



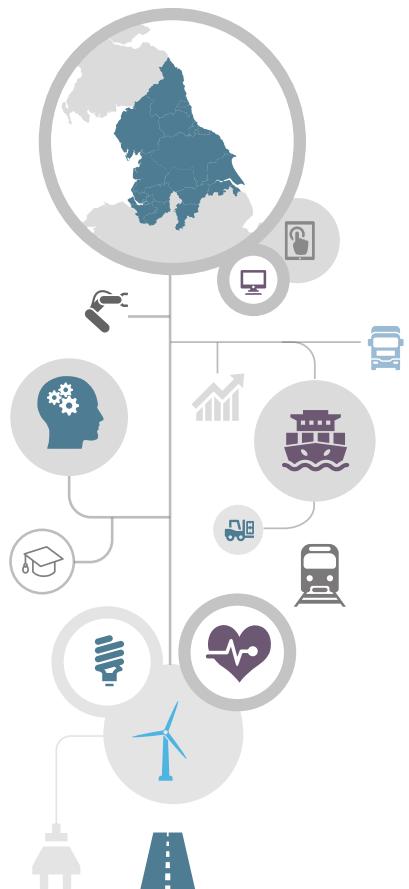
Transport for the North's Strategic Transport Plan

Transport for the North (TfN) is a partnership of civic and business leaders from across the whole of the North of England, working alongside Highways England, Network Rail, HS2 Ltd. and the Department for Transport (DfT). The organisation is planning the investment in the region's transport system that is required to improve connectivity and support transformation of the North's economy. TfN expects to have statutory status as England's first Sub-national Transport Body by the end of 2017. Together, with the support of business, industry and academic communities, we are developing a long term Strategic Transport Plan for the North.

Why is change needed?

The North is currently home to 16 million people, almost 25% of the UK population, and nearly 8 million jobs. The North's GVA per capita has been consistently 25% below the average. The success of the UK in the global marketplace, and the achievement of the Government's Industrial Strategy, will be dependent on the transformation of the economy of the North.

The Northern Powerhouse Independent Economic Review set out that by 2050 a transformed North could see productivity 4% higher, an increase in GVA of £100 billion, and 850,000 new jobs. The Review identified that promoting and growing the North's four prime capabilities, and its three enabling capabilities, could result in higher productivity and growth. These are highly skilled, and productive sectors that can compete on national and international stages, where the North has a number of comparative advantages.



These four prime capabilities are:

-  Advanced manufacturing
-  Energy
-  Health innovation
-  Digital

The three enabling capabilities provide essential services to the prime capabilities, but they are also important growth sectors in their own right. They are:

-  Financial and professional services
-  Logistics
-  Education (primarily higher education)

Our goal is to deliver the transport network to support the Northern Powerhouse Independent Economic Review aspirations, including allowing the North to support business growth and investment. Creating more and better jobs across the North, will allow businesses to access the workforce they need, and offer people the chance to succeed in their chosen career, in the North.

Developing the Strategic Transport Plan

TfN is developing a Strategic Transport Plan and accompanying long term Investment Programme to connect the North of England. The Plan will have a wide ranging and ambitious scope, setting out connectivity priorities right across the North that will help transform economic performance up to 2050. Strategic Development Corridors will be identified with required improvements on both the road and rail networks to inform the Investment Programme.

The Strategic Transport Plan will present a compelling case for change – a change in relationships with Government and delivery agencies, a change in working with Partners, a change in the way that the North can encourage and support business growth, and, above all, a change in the economy of the North of England.

Economic Growth and Transport Demand

TfN has projected the future travel demand that could result from transformational economic growth in the North, to show the contribution of transport investment.

Using the transformational growth scenario set out in the Northern Powerhouse Independent Economic Review, analysis shows the different future scenarios that we need to plan for, depending on how compact and mobile the North is between now and 2050. It provides an economic basis for determining where the greatest additional demand on travel will be if the transformational growth envisaged by the Northern Powerhouse Independent Economic Review is realised. The current business-as-usual investment pipeline has then been examined to highlight likely strategic gaps.

A Northern Transport Demand Model is being produced to create a dynamic simulation of how activities at locations produce a demand for travel, including how businesses create jobs, which need to be filled by workers who have access to the available jobs.

TfN will continue to work with the DfT and Partners to develop the business case for the Investment Programme.



Vision and Transport Objectives

Transport for the North's vision is of:

"A thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life."

A concise and focused set of Pan-Northern Transport Objectives has been defined to establish a strategic case for investment.

Pan-Northern Transport Objectives



Transform economic performance

This objective underlines that the primary function of TfN is to transform the economic performance of the North of England. The objective is focused on ensuring that options developed by TfN support transformational growth, and improve prosperity, productivity and jobs.

Increase efficiency, reliability and resilience on the transport system

TfN is developing options with a horizon period of up to 2050, so the options will need to respond and factor in future challenges and opportunities in the most efficient way. Improved journey times can be as crucial as a reliable network, with improved resilience needed to ensure transport system efficiency.

Promote and support the built and natural environment

By transforming economic performance, more people will experience the high quality built and environmental assets of the North. There is an opportunity to further enhance the quality of places, but we also need to guard against undermining the environment aspects that make the North a great place to live and work.

Improve opportunities across the North

Access to jobs and markets is a crucial factor, to ensure that the transformational economy can be achieved. Inclusion and integration of the strategic and local transport networks is essential to allow the movement of people and goods, whilst ensuring the people can access opportunities across the North, to improve quality of life.

Sub-national Transport Body

By the end of 2017, TfN will have become England's first Sub-national Transport Body, giving it the statutory powers to develop its Strategic Transport Plan for the North. The precise powers of the Sub-national Transport Body and the relationship with existing Partners will need to be considered in parallel to the Strategic Transport Plan as the two should complement each other.

Future technologies

Thinking to the future is a key part of TfN's work and so the possible impacts of social, technological, economic, political and environmental change will be considered. The Strategic Transport Plan should seek to deliver a transport system that is user-centric, smart, autonomous and integrated, as well as resilient and sustainable. Given the uncertainties around the changing needs of the economy, the policy measures and transport interventions proposed must be flexible.

Funding and finance

TfN recognises the economic environment in which the Strategic Transport Plan is being developed, and is undertaking work on possible future funding and financing options. It is exploring different possible funding and financing options with partners, but much remains to be done. As the Strategic Transport Plan is finalised, TfN will be calling for Government and the private sector to explore new and innovative approaches to funding.

It will work closely with businesses across the North to understand their investment plans and to make sure that the interventions set out within the long term Investment Programme happen, when and where required. The focus will be on supporting and exploiting the prime capabilities identified within the Northern Powerhouse Independent Economic Review, which are spread right across the North.



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