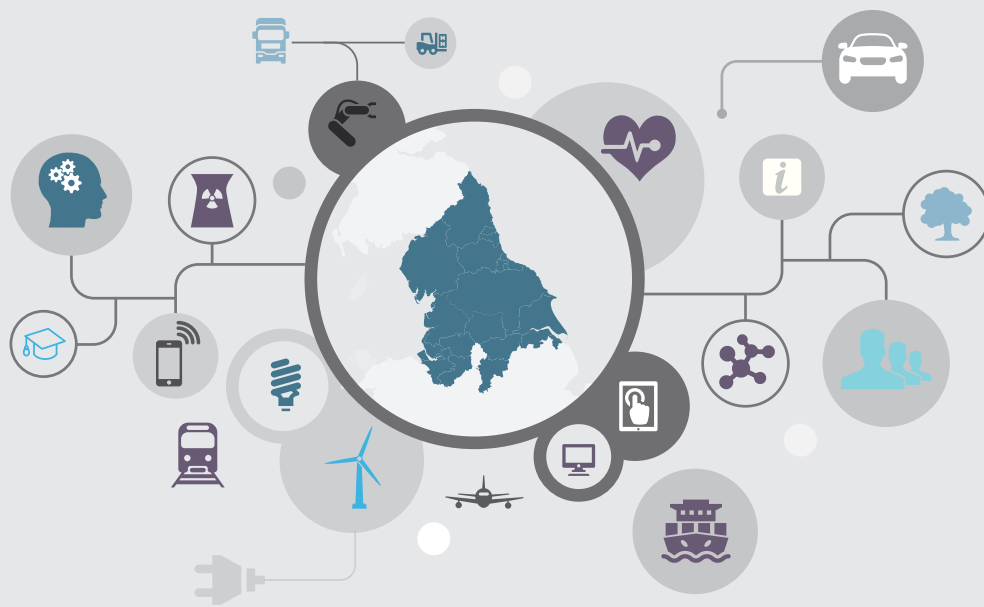


Strategic Transport Plan Position Statement

June 2017



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



Transport for the North (TfN) is empowered by a pan-Northern Partnership Board representing civic and business leaders from all 11 local enterprise partnerships (LEPs) across the North, working with Highways England, Network Rail, HS2 Ltd and the Department for Transport (DfT). Together, with the support of the business, industry, and academic communities, we are tasked with setting out the requirements of the transport network through a Strategic Transport Plan for the North.

has a role to play in supporting local and national government to align local investment in public transport and active modes of travel across the North, ensuring national infrastructure projects form part of a coherent investment programme.

2 Strategic Transport Plan Position Statement

Context

Transforming the economy of the North of England

The success of the UK in the global marketplace, and the achievement of the Government's Industrial Strategy, depend on the transformation of the economy of the North of England.

The economic gap between the North and the national average necessitates a radical change in the North's economy, which is home to internationally regarded and highly productive assets, expertise, research and businesses.

The conclusions of the Northern Powerhouse Independent Economic Review set out the need to support growth of the North's businesses and trade. Delivery of economic growth will require investment and improved performance in a number of critical areas, especially skills, innovation and inward investment, alongside transport infrastructure and services.

The North's businesses and civic leaders have been working to improve connectivity of the North, starting with the One North prospectus in July 2014, through to the publication of the Northern Transport Strategy in March 2015, and subsequent TfN Updates in Spring 2016 and 2017.

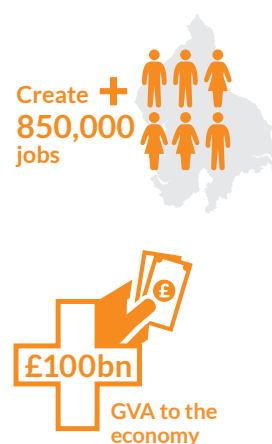
TfN has evolved from an embryonic partnership into an organisation with a clear ambitious vision for how transport can support transformational economic growth across the North. The organisation allows the North to speak with one voice on its strategic transport priorities.

Building on the Northern Powerhouse Independent Economic Review, TfN has made significant progress in developing the case for strategic transport investment across the North.

TfN, with its Partners, is developing a Strategic Transport Plan and accompanying long term Investment Programme, so that people and businesses can see a firm commitment to create a stronger, more diverse and resilient economy.

The Strategic Transport Plan will be published for public consultation in Autumn 2017, alongside the establishment of TfN as a Sub-national Transport Body. When adopted in 2018, the Strategic Transport Plan will be TfN's principal policy document and the plan of the statutory body. The Strategic Transport Plan, and its supporting evidence, will inform how HM Government, Network Rail, Highways England and High Speed Two (HS2) Ltd can work with Partners in the North to deliver investment that can transform the economy.

The Northern Powerhouse Independent Economic Review sets out that by 2050, in a transformed North:



The Strategic Transport Plan

The case for change

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. The Plan will be:



Multi-modal

Setting out an evidence-led and clear case for investment, focusing on pan-Northern connectivity priorities that support smart ticketing and integrated travel, a major roads network, strategic rail links, strategic access for freight and logistics, and connectivity priorities to support international connectivity.



Complementary to the policy documents of TfN's Partners

Aligning and complementing Strategic Economic Plans, Single Transport Plans and Local Transport Plans, as well as seeking to influence the strategies and policy documents of TfN's Development Partners including the Department for Transport, Highways England, Network Rail and HS2 Ltd.



Objective-led and have a flexible approach to investment

Taking account of a changing environment in the North, including changes to the political, social, economic, technological and funding landscape.



Ambitious wide-ranging scope

Undertaking work on Strategic Development Corridors to transform economic performance up to 2050.

The structure of the Strategic Transport Plan

Why?

Making the economic and strategic case for pan-Northern transport improvements needed to support transformational economic growth, delivering a greater contribution to the UK

What?

Developing a Portfolio of Connectivity Priorities from the Integrated Rail and Initial Major Roads Reports that will inform Strategic Development Corridors.

How?

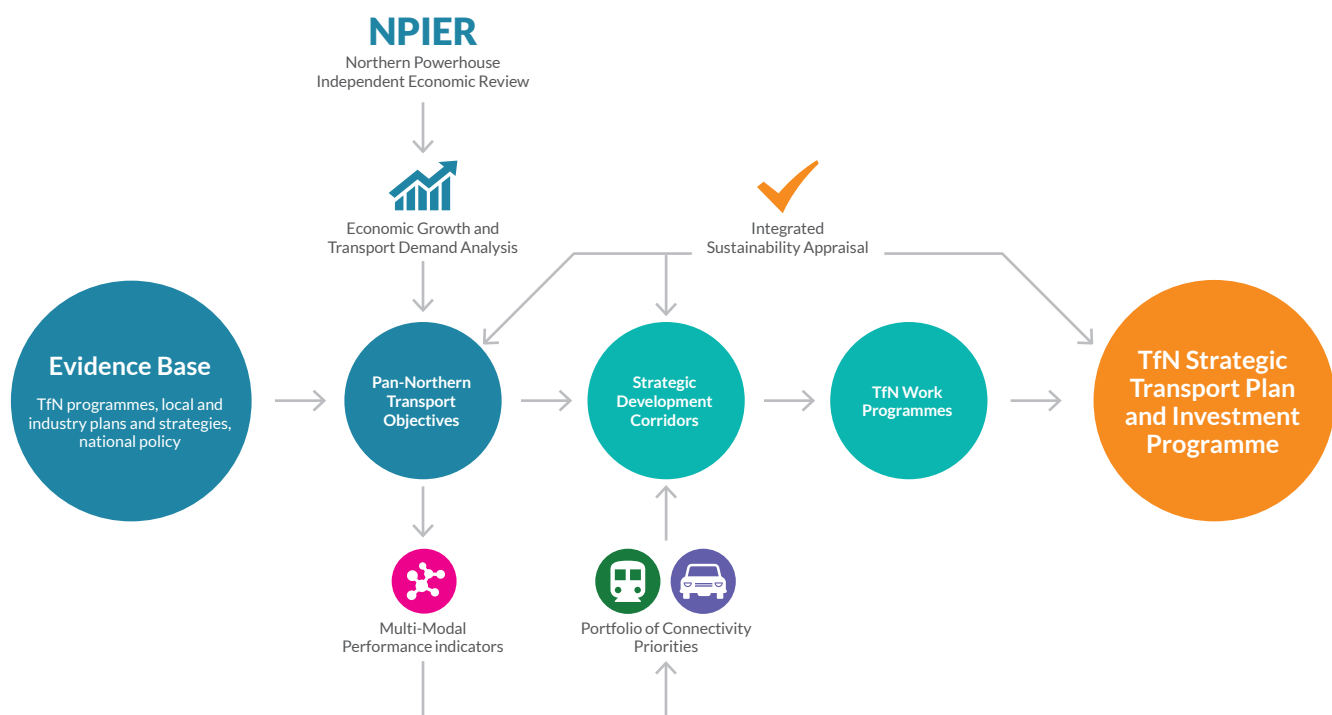
Setting out the governance, funding and financing options, and decision making processes that will underpin the delivery of TfN's Investment Programme. Examining the possible impacts of social, technological, economic, political and environmental change.

The Strategic Transport Plan is adopting an integrated approach to economic and transport planning across the whole of the North. This will support the North to make the case for investment and align funding. Having a long term Investment Programme will provide more certainty and allow greater confidence to public and private investors supporting the wide range of skills needed to develop, deliver, operate and maintain the transport investments.

TfN will provide better value for the taxpayer by developing the right transport interventions through robust analysis and modelling.

Mindful of the need to understand environmental and sustainability impacts and opportunities, TfN is undertaking an Integrated Sustainability Appraisal of the Strategic Transport Plan.

Process for Developing the Strategic Transport Plan



Why?

TfN will continue to make the case for strategic transport improvements that can support transformational economic growth. This will require the delivery of a sustained Investment Programme across the North to build infrastructure, strengthen skills, harness innovation, and encourage smart technology. Achieving this will allow the North to make a greater contribution to the UK economy through higher productivity and will increase job opportunities across the region.

TfN will achieve its vision by working towards its Pan-Northern Transport Objectives. These objectives will be used to understand and drive the development of required interventions within TfN's Investment Programme through the development of Strategic Development Corridors.

Evidence setting out the role of transport investment in improving the North's economy was presented in the Northern Transport Strategy, reinforced in the Northern Powerhouse Independent Economic Review. The evidence underpinning the Strategic Transport Plan will set out the interventions needed to support the Northern economy of the future. This will reinforce the strategic case for transport investment across the North, as well as focussing transport interventions where future growth is planned, alongside specific objectives for the Strategic Transport Plan and the Investment Programme.

TfN has been undertaking innovative research and analysis to investigate the likely range of future transport demand scenarios that a transformed Northern economy would place on the transport network across the North, as well as a representation of demand to and from other regions of the UK. These scenarios reflect the economic growth envisaged in a transformed Northern economy in 2050, as set out in the Northern Powerhouse Independent Economic Review.

The outputs of this work will inform the case for the Strategic Transport Plan, and will also provide the supporting evidence base for the Strategic Development Corridors.

A Northern Transport Demand Model is being produced, based on demand for road and rail. This model will create a dynamic simulation of how economic 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. Travel demand is segmented into three types of trip: commuting, business and other.

Pan-Northern Transport Objectives

Prime objective



Transforming economic performance

Enabling objectives



Increasing efficiency, reliability and resilience on the transport system



Promoting and supporting the built and natural environment



Improving opportunities across the North

What?

The Strategic Transport Plan and Investment Programme will be informed by two new pieces of evidence, an Initial Integrated Rail Report and Initial Major Roads Report.

The Initial Integrated Rail Report identifies long term pan-Northern investment requirements in the North's passenger and freight rail network, to support the potential for economic growth in the prime and enabling capabilities identified in the Northern Powerhouse Independent Economic Review. The Report also encompasses emerging plans and proposals for Northern Powerhouse Rail, and will be used to help develop a Single Integrated Rail Plan for the North by the end of 2017.

The Initial Major Roads Report introduces the concept of a Major Road Network for the North, which incorporates the Strategic Road Network, plus other major pan-Northern routes that connect the North's important economic centres. This will provide a coherent and integrated network that is resilient, reliable and efficient.

The Reports have incorporated Enhanced Freight and Logistics Analysis, as well as building on the recommendations set out in the Independent International Connectivity Commission's Report.

The Initial Integrated Rail and Initial Major Roads Reports identify where connectivity priorities are required to achieve a set of performance indicators.

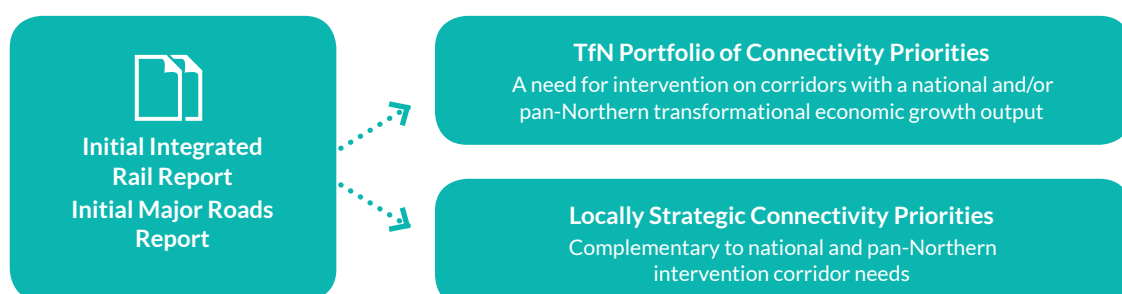
These performance indicators have been set with a view to developing a transport system that can support the economic potential outlined in the Northern Powerhouse Independent Economic Review.

At this time TfN has identified Strategic Development Corridors that it will take forward as part of the long term Investment Programme. They will also be used to inform the development of the upcoming Road Investment Strategy 2 (RIS2) programme with Highways England and the Control Period 6 (CP6) programme with Network Rail.

The Strategic Development Corridors will encompass the needs of freight and logistics, and will be developed to understand how they complement and align with more locally strategic interventions, as shown below. Local interventions are critical in providing seamless door-to-door journeys, and supporting the Strategic Development Corridors.

TfN will sequence the interventions in Strategic Development Corridors that will form the long term Investment Programme. Although the sequencing process itself will take place throughout 2018, this Position Statement describes the agreed means by which connectivity priorities from the Initial Major Roads and Initial Integrated Rail Reports have been developed in partnership across the North.

Portfolio of Connectivity Priorities within the Strategic Transport Plan



Strategic Development Corridors

Building on the evidence from the Initial Integrated Rail and Initial Major Roads Reports, TfN has defined nine Strategic Development Corridors, as shown opposite. These include Northern Powerhouse Rail, Integrated and Smart Travel and seven geographic connectivity priorities that reflect the economic links across the North.

Multi-Modal

- 1 **Connecting the Energy Coasts**
Better connecting people and goods between the non-carbon energy and research assets located along the North West and North East coastlines and the national road and rail networks. It will also examine providing a more resilient east-west route across the between North of England.
 - 2 **Central Pennines**
Across the corridor there are key population centres and a diverse mix of strategic movements that serve emerging capabilities that need to be catered for, as well as providing enhanced and additional road and rail capacity across the Pennines. Freight and logistics has a key role in supporting the ports, airports and inland ports as well as servicing the businesses located across the corridor.
 - 3 **Southern Pennines**
Improving strategic East-West links between the economic centres and key assets within Liverpool, Greater Manchester, Sheffield City Region, and Hull and Humber. Transformational improvements to Transpennine road and rail links between Sheffield and Manchester, better access to the growing Doncaster Sheffield Airport and strengthening this key multi-modal logistics corridor, especially to the ports in Liverpool and the Humber, could provide greater resilience and opportunities, along with associated economic growth.
 - 4 **West and Wales**
Improving links, for people and goods, to, from and through the Cheshire Science Corridor and Atlantic Gateway, Manchester Airport HS2 to North Wales Arc, and Crewe Northern Gateway, taking into account cross-border movements into the Midlands and North Wales.
- Integrated and Smart Travel**
Pan-Northern TfN Programme to develop smart travel solutions.

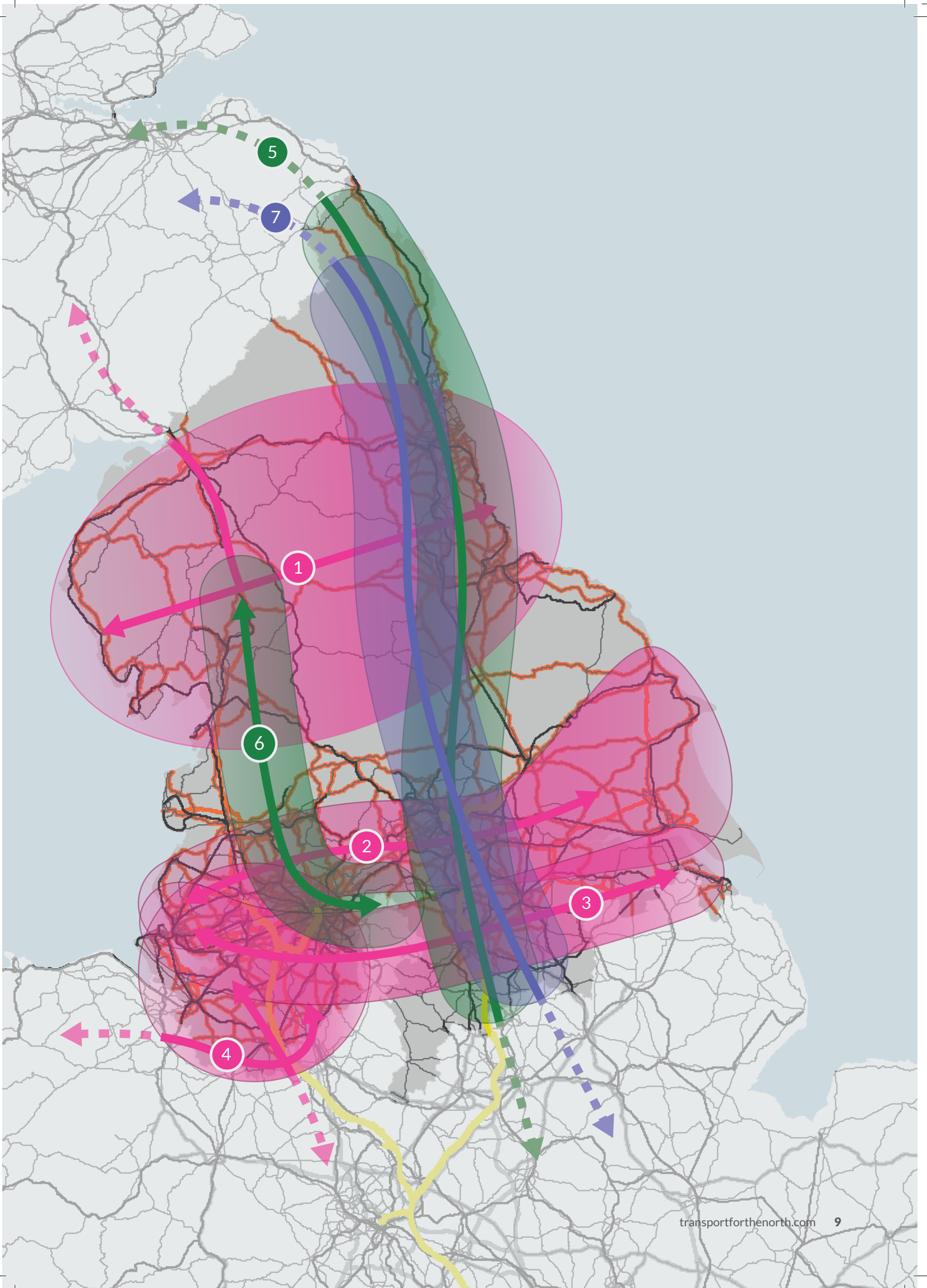
Rail

- 5 **East Coast Corridor to Scotland**
The East Coast Main Line provides a key spine for north-south movements from which wider strategic and local connectivity is provided, but this corridor also encompasses parallel rail lines connects the key economic centres in the North East of England to each other and to the rest of the UK.
- 6 **West Coast to Sheffield City Region**
This will support the links between advanced manufacturing clusters in Cumbria, Lancashire, Greater Manchester and Sheffield City Region, and is primarily a rail corridor to complement other investments being pursued in road improvements to the North West of Manchester and across the Pennines.
- Northern Powerhouse Rail**
Pan-Northern TfN Programme to improve connectivity between key economic centres.

Road

- 7 **Yorkshire to Scotland**
This complements the East Coast Corridor to Scotland and will examine the requirements to better connect the eastern side of the North beyond the current Road Investment Strategy commitments, also extending into the East Midlands.

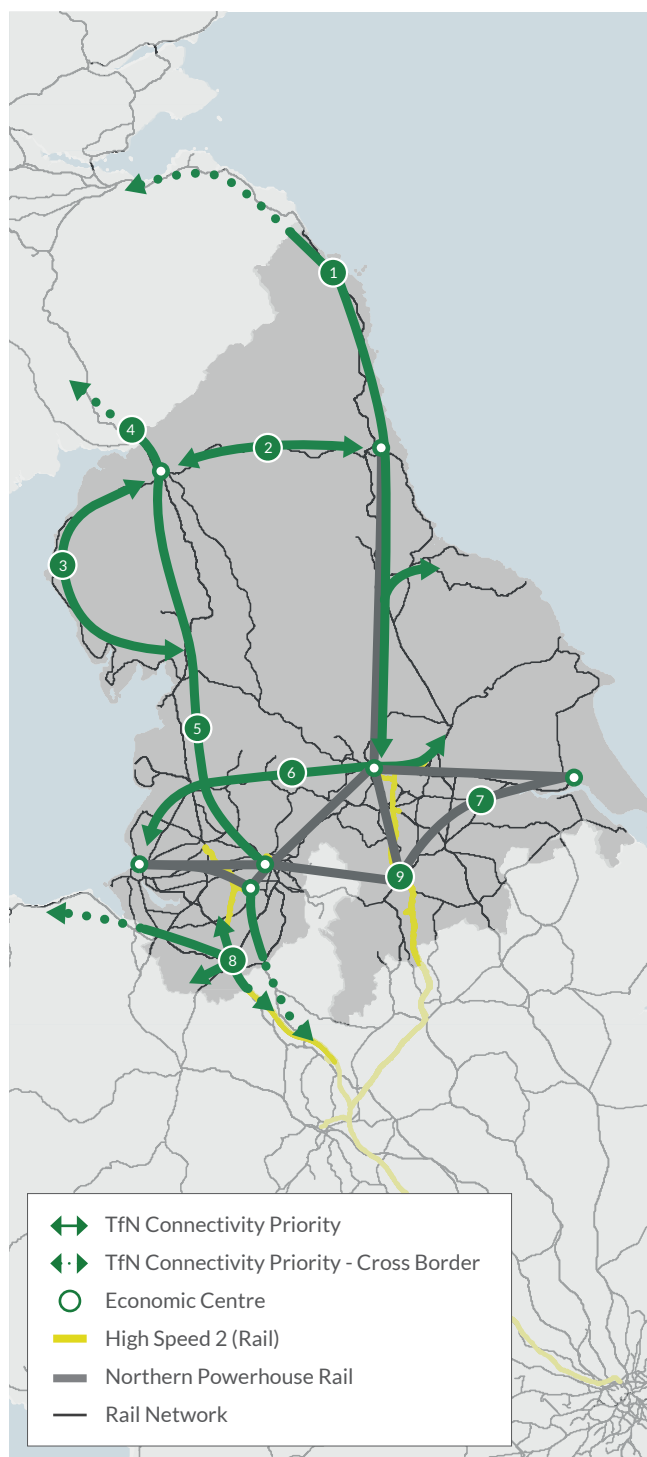






Portfolio of Rail Connectivity Priorities

The Initial Integrated Rail Report identifies nine connectivity priorities for development and sequencing, in addition to Integrated and Smart Travel and Northern Powerhouse Rail. These will sit alongside those identified within the Initial Integrated Rail Report, through the Strategic Transport Plan.

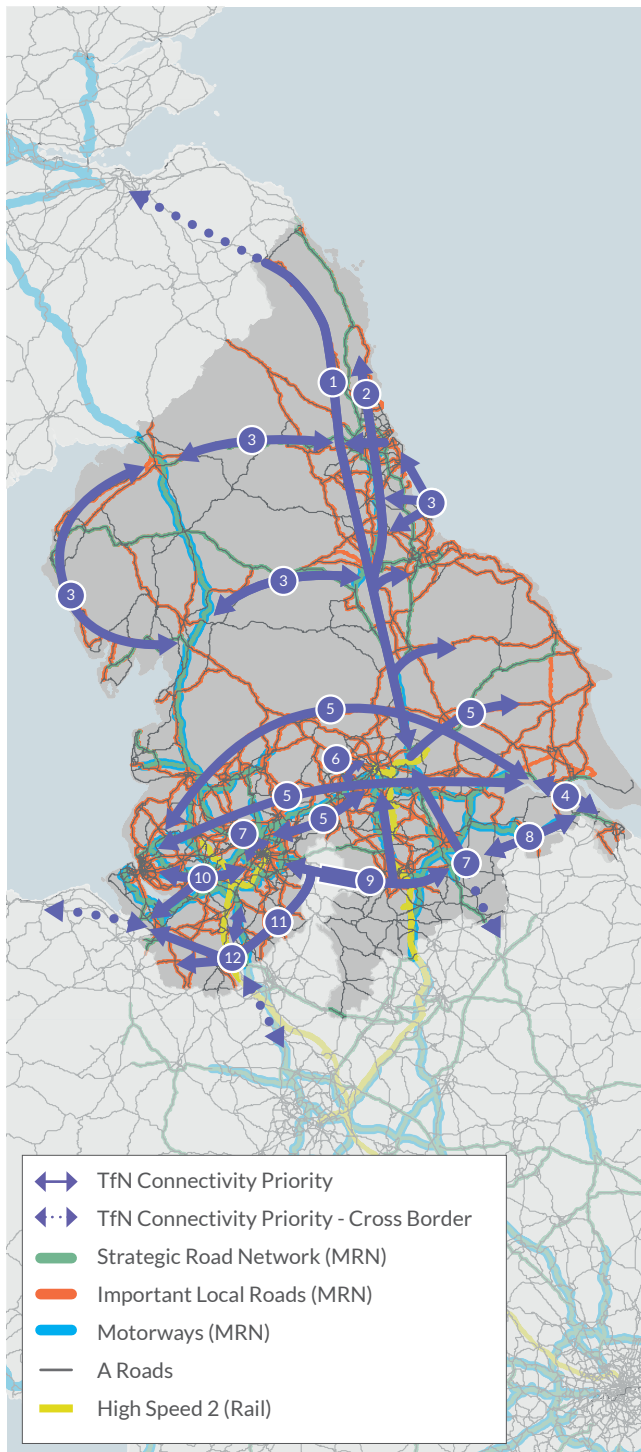


- 1 North – South: Eastern Corridor (Connecting the North East, Tees Valley, North Yorkshire, Leeds City Region, and Sheffield City Region, Cross Border)
 - 2 North – South: Western Corridor (Cumbria, Lancashire, Cheshire & Warrington, Cross Border)
 - 3 West Cumbrian Coast (Cumbria)
 - 4 East – West (Liverpool City Region, Greater Manchester, Leeds City Region, Hull & Humber)
 - 5 East – West (Lancashire, North Yorkshire, Leeds City Region)
 - 6 East – West (Cumbria – North East)
 - 7 North – South (Leeds City Region, Sheffield City Region)
 - 8 East – West (Greater Manchester, Cheshire & Warrington, Liverpool City Region)
 - 9 East – West (Lancashire, Greater Manchester, Sheffield City Region)
- Integrated and Smart Travel (Pan-Northern TfN Programme)
- Northern Powerhouse Rail (Pan-Northern TfN Programme)



Portfolio of Road Connectivity Priorities

The analysis of the Major Road Network's baseline performance, alongside existing committed and proposed interventions provides a clear narrative of the gaps across the North in realising the economic prize. The Initial Major Roads Report identifies 13 connectivity priorities for subsequent development and sequencing, alongside those identified within the Initial Integrated Rail Report, through the Strategic Transport Plan.



The map below illustrates an overall summary of 12 of the 13 Connectivity Priorities and how these interface with major international and multi-modal economic assets, such as ports and airports and potential HS2 stations. Priority 13 is to identify a programme for multi-modal interchange to maximise use of public transport, freight distribution parks and inland ports for strategic journeys. This is in addition to Integrated and Smart Travel.

- 1 A1 Scotch Corner to Scotland
- 2 A19 Expressway
- 3 (Nuclear and Wind) Energy Coasts Access Improvements
- 4 Port of Hull (A63) to A1 (M) / M1 and westwards
- 5 Central Trans-Pennine Corridor Connectivity
- 6 Leeds City Region NW Quadrant
- 7 A1 Improvements (Doncaster to Sheffield, West Yorkshire and Nottinghamshire)
- 8 South Humber Trans-Pennine Connectivity
- 9 Short to medium term Trans-Pennine improvements
- 10 Cheshire Science Corridor and Atlantic Gateway
- 11 Manchester Airport HS2 to North Wales Arc
- 12 Crewe HS2 Northern Gateway
- 13 Strategic Multi-Modal Opportunities
- Integrated and Smart Travel (Pan-Northern TfN Programme)

How?

At this stage in the evolution of TfN and the Strategic Transport Plan itself, the 'How?' is necessarily less specific. However, as the Draft Strategic Transport Plan is finalised, there will be a need to address a number of issues in addition to the future role and responsibilities of TfN as a Sub-national Transport Body. 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.

The possible impacts of social, technological, economic, political and environmental change will be considered. The Strategic Transport Plan will seek to deliver a transport system that is user-centric, smart, autonomous and integrated, as well as resilient and sustainable. As the needs of the economy can change over time, the policy measures and interventions proposed must be flexible.

TfN recognises the economic environment in which the Strategic Transport Plan is being developed, and is undertaking further work on possible funding and financing options. Much remains to be done in the area, particularly as part of the establishment of the Sub-national Transport Body. As the Strategic Transport Plan is finalised, it will be calling for Government and the private sector to explore new and innovative approaches to funding infrastructure.

TfN will also work closely with businesses across the North to understand their investment plans and ensure that the Strategic Development Corridors and interventions within the long term Investment Programme happen when and where required. There will be a focus on supporting and exploiting the prime capabilities identified within the Independent Northern Powerhouse Economic Review, which are spread across the North.



Transformational growth

What TfN and the Strategic Transport Plan could do:



For the UK

Improving competitiveness, rebalancing growth and allowing our economic assets to thrive, redressing the financial liability of the long term economic activity gap on the tax payer.



For employers and businesses

Better access to a highly skilled and talented labour market, with improved links to the supply chain, more diverse and cost effective business opportunities and a more buoyant marketplace.



For freight and logistics operators

Ability to meet ever increasing demands for smart logistics activities and drive down operating costs, helping to attract additional investment as companies cluster in more accessible locations.



For users of the transport network

Easier and higher quality journeys that feel seamless and enable people to do more while they travel, with more choice about travel options, information and greater reliability.



For Government

A greater return on investment from public expenditure through higher productivity and increased economic participation.



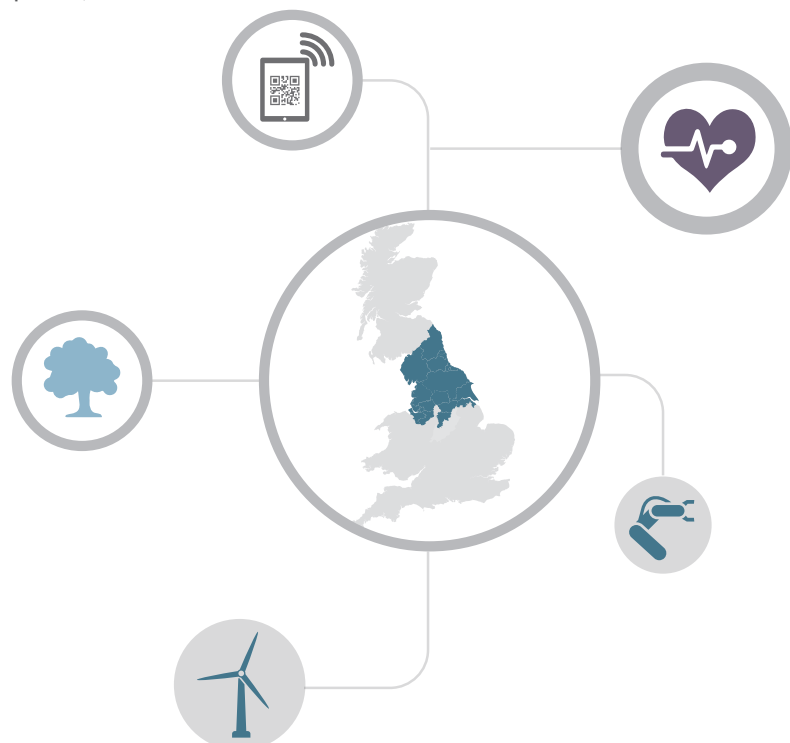
For the visitor economy

An improved transport network in the North, along with enhanced international connectivity, can ensure that the North's key tourism and leisure assets, such as its five national parks, are better connected.



For the North and its 16 million people

Providing access to more work and leisure opportunities, enhancing the quality of life, and improving living standards and the communities of the North.



Timescales

Developing the Strategic Transport Plan



The opportunity

Transforming economic performance

The North now


£304bn GVA (2014)

16 million
population


19%
of UK Output


53,014
miles of road


19% of UK
goods exports

 **7.2 million jobs**

Our assets today


Twenty
universities,
four in the
top 100


8 areas
of outstanding
natural beauty


**Attractive,
affordable
housing**

7 
international
airports

5 
national
parks


12
major ports

The future by 2050

Create **850,000** jobs 
 **£100bn**
GVA to the
economy

 **Rail travel to
increase up to
400% by 2050**

 **Road travel to
increase up to
55% by 2050**





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