Board's submission to the Spending Review identified the significance of the A66 (A1 Scotch Corner to Penrith M6 J40) proposal and those associated			

with Simister Island (M60/M62/M66) in supporting the North's economic ambitions. Both sets of proposals have received funding commitments by Government.

The TfN Board has previously identified the North's priorities for inclusion in the next National Highways Road Investment Strategy (RIS3) which will cover the 5-year investment period beginning in 2026. The draft RIS3 is expected to be published in autumn 2025: the TfN Board will need to consider how this meets its priorities for investment. The TfN executive continues to work with officers from constituent authorities, and National Highways, in the development of a prioritised programme of schemes for further development with a view to be ready for potential delivery in the subsequent RIS4 and beyond.



The TfN executive continues to work with the NECA and National Highways on the development of the business case for upgrading A19 junctions that support local growth ambitions. The A19 junctions were used as an example of the need for change in the approach to appraisal in a briefing convened by TfN with officials from the Treasury. The TfN executive is also continuing to work National Highways and officers from South Yorkshire Mayoral Combined Authority (SYMCA) and Greater Manchester Combined Authority (GMCA) with regard to developing a multi-modal integrated delivery programme for safety, reliability, and resilience improvements along the A628/A616 Manchester–Sheffield corridor.

M1.2	Working with the rail sector to develop the 'one view' of investment (infrastructure and rolling stock) required in the North's rail system, and aligning that with the development of future timetable changes	G	
-------------	--	----------	---

The Rail North Committee (RNC) identified the need for 'one view' of rail investment in 2024. Work on updating the initial version was presented to the Committee's June meeting; this had been prepared in close collaboration with Network Rail, as a consequence providing more detail on each programme. Having welcomed the progress to date, the RNC requested that details of the ambitions of each constituent authority for additional improvements to the infrastructure be included, this work is now underway.

Informed by the Strategic Transport Plan (STP) and constituent authority publications, work by Network Rail to produce a Long-Term Strategy for the North West & Central region is underway. This is intended to inform future infrastructure requirements beyond HS2 Phase 1, Transpennine Route Upgrade (TRU), and Manchester and North West Transformation Programme Configuration State 3A (which includes Manchester Oxford Road remodelling and Manchester Airport platform extensions). This strategy work serves as gap analysis, identifying what further infrastructure will be required to deliver aspirations. Given the scale of the task, the work will not be completed in the current financial year.

East of the Pennines, Network Rail is carrying out two Route Studies to identify future infrastructure needs over the next 20 years. One study is covering the whole of the East Coast Main Line between London and Edinburgh. There are also more focussed studies looking at the specific challenges with key constraints on the network including the main line east of Leeds. These studies are being done in a manner that is consistent with the North West and Central activity.

M1.3	Establish a minimum of 2 place-based rail task forces, working with partners and the rail sector	A	
<p>We are working with officers from the relevant constituent authorities to establish Task Force Boards for Liverpool and Sheffield. Procurement is underway to appoint an independent chair for the Boards, along with additional technical support for performance modelling to support the work of the boards.</p> <p>Additionally, we are supporting the York and North Yorkshire Combined Authority in their work to establish a place-based group focused on York station: the intention being that this will develop investment options to improve the station to accommodate higher footfall as a result of wider investment in the surrounding area, and enhancements to rail services, with the initial meeting planned to take place in July 2025.</p>			
M1.4	Working with partners in support of their work to deliver the existing Large Local Major/Major Road Network programme of highway schemes	A	
<p>The Large Local Major (LLM)/Major Road Network (MRN) programme was an initiative of a previous national administration. There are 22 proposals in the programme across the North. Seven of these have full funding approval in place, and for a further two schemes, work is ongoing to complete the full business case. The TfN executive continues to assist scheme promoters either technically (through the TfN Offer) and/or in terms of using TfN's convening powers. We have worked closely with Cheshire East officers in support of the Middlewich Eastern bypass: a proposal that was used as an example of the need for change in the approach to appraisal in a briefing convened by TfN with officials from the Treasury. The scheme secured funding approval on 8 July 2025.</p> <p>The Minister for the Future of Roads has written to all LLM/MRN scheme promoters announcing a review of schemes that have not yet secured outline business case approval or are facing other issues or challenges. This includes 13 schemes in the North. The Minister has stated that DfT will work with authorities to identify whether the schemes are still needed, whether there is still a commitment to them, whether they can be delivered, and whether they are still affordable. An expected timeline for the review has yet to be published, but we anticipate the work will be completed by the end of the calendar year.</p> <p>At the same time the Minister has set out that there was no funding set aside to meet the commitment made by the previous administration to fund 100% of costs as agreed at the Outline Business Case (OBC) stage. This means local scheme promoters will need to meet a minimum of 15% of the scheme cost, as well as carrying the risk of inflation on costs.</p>			

M2	Milestone 2 Deliver the programme of work focused on addressing issues with the traditional approach to appraisal, to include:	RAG	Trend
M2.1	Publication of the Northern Appraisal Playbook	G	↔
Phase one of our work on our Northern Appraisal Playbook was published on 28 May 2025 and has had 354 views on the blog outlining the work, and 18 views of the playbook itself.			
M2.2	Deliver the final research report on Phase 2 of the agreed programme of work, including recommendations to Government for further reform of the appraisal system	G	↔
<p>We have commenced further research into several key areas of the appraisal system including displacement of jobs, better valuing of transport as an enabler of housing and Values of Travel Time Savings (VoTTS). The findings from this work will form the basis of the phase 2 research report.</p> <p>In July we will co-host a second roundtable with the Independent Transport Commission (ITC) as part of our agreed work programme. This will bring the country's leading academics, senior Department for Transport (DfT) officials and representatives from national delivery bodies together in order to identify whether there are any research gaps that TfN/ITC might address to inform further changes to the Green Book and appraisal methodologies</p>			
M2.3	Work with partners to identify two proposals to showcase how the current appraisal system might better reflect the challenges and opportunities across the North	G	↔
<p>To date we have undertaken a comprehensive review of the Strategic Outline Business Case for a strategic road scheme that unlocks considerable housing development. We are continuing to work collaboratively with the relevant MCA and National Highways to identify ways to strengthen the business case, in particular the strategic case.</p> <p>TfN officers have also identified several other potential business cases where additional support could be provided. We are currently engaging with the relevant TfN constituent authorities and delivery bodies to better understand the current status of the proposals and identify how the Playbook could be applied to strengthen the business cases.</p>			

M2.4	Work with partners to identify at least three projects to which we will apply our Investing for Social Inclusion (IsFI) offer in support of the implementation of local transport plans and/or projects	G	↔
We have extended IfSI support to constituent authorities, through the TfN Offer and through one-to-one engagement. We are currently actively engaged with Cheshire West and Chester, Lancashire, Westmorland and Furness and NHS England, and have already provided first outputs in support of one transport project.			

M3	Milestone 3	RAG	Trend
	Continue to develop the scope of the TfN Offer to partners, and nationally to include:		
M3.1	To increase the value delivered to partners above that achieved in 2024/25	G	↔
<p>The TfN Offer team serviced a total of 93 requests in the financial year 2024/25. As of early July 2025, the 2025/26 'accepted' request figure sits at 57, with 37 of these 'completed'.</p> <p>The TfN Offer team is working to further develop the scope of the offer available to constituent authorities, including growing the range of datasets available, producing dashboards that make it easier for officers in constituent authorities to access and utilise the data/tools available, as well as facilitating roundtable discussions and engaging with constituent authorities so as to understand how best to develop the offer to meet their needs.</p>			
M3.2	Delivering a minimum of 4 in-person bespoke TfN Offer Showcase Sessions to Combined Authorities/Local Authorities	G	↔
<p>A total of five showcase sessions have been delivered to date. Three of these were bespoke in-person sessions with Warrington Borough Council, Sheffield City Council and Wigan Council. In addition, two virtual showcase sessions have been delivered for West Yorkshire Combined Authority and York & North Yorkshire Combined Authority.</p> <p>There are currently an additional four constituent authorities who have registered interest in a showcase including Lancashire Combined County Authority, Hull and East Yorkshire Combined Authority, as well as the authorities within Cumbria and Cheshire and Warrington Devolution Priority Programme areas.</p>			
M3.3	To develop the rail offering available through the TfN Offer by opening up access to rail data and models for use by partners	G	↔
As part of the TfN Offer, and in response to requests from constituent authorities, we are developing a rail data portal. This will, for the first time, bring all of the rail data available to TfN into a single portal that our constituent authorities will be able to			

access directly. The initial focus has been on developing a minimum viable product based on open-source data, that can in time be developed to include other forms of data that the rail industry and other organisations hold. It is anticipated that the first elements of the rail offering will become available later this autumn.

M4	Milestone 4 Make the case for investment that enables more efficient and effective freight and logistic operations across the North, to include:	RAG	Trend
M4.1	Working with partners, the freight and logistics sector and the rail sector to publish a pipeline of enabling investments to increase rail freight across the North's rail network.	G	↔
<p>A round of engagement has been undertaken with the Freight Operating Companies (FOCs) and major Northern ports to better understand the barriers and opportunities regarding the potential to grow rail freight. In June the TfN Chair hosted a rail freight roundtable with senior representatives from the FOCs, Network Rail and industry bodies. The outcome will be used to inform our work programme in support of the freight and logistic sector's work to grow rail's share of freight.</p> <p>We have collated an initial list of potential rail freight interventions needed to support growth of the freight market across the North. Work has commenced on better understanding the strategic case for investment and assessing the contribution interventions could make to our rail freight mode share target which will be used to inform a high-level pipeline of investments later in the year.</p>			
M4.2	Working with the ports owners/operators, the freight and logistics sector and partners to identify opportunities to increase the role of the North's ports	G	↔
<p>We have convened a discussion with the major ports in the North to better understand their collective ambition regarding market growth opportunities, the extent to which realising their potential requires investment in enhanced inland connectivity and the opportunities to increase the role of coastal/short sea shipping.</p> <p>This insight has helped shape the first draft of an advocacy piece that could be used by the TfN Board to make the strategic case nationally to harness the role of Northern ports as a strategic tool in support of the government's Missions and the Board's collective economic ambition for the North. The TfN executive is working with officers from the constituent authorities to refine the draft document, prior to its consideration by the Executive Board.</p> <p>We worked with the Freight Officers Group to develop a response to the proposed revisions to the National Policy Statement for Ports. This was agreed by the Executive Board and submitted at the end of July. The focus of the response was on the need for additional investment in multimodal inland transport infrastructure to improve access to and from the ports, the need to</p>			

recognise the link between that investment and other (economic) policy initiatives designed to harness the potential of the ports, as well as the need to take the role our ports can play in reducing regional inequalities and carbon emissions into account in any appraisal/business case.

M5	Milestone 5 Working with partners to ensure:	RAG	Trend
M5.1	That Northern deliver their Performance Improvement Programme, including the need to bring Sundays within the working week	A	↔
The TfN executive has continued to work closely with Northern Trains (Northern), Rail North Partnership (RNP) and DfT to secure the mandate needed for Northern to negotiate changes to employee Terms and Conditions to bring Sundays inside the working week. RNC has received regular updates from Northern and continues to press for the full restoration of Sunday Services.			
M5.2	Accessibility improvements are better reflected in investment proposals taken forward, and as part of the rail reform agenda	G	↔
<p>A continuing priority for the RNC, following conclusion of the work by the Committee's Task and Finish Group on Accessibility, the Committee submitted its Statutory Advice to the Secretary of State on steps needed to improve accessibility in June. This included a proposal for government to fund an initial programme of 'quick win' improvements and one to devolve "Access for All" funding to the North. A response to the advice was received in August and will be reported upon in Q2, after the Rail North Committee has considered at its meeting on 1 September.</p> <p>As a next step, the RNC has asked the TfN executive to investigate whether new technologies or lessons learnt from abroad could make the delivery of station accessibility enhancements more efficient or effective.</p>			
M5.3	The 10-year Outline Service Specification for Northern and Transpennine Express (TPE) reflects the priorities of TfN and its constituent authorities	G	↔
The TfN executive has worked with RNP on the initial evidence base to support the development of the new 10-year specification. Delivery of the TfN Board adopted Strategic Transport Plan is already embedded in the vision for the specification. RNP has also drawn on the published policies and strategies of constituent authorities in preparing the initial evidence base, and constituent authorities will be consulted on choices for the specification in Autumn 2025.			

As part of the information gathering phase of the specification development, we developed a Northern Transport Voices research project which looked at the appetite of passengers for changing trains compared to a direct train to reach a destination. The findings will shape the development of the specification later this year.

M5.4	The specification for new rolling stock to be order by Northern and TPE reflect the priorities of TfN and its constituent authorities	G	↔
-------------	--	----------	---

The RNC was updated on the ongoing procurement of new trains (both Northern and TPE) at its June meeting. Further work is underway to compare the specification with partner requirements and identify the elements of the specification which can be influenced during the process including, but not limited to, accessibility and level boarding between the train and station platform. A further update will be provided to Committee in Autumn 2025.

M5.5	The TRU Stakeholder Forum, chaired by the TfN executive, continues to support delivery of the Transpennine Route Upgrade	G	↔
-------------	---	----------	---

The TRU Stakeholder Forum met in June 2025 including a site visit to the recently electrified route through Stalybridge station which now is now fully operational. Through this forum, and the TfN executive's coordination of a dashboard, officers from constituent authorities are fully engaged and have the information needed to act as advocates for the overall programme. Equally important it continues to provide the mechanism for the identification of challenges and opportunities. The forum also provides a route into the Programme Board, and in this quarter, the Chair raised the importance of delivering step free accessibility at TRU core stations. The TfN executive is now supporting the TRU programme to develop the strategic and economic case for access enhancements highlighting this work in a report to June's TfN Board, at which members were vocal in their support given the recent TfN advice on accessibility. Further meetings are scheduled on a quarterly basis.


The TRU Programme Director gave a briefing on progress with the delivery of the project to the June TfN Board. Additional funding for the programme was made available through the Spending Review, a commitment that the Board had called for in its submission to the Spending Review.



M6	Milestone 6	RAG	Trend
	Deliver technical services commissioned by DfT in support of Northern Powerhouse Rail (NPR) in accordance with the agreed budget and programme, using the TfN Analytical Framework to provide the best possible evidence base for NPR	G	↔
<p>An updated round of evidence identifying the benefits of various new potential railway stations in Bradford has been completed. Forecasts of economic, social and environmental impacts have been generated using TfN's analytical framework for the DfT and available for the next phases of the Strategic Outline Business Case (SOBC).</p> <p>The TfN executive has completed a review of the analytical work on the recent Bradford SOBC, informing further tool and process development of our strategic analysis tools as we prepare for the next phases of our business case programme with the DfT.</p>			

M7	Milestone 7	RAG	Trend
	Complete the Analytical Framework re-base to 2023/24, including a new Land Use and Transport Interaction (LUTI) model for the North, making it available for Partner use through the TfN offer	G	↔
<p>The re-base programme remains on track to complete in Q3 (October – December) and includes updating the input data and the Northern Transport modelling system to a new base of 2023/24. This will capture both the strategic road and rail models. The rebase also includes the first iteration of the new LUTI model – called the Business, Residential, Open Northern Transport Economic (BRONTE) Model, which is required to forecast level 3 benefits* and land use impacts from the NPR programme. Release of this model is on track for completion over the summer.</p> <p>* Level 3 benefits are the additional benefits (over and above direct transport benefits) that a transport investment generates as a result of how patterns of development and land use change in response to that investment.</p> <p>Parallel work is underway to prepare for release of both models to our constituent authorities through the TfN offer, and commercial blockers and licencing restrictions are under review to ensure as much as possible can be shared.</p>			

M8	Milestone 8	RAG	Trend
	As co-sponsor for NPR, work with partners to identify their requirements and expectations of NPR and ensure that these help define the forward work programme	G	↔
<p>We have worked with partners to provide feedback to the DfT on draft Conditional Outputs for NPR, seeking to agree outputs which will enable Network Rail to iterate indicative train service specification (ITSS) options, informing infrastructure requirements.</p> <p>It is anticipated that the Government will make an announcement on its future proposal for NPR following the completion of the Spending Review: the TfN Board's agreed position remains that NPR 'in full' is required in order to realise the economic potential of the North.</p>			

M9	Milestone 9	RAG	Trend
	As part of the ongoing commitment to maintain and update the evidence base, and in the process increase the diversity of thinking:		
M9.1	Publish an update of the Transport Related Social Exclusion evidence base, with a particular focus on the transport needs of the North's young people, and safety on public transport	G	↔
<p>Our updated Transport Related Social Exclusion (TRSE) evidence base was published in May, alongside an improved data tool freely available to our constituent authorities as part of the TfN Offer: this includes data on access to a wider range of everyday places and provides an improved level of overall detail.</p> <p>TRSE research on safety on public transport is complete, outputs will be presented to our Strategic Oversight Group officer group in August, and publication will follow from this.</p> <p>TRSE research on young adults in rural areas will be commissioned in July and run across August, September, and completing in October. This research will be qualitative; focused on understanding the depth of experience of TRSE among those aged 16- 30 in relatively deprived and TRSE-affected rural areas. It will be used to enhance the TRSE data available to constituent authorities through the TfN Offer.</p>			

M9.2	Deliver two Northern Transport Voices research projects, one in each half of the financial year	G	
<p>Earlier this year, draft reports were produced with findings from Northern Transport Voices research projects on transport user attitudes to road safety and speed management, linked to delivery of the Vision Zero ambition included within the Strategic Transport Plan; and on passenger attitudes to rail services, linked to the development of long-term rail service specifications for the North; both reports are scheduled for publication in Q2 (July – September).</p> <p>Scoping work has begun for new Northern Transport Voices research projects to commence later this year, to include research on user attitudes to the electric vehicle transition, and on improving public transport access to the North’s international gateways.</p>			

M10	Milestone 10 Supporting partners with the roll-out of investment that enables electric vehicle charging infrastructure, to include:	RAG	Trend
M10.1	Engagement with Government departments and national agencies, including Office for Zero Emission Vehicles (OZEV), OfGEM, the National Energy System Operator and Distribution Network Operators, to improve integration of planning and investment across the transport and energy sectors	G	
<p>The TfN executive has continued its engagement with the DfT and Office for Zero Emission Vehicles (OZEV) in support of delivery of the Local EV Infrastructure programme (LEVI); policy and regulatory reviews and the application of TfN’s EVCI Framework to support delivery.</p> <p>We are exploring options for further collaboration with the energy sector. This includes engagement with electricity Distribution Network Operators (DNOs) and the National Energy System Operator (NESO) to identify potential opportunities for further partnership working, together with data and evidence sharing to enhance delivery of EV charging infrastructure and other energy dependent transport infrastructure and services. This is due to be completed in Summer 2025 and will inform our future business planning.</p>			
M10.2	Through our EV Forum support partners in the application of the EVCI framework and use the framework to inform policies and proposals at the national level, including the application of the national LEVI funding programme in the North.	G	

There have been 1,263 self-serve user sessions on the EVCI Framework in Q1, 564 new users, and 699 returning users. 24 additional requests via the TfN Offer were actioned during this reporting period, with many of these applications supporting constituent authority activities with regards to delivery of the Local Electric Vehicle Infrastructure (LEVI) programme.

We have convened three EV regional forums in Q1: the regional forum brings together representatives from constituent authorities, OZEV and the Distribution Network Operators (DNOs). Discussions have included monitoring and feedback on the national funding programme with government departments (LEVI); national government policy engagement on street works and cross pavement solutions; MCA/LTA partner best practice sharing.

We responded to (on behalf of our regional forum), and supported a steering board, a review by the Chartered Institution of Highways and Transportation (CIHT) entitled 'How to Tackle the Main Issues in Rolling Out the EV Charging Infrastructure'.

Our work on EVCI framework was highly commended at the 2025 CIHT awards in the collaboration category.

M10.3

Updating the evidence base and supporting data associated with the EV State of Play document as a means of monitoring and evaluating progress with delivery across the North

G



We have continued to provide deployment data to constituent authorities and are trialling the use of charge point utilisation data to understand how it can support monitoring and evaluation. The benefit of TfN arranging such access is that it enables all 14 constituent authorities to access the data without needing to set up individual arrangements. As part of the trial the TfN executive will work with our constituent authorities to assess whether it is indeed helpful to them in the planning and delivery of EV charging points.

We have continued to update and refresh the EVCI Framework. This includes vehicle fleet updates to reflect national Zero Emission Vehicle (ZEV) Mandate policy, updates based on the latest utilisation data, and infusing the data on Distribution Network Operators energy capacity to update our assessment against on network capacity against forecast EV charging demand.

New and more detailed location specific information has been added to the EVCI framework, in collaboration with Ordnance Survey, to aid local authority charging site selections and LEVI planning. This includes improvements to driveways location mapping (and work to make this data available nationally) and pavement and road widths assessments which will support partners with identifying appropriate locations for on street EV charging solutions, whilst considering pedestrian, vehicle and charger accessibility. Feedback from constituent authorities indicates that the additional, location specific information is also being used by highway authorities in some of their planning and maintenance activities.

M11	Milestone 11	RAG	Trend
	Complete upgrade of the Carbon Baseline Dashboard to allow breakdown of data by Mayoral Combined Authority/Local Transport Authority area.	G	↔
<p>Scoping of the upgrade work has been completed, and procurement of consultant support close to being finalised. Work on key deliverables is set to begin in July and completion is expected by the end of September.</p> <p>As part of this work, we will also be integrating the dashboard into TfN's visualisation framework, transitioning it from an externally hosted platform to a TfN-hosted tool. The visualisation framework provides constituent authorities with easy access to a range of data held by TfN at MSOA level across the North, which can be used by the authorities to undertake problem identification.</p>			

M12	Milestone 12	RAG	Trend
	Extend climate vulnerability mapping to local road infrastructure and deliver data and mapping for use by our partners.	G	↔
<p>A scoping session has been arranged for July with the consultants who conducted the original climate change vulnerability work; the focus being to develop the existing methodology so it can be integrated into our analytical framework. This will support quicker appraisal of sections of the local road network in response to requests from constituent authorities through the TfN Offer.</p>			

M13	Milestone 13	RAG	Trend
	Working with partners to maximise the opportunities presented by Rail Reform by identifying the North's requirements, building upon existing levels of rail devolution, for further devolution to Mayoral Combined Authorities.	G	↔
<p>Working through the RNC, TfN responded to DfT's rail reform consultation on 11 April, setting out the North's ambition for a customer-orientated railway which delivers a strong role for partners in Mayoral and County Combined Authorities. At its June meeting the RNC agreed to map the aspirations of our constituent authorities for rail reform in greater detail. This will be used by the Committee to set out its early collective advice on a proposition for the North at its meeting in September.</p>			

3.0 Rail North Partnership (RNP)

We continue to support Northern in stabilising rail services through its Performance Improvement Programme. This follows RNP issuing the operator with a breach of contract notice in July 2024 for poor service performance. In this quarter we worked with RNC to secure their support for an extension to Northern's temporary Sunday timetable whilst discussions to address Sunday work take place with conductors. This continues to stabilise service performance for passengers whilst work on a longer-term solution is identified.

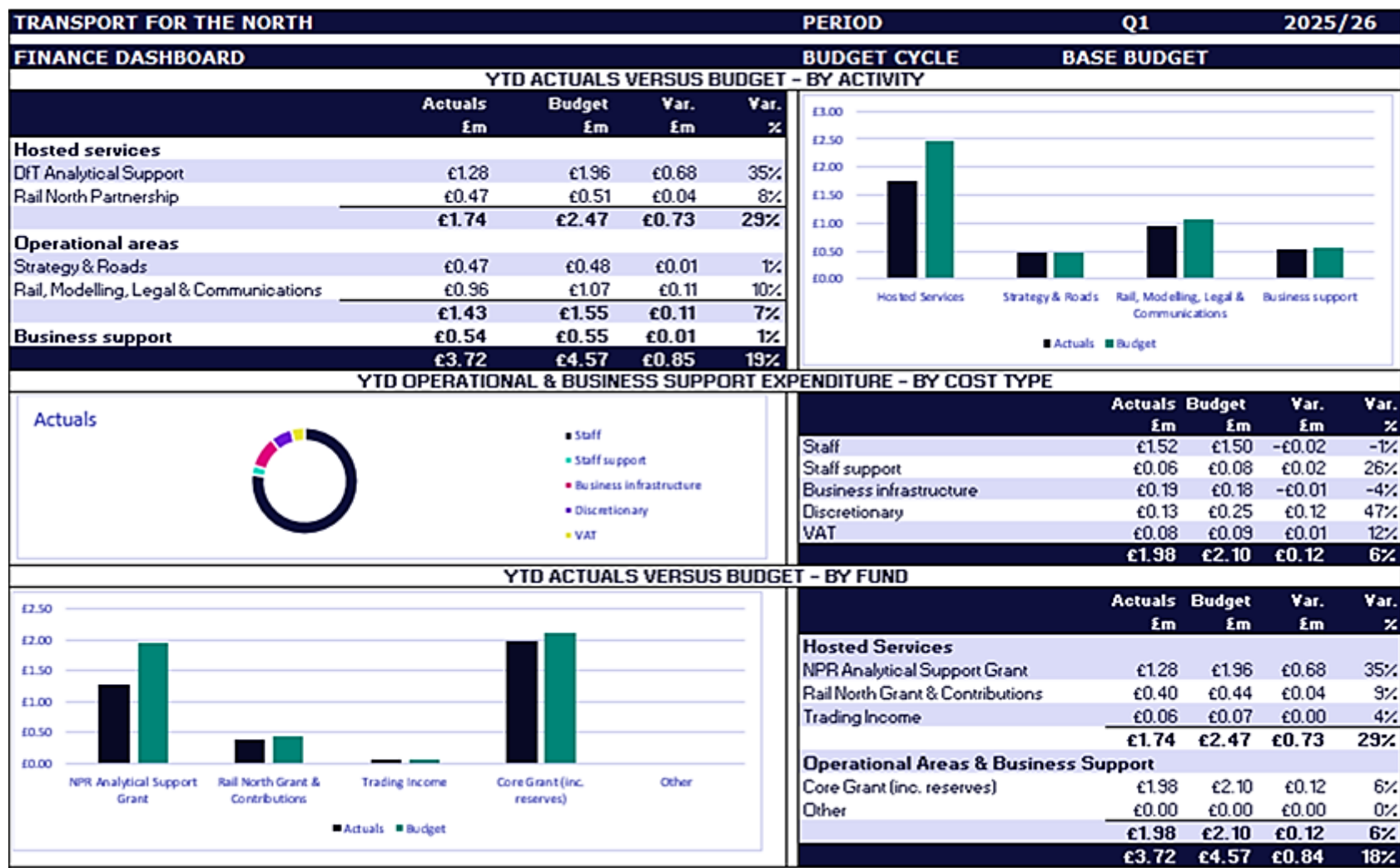
TransPennine Express's (TPE) recovery following transfer into public ownership in 2023 continues, with strong growth in revenue and performance. Whilst issues on the electric Class 397s are causing some cancellations on the West Coast route, the operator has put in place a clear plan to help minimise the disruption.

Following the success of TPE's West Coast Kitchen catering initiative on services on the West Coast into Scotland, the operator is now trialing catering services between Liverpool and Newcastle.

The annual business planning cycle for both Northern and TPE for 2025/26 has now finished and plans are in place to introduce an extra Northern service on the Durham Coast from Middlesbrough to Newcastle and a new Northern service between Sheffield and Leeds. These additional services are enabled by the new timetable for the East Coast Main Line and it is one of the key reasons for the RNC supporting the new timetable.

RNP continues to have productive engagement with the programme teams as part of TRU, ensuring a positive customer experience is delivered during periods of disruption with the current focus on the first Huddersfield blockade, which starts in August for four weeks.

4.0 People and Finance



HR DASHBOARD				
Establishment				
Permanent/Fixed Term Posts	Permanent (≤ 2 Years)	Fixed-Term (≤ 2 Years)	Total Posts	HR KPI's - Year to Date
Hosted services				Corporate Sickness Level: 3.9%
DfT Analytical Support	26 (25.90 FTE)	-	26 (25.90 FTE)	Employee Turnover: 8.7%
Rail North Partnership	18 (17.80 FTE)	3 (3.00 FTE)	21 (20.80 FTE)	% of Employees from an Ethnic Minority Background: 19.0%
	44 (43.90 FTE)	3 (3.00 FTE)	47 (46.70 FTE)	% Employees declaring a Disability: 18.0%
Operational areas				Gender Mix - % of Female Employees: 40.0%
Strategy and Roads	18 (17.92 FTE)	-	18 (17.92 FTE)	Gender Mix - % of Male Employees: 60.0%
Rail, Modelling, Legal & Communications	37 (36.86 FTE)	-	37 (36.86 FTE)	
	55 (54.78 FTE)	-	55 (54.78 FTE)	
Business support	16 (16.00 FTE)	-	16 (16.00 FTE)	
Total Establishment	115 (114.48 FTE)	3 (3.00 FTE)	118 (117.48 FTE)	
Strength (In Post)	104 (103.48 FTE)	3 (3.00 FTE)	107 (106.48 FTE)	
Appointed (Start Date Pending)	1 (1.00 FTE)	-	1 (1.00 FTE)	
Pending/Active Recruitment	1 (1.00 FTE)	-	1 (1.00 FTE)	
Vacant - On-hold	9 (9.00 FTE)	-	9 (9.00 FTE)	

Total expenditure Year to date (YTD) is £3.72m, £0.85m (19%) below base budget.

The main driver of the underspend is within DfT Analytical Support. A limited trial of the work planned to undertake the NorMS Behaviour Survey identified the need for some adjustments to the approach prior to commencing the full survey. This activity also has a core element, similarly, driving an underspend in Operational Modelling.

An announcement on the future of NPR is expected later in the year, following the Spending Review. As a result of this, and in discussion with DfT, the decision has been taken to defer recruitment with the Modelling Team (within both Hosted and Operational). This has also contribute to the underspend.



Transport for the North
Level 6, Town Hall Extension
Lloyd Street
Manchester
M2 5DB



Transport for the North
C/O Manchester City Council
PO Box 532
Manchester
M60 2LA

 0161 244 0888

@ info@transportfornorth.com



transportfornorth.com