

Spring 2017 Update Report





A year of progress

Since the publication of the Spring 2016 Update on the Northern Transport Strategy, significant progress has been made in developing the case for strategic transport investment across the North of England; taking a firm step from concept to reality. In this period, Transport for the North (TfN) has evolved from an embryonic partnership into a substantial organisation with a clear ambitious vision for how investment in transport can support transformational economic growth across the North.

I am pleased the Secretary of State for Transport has now given his support to our submission in 2016 to the Department for Transport (DfT) to become the first Sub-National Transport Body in England in a formal response which we received in March this year. This is a significant development. With Partners, we will now work through the next stages, with formal statutory status, subject to agreement, expected to be granted in 2017.

Developing a single voice for the North has been a key part of TfN's work over the last 12 months, underpinned by the publication in June 2016 of the Northern Powerhouse Independent Economic Review. This document, the first of its kind, sets out a realistic and achievable view of the considerable economic potential of the Northern Powerhouse – almost £100 billion in real terms of economic benefit to the UK and 850,000 new jobs, and a sustained increase in productivity. This case for transformational investment is further strengthened following the publication of the Government's Industrial Strategy Green Paper.

I am therefore delighted to introduce this Spring 2017 Update, which outlines our year of progress, as well as the achievements and ambitions of TfN's Partner authorities, and provides a glimpse of our work over the coming year. In addition to the launch of the Northern Powerhouse Economic Review, TfN's notable achievements in 2016/17 include:

- Identifying a number of feasible engineering options that will either deliver, or move substantially towards meeting the conditional outputs for the Northern Powerhouse Rail network;
- In the Autumn Statement 2016, the Government confirmed that the recommended A66 and Manchester North West Quadrant schemes would be implemented through RIS2;
- Publishing the Report of the Independent International Connectivity Commission in February 2017, highlighting the major contribution to the economy of the North's ports and airports;
- Significant investment in the North's two new rail franchises, Northern and TransPennine, which will provide more frequent services to more places, with improved journey times; and
- Completion of the Outline Business Case for Tranche 1 of the Smart North programme, comprising rail period products and carnets on ITSO smartcards within the context of the overall programme.



John Cridland CBE
Independent Chair, Transport for the North

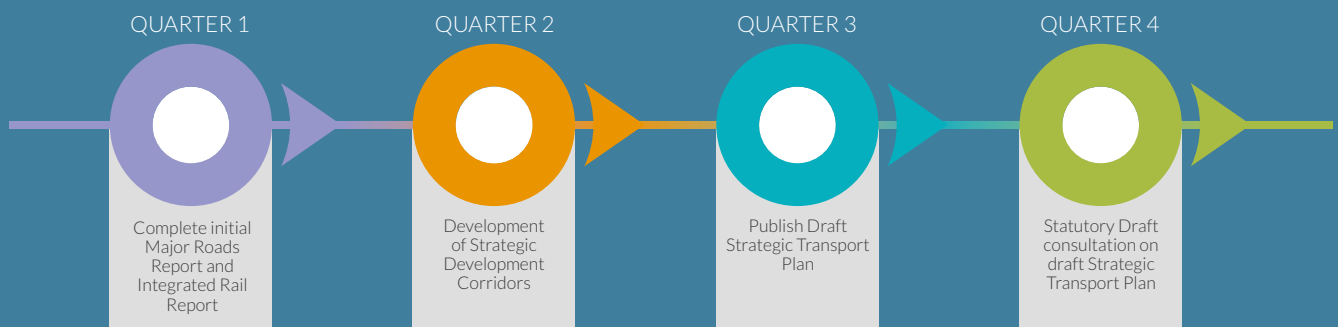
Strategic Transport Plan

The centrepiece of TfN's activity for the next 12 months is the production of the Strategic Transport Plan and the accompanying long term TfN Investment Programme. When adopted in 2018, the Strategic Transport Plan will become the Plan of the statutory body.

The Plan will have a wide ranging and ambitious scope, setting out a portfolio of connectivity priorities to transform economic performance up to 2050. It will be a multi-modal plan that sets out an evidence-led and compelling case for investment, focusing on investment in smart ticketing and integrated travel, major highways, pan-Northern rail, strategic access for freight and logistics, and interventions to support international connectivity. TfN's Investment Programme will represent the set of connectivity priorities that are required to deliver transformational economic growth across the North.

TfN is working towards the publication of the Initial Integrated Rail and Major Roads Reports, the crucial evidence base of the Strategic Transport Plan in Spring 2017. The Draft Strategic Transport Plan and TfN Investment Programme will be published for public consultation in Autumn 2017, alongside the establishment of TfN as a Sub-National Transport Body. Mindful of the need to understand environmental and sustainability issues at the strategic level, TfN has also commissioned an Integrated Sustainability Appraisal of the Strategic Transport Plan, which will also be published for consultation in Autumn 2017.

Development of Strategic Transport Plan during 2017-2018



Economic growth and transport demand

TfN has been developing the future travel demand patterns that will result from the transformational growth aspirations set out in the Northern Powerhouse Independent Economic Review, to show the contribution of transport investment to economic growth.

In 2017-2018, TfN will deliver an integrated programme of economic analysis and transport appraisal that will:

- Produce the economic evidence and analysis to support the development of the Strategic Transport Plan;
- Continue to work with the DfT to develop the required tools to assess the business case for Northern Powerhouse Rail and other critical TfN investment programmes;
- Establish a pan-Northern programme of research, data and evidence to support TfN's Strategic Transport Plan development, including monitoring and evaluation; and
- Identify the analytical requirements for TfN as a statutory body, working with our Partners and Government to agree and develop a capability built on modelling, data analytics and evaluation.



Strategic rail network

TfN, with Rail North, have been taking an integrated, evidence-based approach to identify the improvements needed to rail infrastructure and services across the North. This includes delivering rail franchising commitments through Rail North, development of fast, frequent east-west journeys through plans for Northern Powerhouse Rail, and identifying other strategic improvements for rail to enhance passenger and freight services.

In 2017-2018, TfN will:

- Publish an Initial Integrated Rail Report in Spring 2017, which, in collaboration with Partners, sets out the priorities to support major economic growth;
- Feed into Network Rail's Control Period 6 programme;
- Jointly with Rail North and the DfT, steer the first outputs of Network Rail's North of England Route Study, to agree a single plan for developing the rail network in the North of England;
- Progress the development of the Strategic Outline Business Case for the proposed Northern Powerhouse Rail network;
- Incorporate Rail North into the organisation, upon achieving statutory status, to continue and progress the joint role with the Department for Transport in setting franchise specification;
- Commence work on a programme of new Strategic Development Corridors for pan-Northern transport interventions, with the intention of developing a Strategic Outline Business Case for each, that will benefit passengers and freight; and
- Prepare an updated Integrated Rail Report alongside the Draft Strategic Transport Plan, following initial engagement on the evidence gathered to date.

Northern Powerhouse Rail

Support for the Northern Powerhouse Rail (NPR) network as a vital part of infrastructure in the North has continued to grow. Businesses and civic leaders have been reiterating the importance of these transformational proposals to drive economic growth in the North, both by linking centres of economic activity, and by increasing access to international markets through Manchester Airport.

Northern Powerhouse Rail is a network that can meet the needs of people and business, transforming connectivity between the key economic centres of the North. By delivering the NPR proposals, more than 40% of businesses identified as having the North's prime highly productive capabilities (advanced manufacturing, digital, energy, and health innovation) would be within 90 minutes rail travel of four or more of its largest cities, compared with only 12% today.

Currently, less than 10,000 people in the North can access four or more of the region's largest cities within an hour. Our evidence suggests that this would rise to 1.3 million once NPR was delivered. It would transform the job market, giving businesses access to skilled workers in bigger labour markets and offering individuals the opportunity for flexible career development and progression, all within the North. With NPR, almost half the North's population would be within 90 minutes of four or more of its largest cities or Manchester Airport, three times the current number.

TfN and Partners are examining a range of initial options for each corridor between key economic centres and Manchester Airport, to better understand which of the proposed routes are most feasible, both in terms of meeting the NPR aspirational journey times, frequencies, and offering value for money.

In 2017-2018, TfN will:

- Identify interfaces for HS2 Phase 2B and provide single option decisions for inclusion in the HS2 Phase 2B Hybrid Bill by Summer 2017;
- Work with the DfT, Network Rail and HS2 Ltd to identify a number of feasible engineering options that will either deliver, or move substantially towards meeting the conditional outputs for the NPR network; and
- Identify preferred options for different components of the network, including options for connections to important economic centres.



Major road network

TfN is taking an integrated, evidence-based approach to identifying interventions needed for the Major Roads Network. This approach will ensure connectivity improvements and more efficient movement of people and goods, which is crucial in delivering the economic objectives of the Northern Powerhouse. TfN has been developing a Major Roads Report to inform the Strategic Transport Plan.

In 2017-2018, TfN will:

- Publish an Initial Major Roads Report in Spring 2017, which, in collaboration with Partners, sets out an agreed Major Road Network that identifies priorities to support major economic growth;
- Feed into Government's Road Investment Strategy 2 (RIS2) programme, agreeing a joint narrative with Highways England on the content of the RIS2 programme across the North of England;

- With the DfT and Highways England, complete Strategic Outline Business Cases for the three Northern Strategic Road Studies, including the Wider Transport Connectivity Assessment of the Trans Pennine Tunnel;
- Commence work on a programme of new Strategic Development Corridors for pan-Northern transport interventions, with the intention of developing a Strategic Outline Business Case for each, that will benefit passengers and freight; and
- Prepare an updated Major Roads Report alongside the Draft Strategic Transport Plan, following initial engagement on the evidence gathered to date.



Freight and logistics

With transformational improvements to the road and rail network, freight and access to ports and airports across the North can be improved to support the industry to drive forward the Northern Powerhouse. TfN has been building on its Freight and Logistics Report published in September 2016, which identified that improved connections for freight and logistics could bring major benefits to the Northern Powerhouse over the next six decades.

In 2017-2018, TfN will:

- Enhance its Freight and Logistics analysis, identifying key priorities for investment and informing future programmes for the major road and rail networks. This analysis will be incorporated into the Integrated Rail and Major Roads Reports;
- Utilise data modelling and strengthen engagement with the private sector; and
- Work with the Humber Authorities to deliver the first of a series of Intermodal Gateway Studies to consider multimodal opportunities across the North. Following the announcement of the allocations of Growth Deal 3 (funding to Local Enterprise Partnerships), there was a concentration of infrastructure funding for projects around the River Humber to develop intermodal sites within Hull, Goole and Immingham.



International Connectivity

The Independent International Connectivity Commission Report, published in February 2017, indicated that better international connectivity is an important lever to drive growth. The Commission stated that better international connectivity starts by ensuring passengers and freight can easily and rapidly access the North's ports and airports.

In 2017-2018, TfN will:

- Build further market intelligence to understand international connectivity issues and support actions to take forward, such as co-ordinated route development;
- Ensure that the surface access needs of the North's airports are addressed through the Integrated Rail and Major Roads Reports;
- Work with partners in both the public and private sectors to explore policy options to increase international connectivity, including continuing discussions on Air Passenger Duty; and
- Identify options towards marketing and promotion of the North, following recommendations for a Team North marketing approach to planning and assessing the capacity of rail and freight services in the region.



Integrated and Smart Travel

Smart North is the programme to develop travel solutions across the North that make journeys on public transport as simple, attractive and convenient as possible. An Outline Business Case for smart and integrated ticketing across the North has been submitted to the Department for Transport and HM Treasury. The overall programme includes a number of quick wins as well as a series of pilot projects to provide valuable insight for longer term plans.

In 2017-2018, TfN will:

- Complete the design of an Integrated and Smart Travel service, as well as defining an overall procurement and implementation strategy;
- Commence the implementation of the Smart on Rail Tranche 1 proposals;
- Submit the Outline Business Case for Tranche 2 (Customer Information Enhancements), Tranche 3 (Back Office Development) and Tranche 4 (Fare Simplification) of the Integrated and Smart Travel Programme; and
- Continue to promote the programme and secure buy-in from a wider range of stakeholders.



TfN partner achievements, commitments and ambitions (by LEP area)

CUMBRIA

16/17 Achievement - £120 million additional funding secured from DfT to support the repair and resilience on the strategic transport network.

17/18 Commitment - Improving east-west connectivity to link the energy and manufacturing clusters in West and South Cumbria and the M6 corridor.

Future Ambition - Deliver transport infrastructure to support £25 billion investment and 31,460 new jobs, including Moorside Nuclear Power Station and new electricity transmission infrastructure.

LANCASHIRE

16/17 Achievement - Completion of the £140 million Bay Gateway (Heysham to M6 Link Road), significantly improving access to the Port of Heysham.

17/18 Commitment - Completion of the £24 million Broughton Bypass, for improving connectivity between the M55 to and the A6 in support of the Preston, South Ribble and Lancashire City Deal.

Future Ambition - To halve Lancashire's GVA performance gap to the rest of the country whilst increasing the number of high value jobs and securing delivery of key strategic transport investment priorities to re-establish Lancashire as a national economic driver.

LIVERPOOL CITY REGION

16/17 Achievement - Completion of £400 million deep water container terminal at Port of Liverpool, and £460 million procurement deal to replace rolling stock on the Merseyrail network.

17/18 Commitment - Completion of the New Mersey Gateway Bridge, a key strategic transport link; Re-instatement of the Halton Curve; a new station at Maghull North; and a multi-modal interchange at Newton-le-Willows.

Future Ambition - To develop significantly enhanced rail capacity to support the growth ambitions of the Liverpool City Region.

GREATER MANCHESTER

16/17 Achievement - Completion of the North West's first guided busway, Metrolink Second City Crossing; Transformation of Victoria Station; and the Cross City Bus Priority project.

17/18 Commitment - Construction of Metrolink line to the Trafford Centre, a new transport interchange in Ashton-under-Lyne, and access improvements on the Bolton – Salford corridor. Completion of the Ordsall Chord, Bolton Interchange, and A6 to Manchester Airport Relief Route.

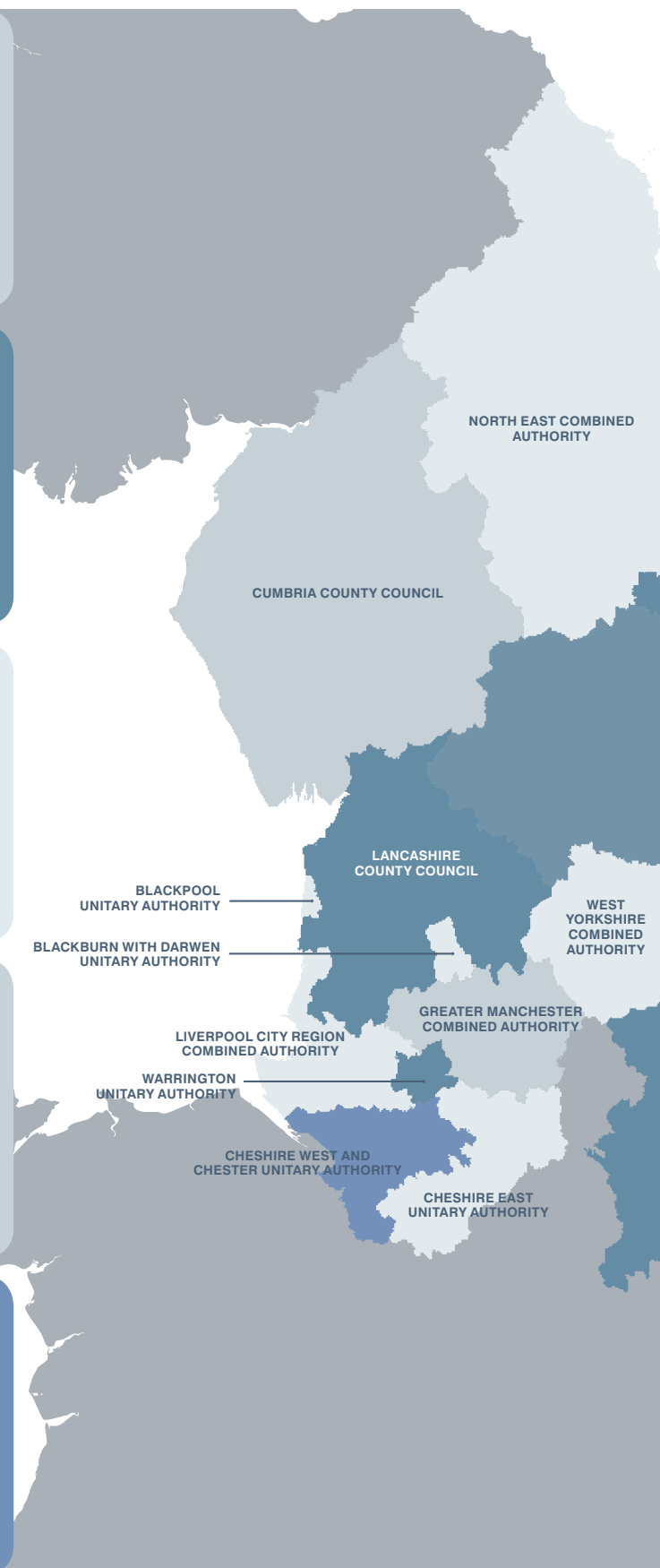
Future Ambition - Deliver a robust infrastructure plan to support delivery of at least 225,000 new homes and 200,000 new jobs over the period to 2030.

CHESHIRE AND WARRINGTON

16/17 Achievement - Funding secured for the Middlewich Eastern Bypass, A500 Dualling, and Warrington Waterfront Western Link. Planning approval for Congleton Link Road and Poynton Relief Road. Completion of Birchwood Pinchpoint scheme in Warrington.

17/18 Commitment - Construction of M62 Junction 8 Improvements, Centre Park Link in Warrington, and Warrington West Station. Completion of the new Chester Bus Interchange.

Future Ambition - Build on the investment of the HS2 Rail Hub at Crewe through strategic transport infrastructure in the Northern Gateway Development Zone.



NORTH EAST

16/17 Achievement - Construction of the £117.6 million new Wear crossing, scheduled to open in 2018, linking Sunderland with the A19.

17/18 Commitment - Submission of a Development Consent Order for an International Advanced Manufacturing Park, creating 5,200 jobs and £300 million investment.

Future Ambition - Introducing new Metro fleet in 2021, for expansion and future proofed fleet.

TEES VALLEY

16/17 Achievement - Launch of the Darlington 2025 proposals for a modern rail hub ready for HS2 and Northern Powerhouse Rail.

17/18 Commitment - Construction of junction improvements along the A66 in Middlesbrough, and Redcar and Cleveland to support the Northern Gateway development at Teesport.

Future Ambition - Delivery of a new strategic road crossing of the River Tees, and new major road infrastructure to the north of Darlington, south of Stockton and to the west of Hartlepool.

YORK, NORTH YORKSHIRE AND EAST RIDING

16/17 Achievement - Completion of A684 Bedale, Aiskew and Leeming Bar Bypass; and A174 Sandsend Coastal Defences.

17/18 Commitment - Upgrade to A1 (M) / A59 Junction 47 improving capacity on the strategic road network to York and Harrogate; Submission of Outline Business Case for the Jocks Lodge (A164/A1079 junction) improvement scheme.

Future Ambition - To contribute towards the growth of the Northern economy through improved transport connectivity, especially on East – West routes. Delivery of the York Central development and capacity/interchange improvements to York Station.

LEEDS CITY REGION

16/17 Achievement - Two new rail stations and Leeds Station Southern Entrance opened.

17/18 Commitment - A further five projects completed under the £1 billion West Yorkshire Transport Fund, plus a specific set of proposals for Leeds.

Future Ambition - To be recognised globally as a strong, successful economy with a world class transport network.

HULL AND HUMBER

16/17 Achievement - Completion of the A160/A180 dual carriageway for improved connectivity to Immingham and ABLE. Announcement of DONG Energy East Coast Hub at Port of Grimsby, the largest offshore wind O&M hub in the world. Development of SHIPP Investment Programme, including Stallingborough Interchange.

17/18 Commitment - Developing a Development Consent Order for the £250 million A63 Castle Street Scheme.

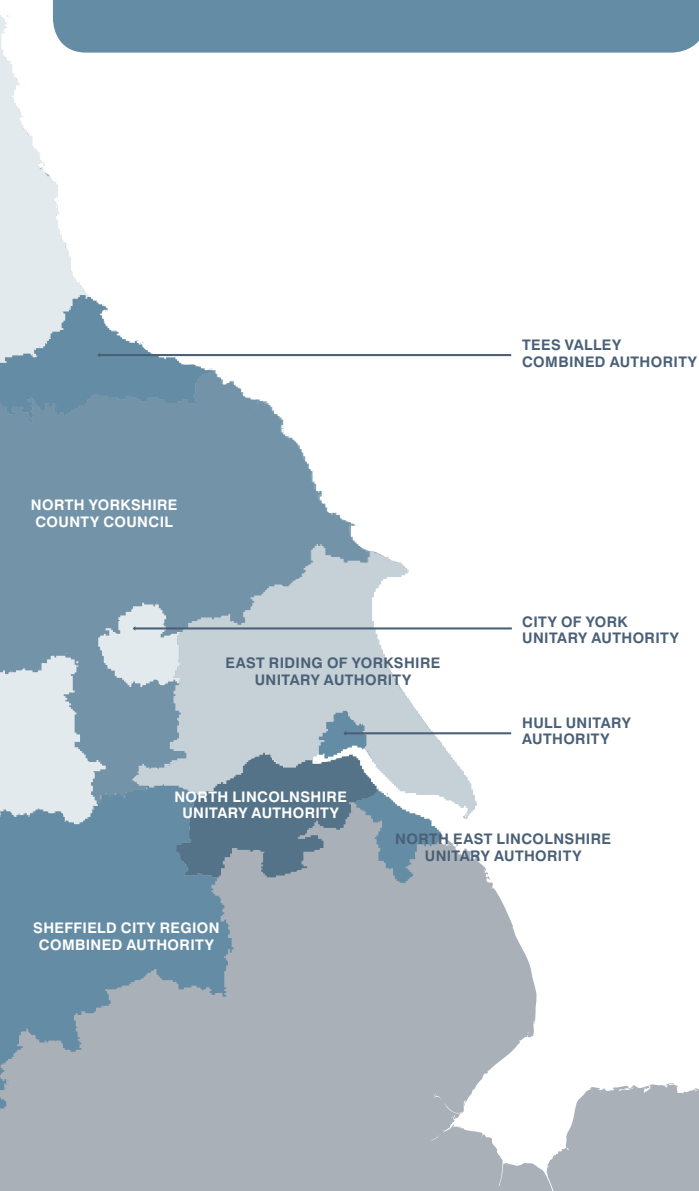
Future Ambition - Establish a city centre cruise terminal.

SHEFFIELD CITY REGION

16/17 Achievement - Launch of Sheffield City Regional Integrated Infrastructure Plan to support £28 billion of future schemes.

17/18 Commitment - Completion of Great Yorkshire Way road link supporting £1.7 billion investment, creating 20,000 jobs and 5,000 homes, and bringing an extra one million potential passengers to within a 60 minute drive of Doncaster Sheffield Airport

Future Ambition - Improve inter-regional pan-Northern connectivity, and support HS2. Develop solutions and business cases for improved Trans Pennine connections between Sheffield City Region and the North West.



About Transport for the North

Transport for the North is underpinned and supported by a pan-Northern Partnership Board representing civic and business leaders from all areas of Northern England, working together with Highways England, Network Rail, HS2 Ltd. and the Department for Transport. Together, with the support of the business, industry, and academic communities, we are tasked with setting out the requirement of our transport network through a Strategic Transport Plan for the North.

Set to become the first Sub-national Transport Body in England, the organisation and its Partnership Board share a mission to improve connectivity to support transformational economic growth. Operating at a pan-northern level, the organisation adds value by advising and informing decisions about strategic transport investment in the North with local intelligence, robust evidence and economic ambition.



Partner organisations





Driving economic growth in the North

