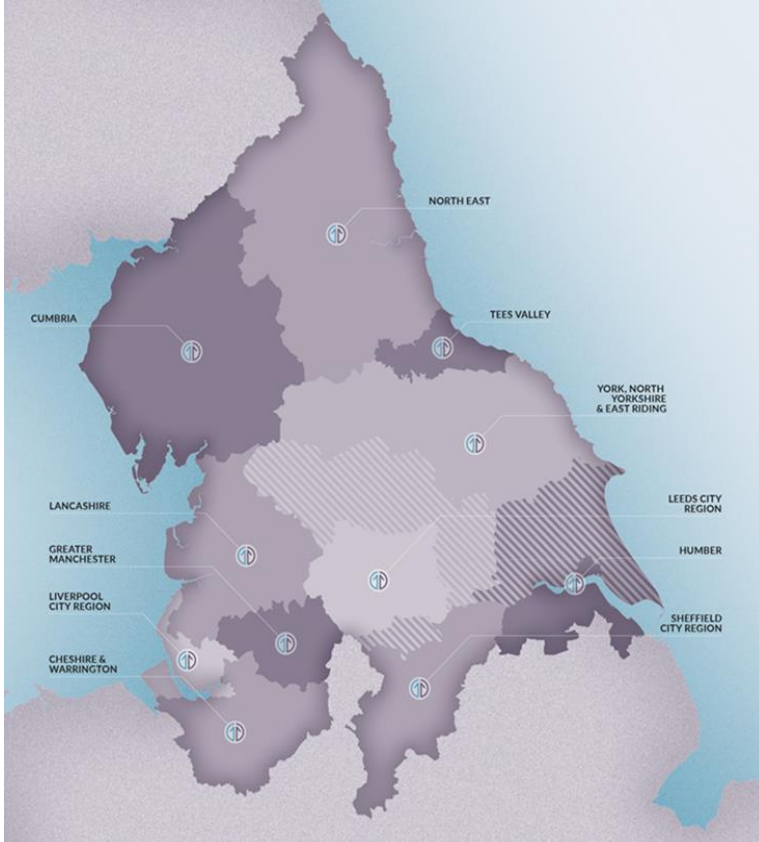


Transport for the North

Briefing on the TfN Integrated Transport Strategy and Development Programme

One Agenda, One Economy, One North





The Cities and Local Government Devolution Act 2016 amends the Local Transport Act 2008 so that the Secretary of State for Transport can establish statutory sub-national transport bodies, provided that two conditions are met:

1. **The sub-national transport body would facilitate development and implementation of transport strategies for the area; and**
2. **Economic growth would be furthered by development and implementation of such strategies**

As a sub-national body, TfN must produce a statutory Transport Strategy in pursuit of these objectives.



16m
PEOPLE

£290bn
GVA TOWARDS UK ECONOMY

Size of area:
23,175 km²

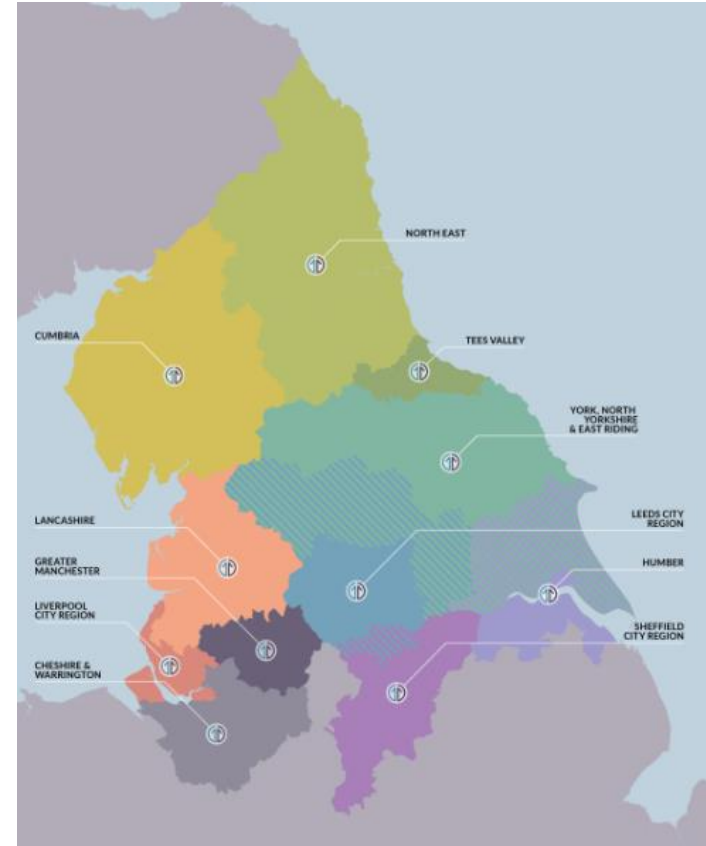
Population density:
696 people per km²

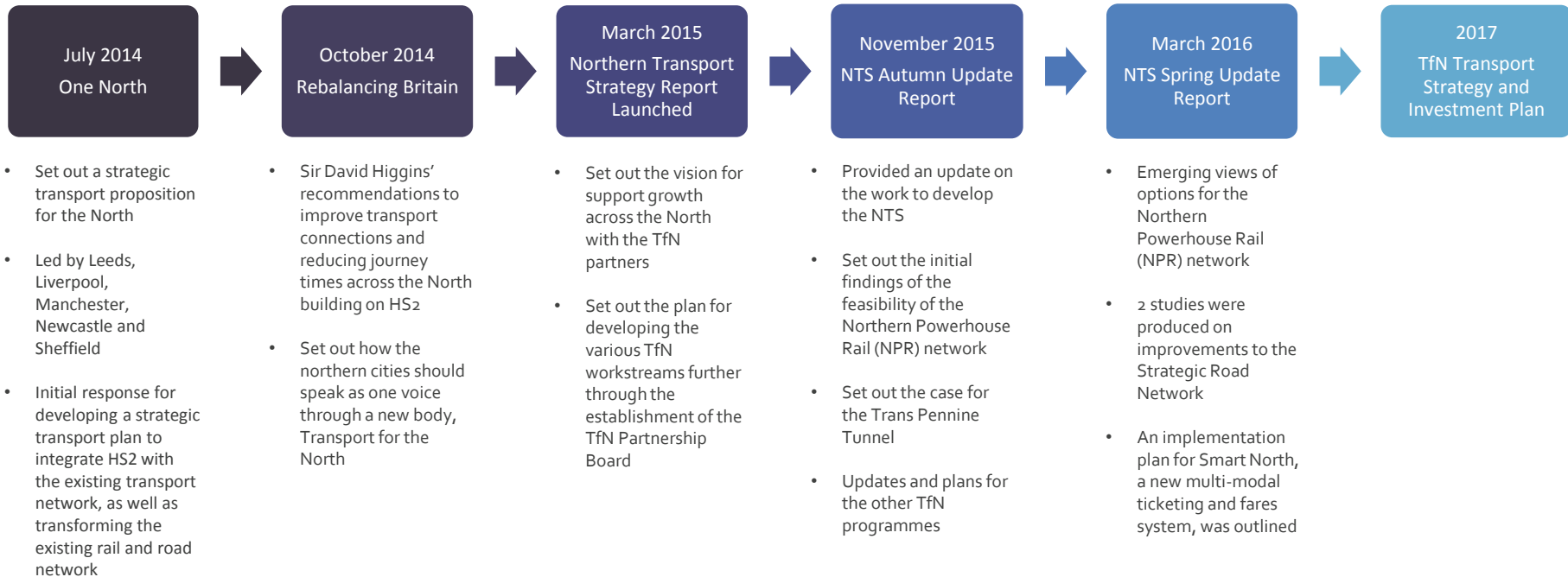
19

Transport authorities

4

Development
partners





- Transport investment connecting the North in to a single economic unit will help create a transformed integrated Northern economy
- A more unified economy that could add more than £37 billion in real terms to the North's existing output of £289 billion per year
- Long term planning and investment periods
- Provide a coherent and integrated approach to strategic transport planning that supports local area economic growth.
- Build on existing strong and inclusive partnership
- TfN will have new powers drawn down from central government
- A body representing the North

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Strategy Development

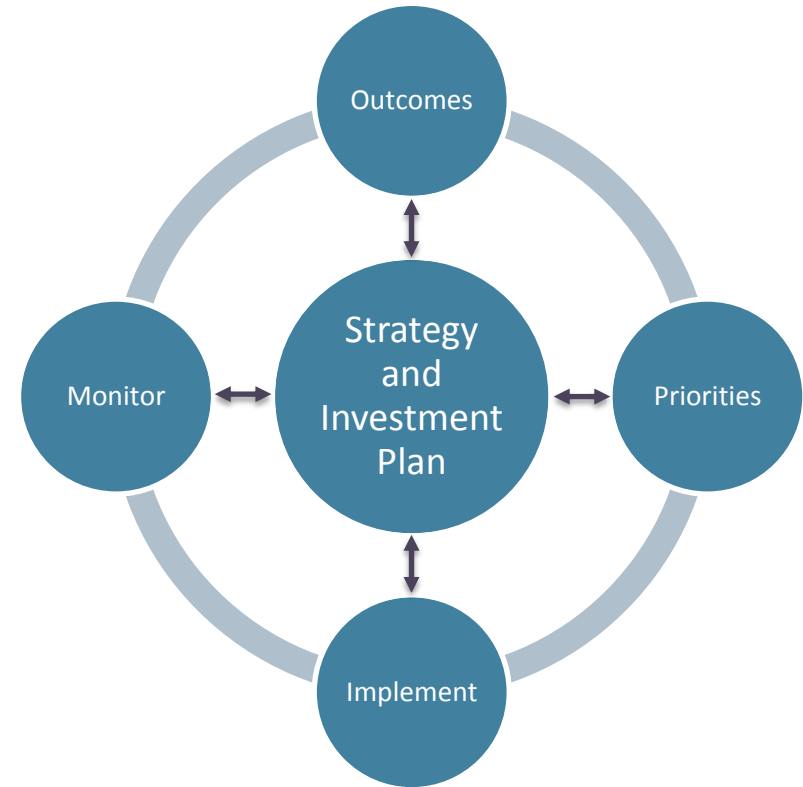
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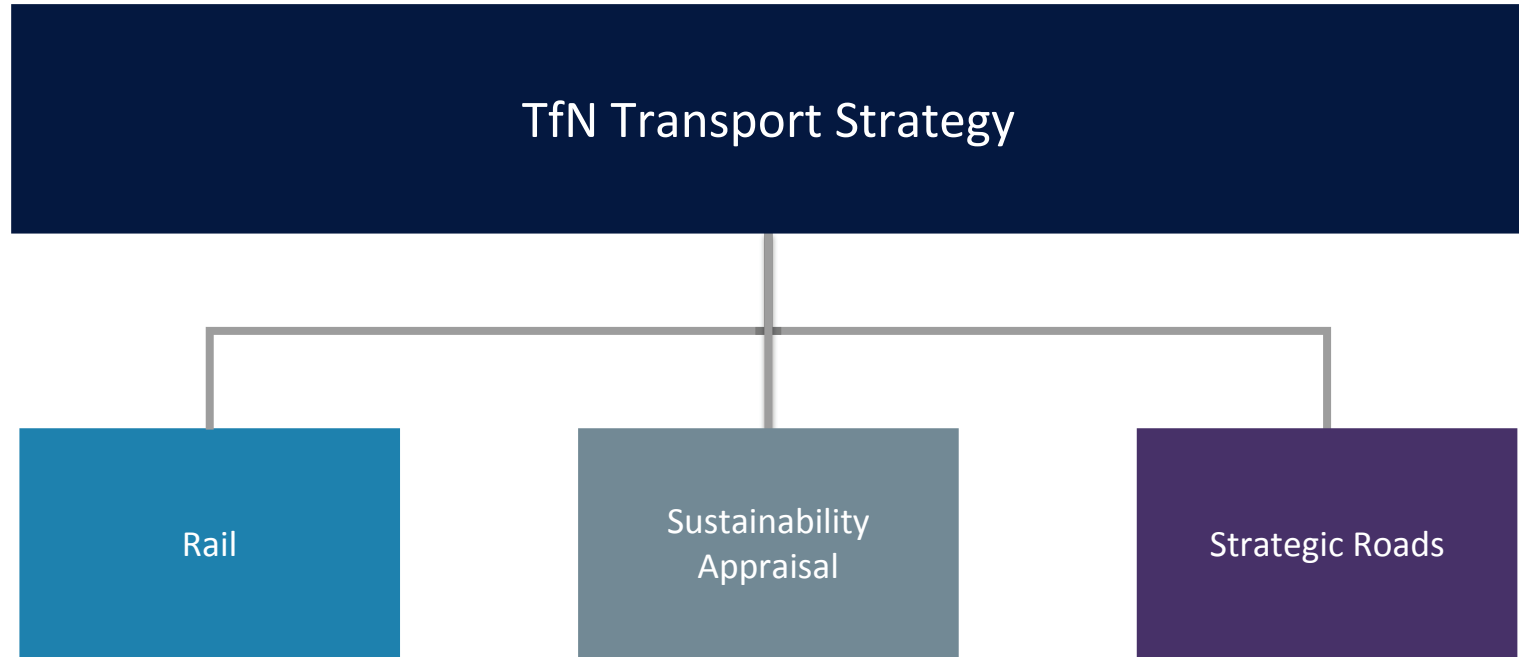


Strategy Development Principles

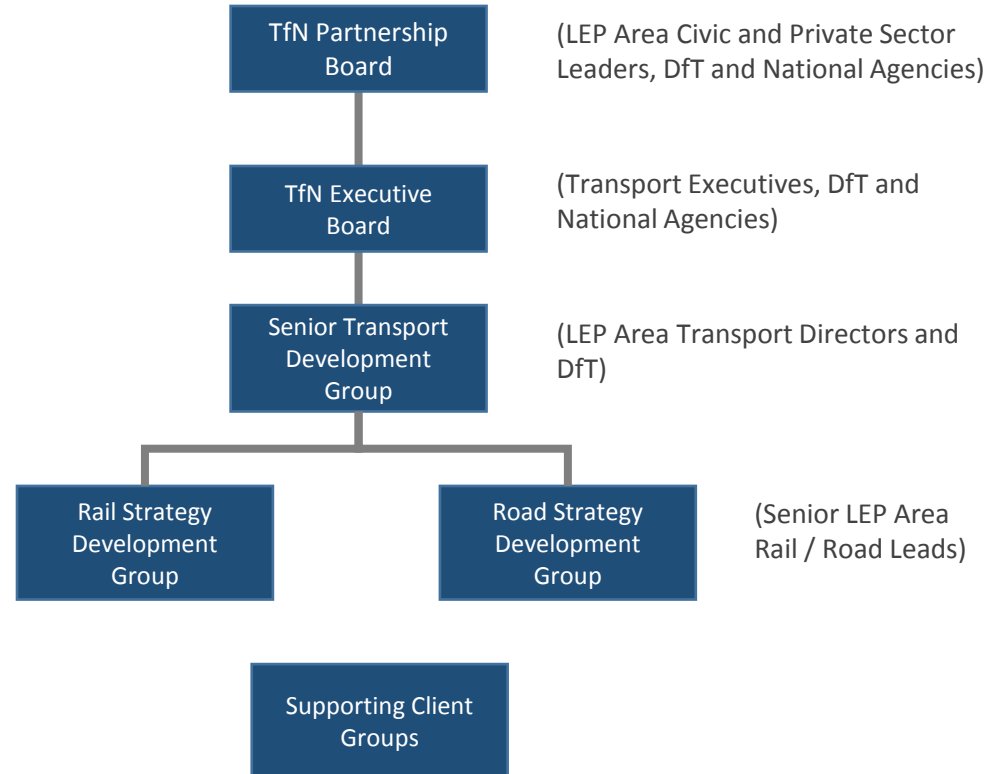
The Transport Strategy must:

- Set out a long term strategy with a clear phased and prioritised delivery programme
- Present a strong case for transformational investment
- Strategically coordinate transport investments to support economic growth
- Be holistically developed to draw together complex modal and economic priorities
- Be economic led, to provide diverse and compelling evidence on the case for investment
- Make sense as a public facing document





- Developed with partners and stakeholders
- Senior officer arrangements will be required to support the recommendations
- Arrangements will need to be manageable but inclusive
- National bodies integral to the process
- Terms of Reference to place a responsibility on all to develop and inform related strategies consistently



Stakeholder Engagement and Consultation

- This is an external document and will be developed as such, therefore public consultation is mandatory and an opportunity
- Stakeholder and public, engagement, and consultation plans will be produced
- 2 step consultation process on the Transport Strategy:
 - Softer non-constitutional
 - Full requirement

(Projects such as NPR and Trans Pennine Tunnel could be required to undertake individual consultations)

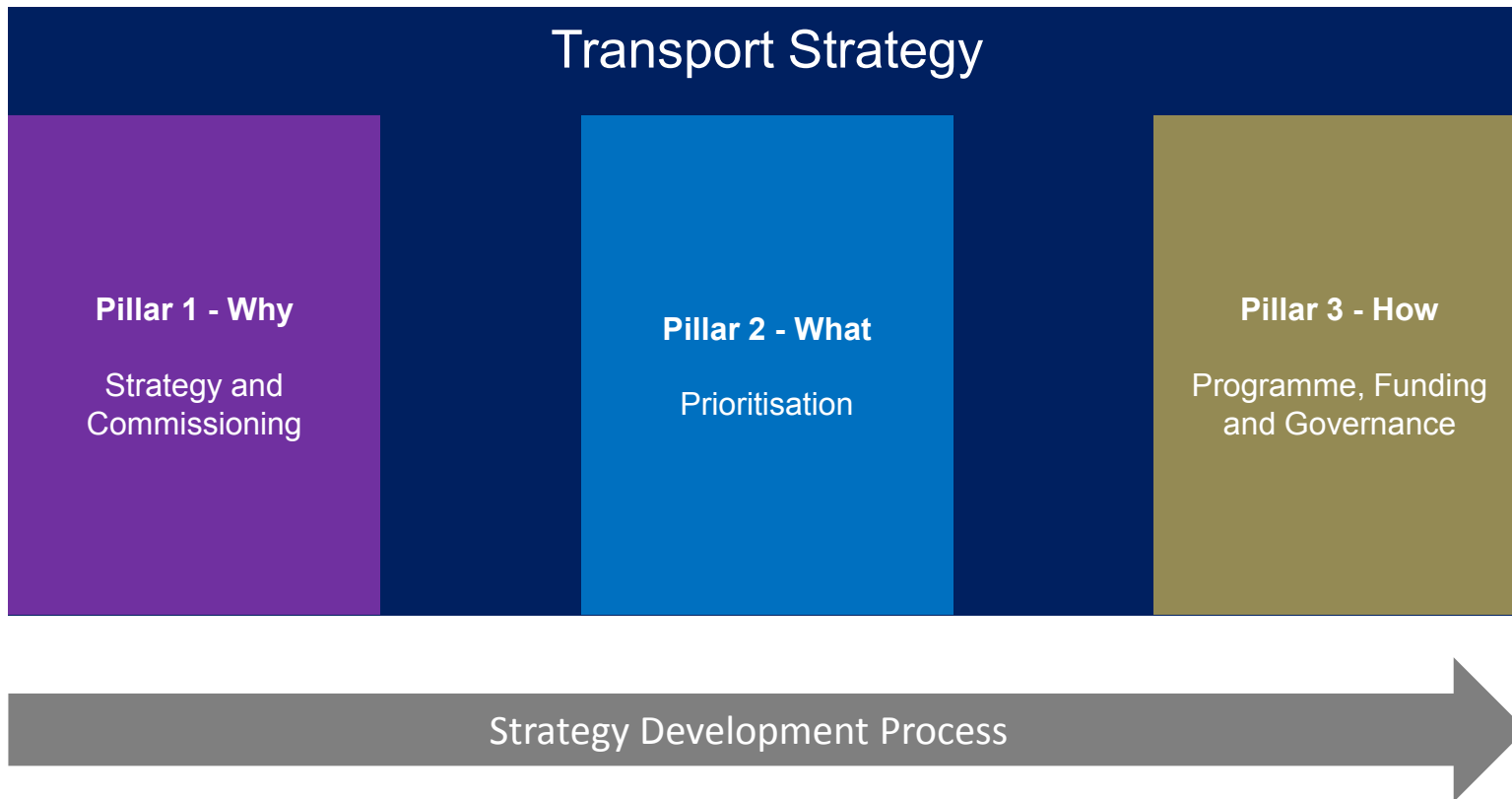
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Delivering the Strategy

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Proposed Pillars of Transport Strategy



Pillar 1 – Strategy and Commissioning Framework

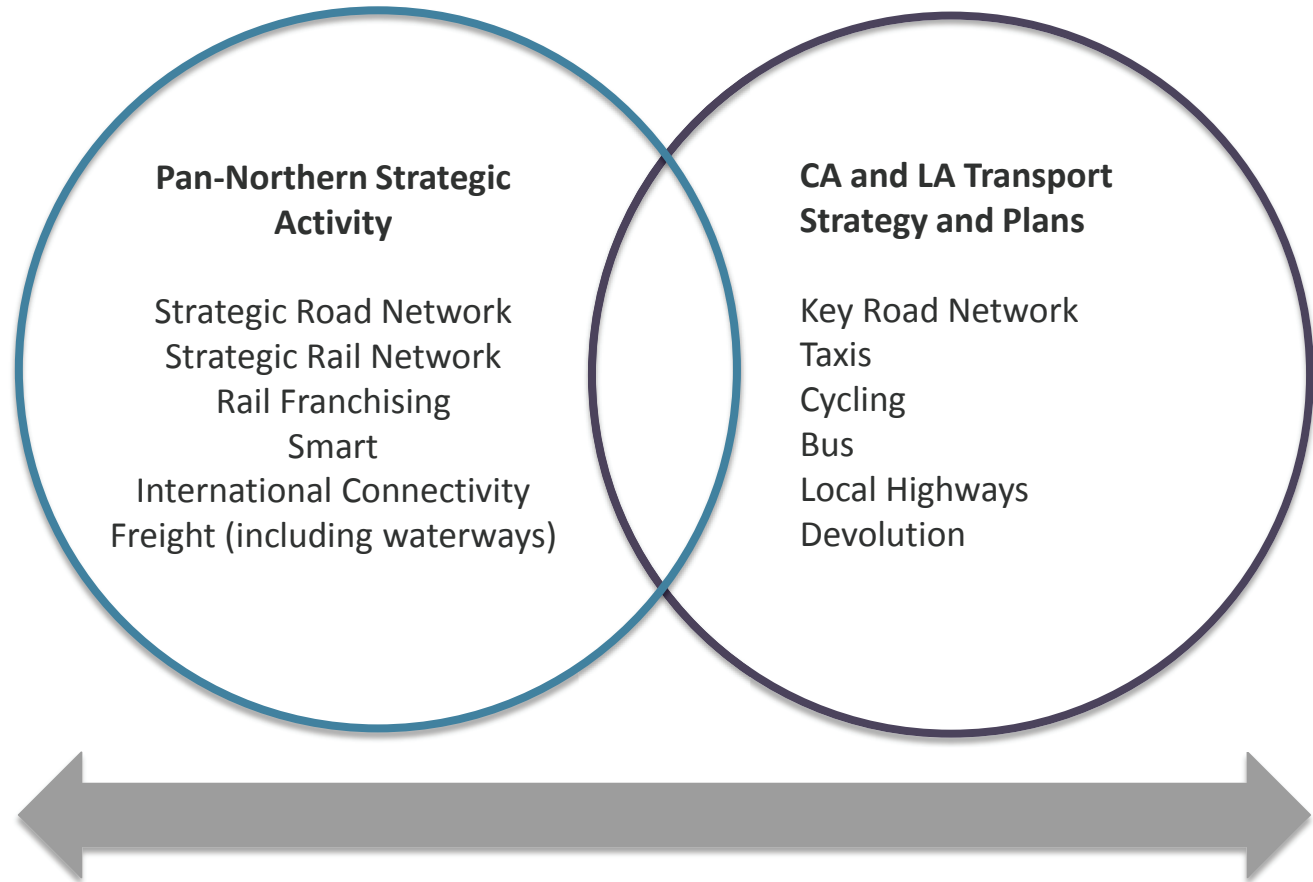
- Sets the Strategy Objectives, including appraisal objectives
- Sets the opportunities and strategic economic narrative
- Provides the evidence to support the Strategy, building on the NPIER
- Takes forward conditional outputs, outcomes and requirements for the programme
- Links clearly to the requirement for supporting strategies, such as ‘daughter’ strategies for road and rail

Pillar 1 - Why

Strategy and Commissioning

Pillar 1 - TfN and CA Strategy Interfaces

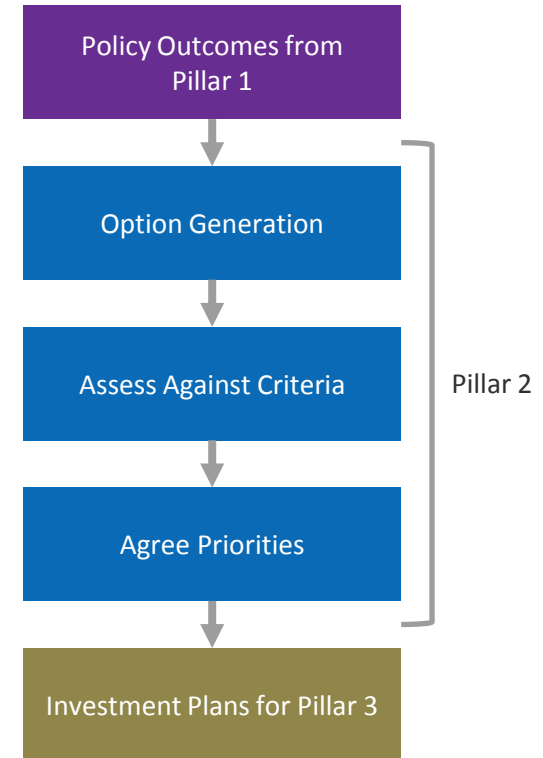
Pillar 1 - Why
Strategy and
Commissioning



Pillar 2 – Agreeing our priorities

Pillar 2 - What Prioritisation

- Build on Pillar 1 to set prioritisation objectives
- Provide analytical assurance and new methods of appraisal
- Sets metrics by which prioritisation will be determined
- Development of the prioritised programme for TfN in **2 phases**:
 - 1) **Pre-Statutory Transport Body** with early prioritised investments, such as schemes for CP6 and RIS2 industry process, early deliverables (Smart), and known long term commitments (NPR, TPT)
 - 2) **Statutory longer term plan**, developing the case for future schemes



Pillar 2 – Prioritisation

Phase 1 - Pre-Statutory Transport Body

Level 1 - Prioritisation of Outcomes

- Independent of delivery, funding and governance structures
- Sets the overarching requirements
- Fixed for the long term, such as NPR conditional outputs

Level 2 - Prioritisation of Investment Deliverability

- Linked to specific funding and delivery
- Opportunity to delivery outputs using existing industry processes (CP, RIS)

Timescale: 2016 – 2017

- October 2016 - CP6 input to IIA
- January 2017 - NPR, Smart and Highways Studies
- March 2017 – SRN Routes Strategies
- January 2017 – Final CP6
- November 2017 – SRN report (HE) feeds into RIS2 (DfT)

Initial Industry Advice

- To be submitted early Autumn 2016
- Includes a high level summary of scheme description, justification and cost
- Rail North focus around objectives to achieve a common standard of performance across network
 - Minimum 2 trains per hour service frequency on majority of routes
 - Connecting major towns (>70,000 pop) with a service comparable to an off-peak car journey
- Rail North to input into HLOS and advice to the Secretary of State in Spring 2017

Alignment with Rail North

Control Period 6

- CP6 decision expected in November 2018
- Schemes expected to roll over from CP5 to CP6
 - Trans-Pennine Route Upgrade
 - York North Capacity
 - Dore Junction redoubling
 - Northern Hub Phase 2
 - Hope Valley upgrade
 - Manchester Piccadilly Platforms 15 & 16
- Actively exploring means to maximise value to Rail North area
- Work undertaken by Rail North in readiness for CP6
 - Developing a programme for the package of common service improvements to ensure infrastructure befits capability of new rolling stock
 - Reviewing 130 local schemes for consistency with high level frequency and journey time objectives.

Pillar 2 – Prioritisation

Phase 2 - Statutory Transport Body

Level 1 - Prioritisation of Outcomes

- Independent of delivery, funding and governance structures
- Sets the overarching requirements
- Fixed for the long term

Level 2 - Prioritisation of Investment Deliverability

- Linked to specific funding and delivery
- Linked to future settlements

Timescale: Beyond 2020

- Priorities beyond Phase 1
- Multi-year:
 - 2020-2025
 - 2025-2030
 - 2030-2035

Pillar 3 – Programme, Funding and Governance

Funding and Finance

- Seeks clearer commitment from Government to TfN for a longer term funding settlement
- Provides an analysis of options for financing major projects
- Financial case for continued development
- Identifies delivery and funding vehicles to support projects

Governance

- Provides evidence of accountability for statutory body
- Sets out the transition period of implementing governance and powers
- Sets out clear delivery roles with agencies and partners
- Sets out relationship with national agencies

Programme

- Provides an overall development and proposed delivery programme
- This activity will be phased in line with the approach to prioritisation

Pillar 3 - How

Programme,
Funding and
Governance

Transport for the North

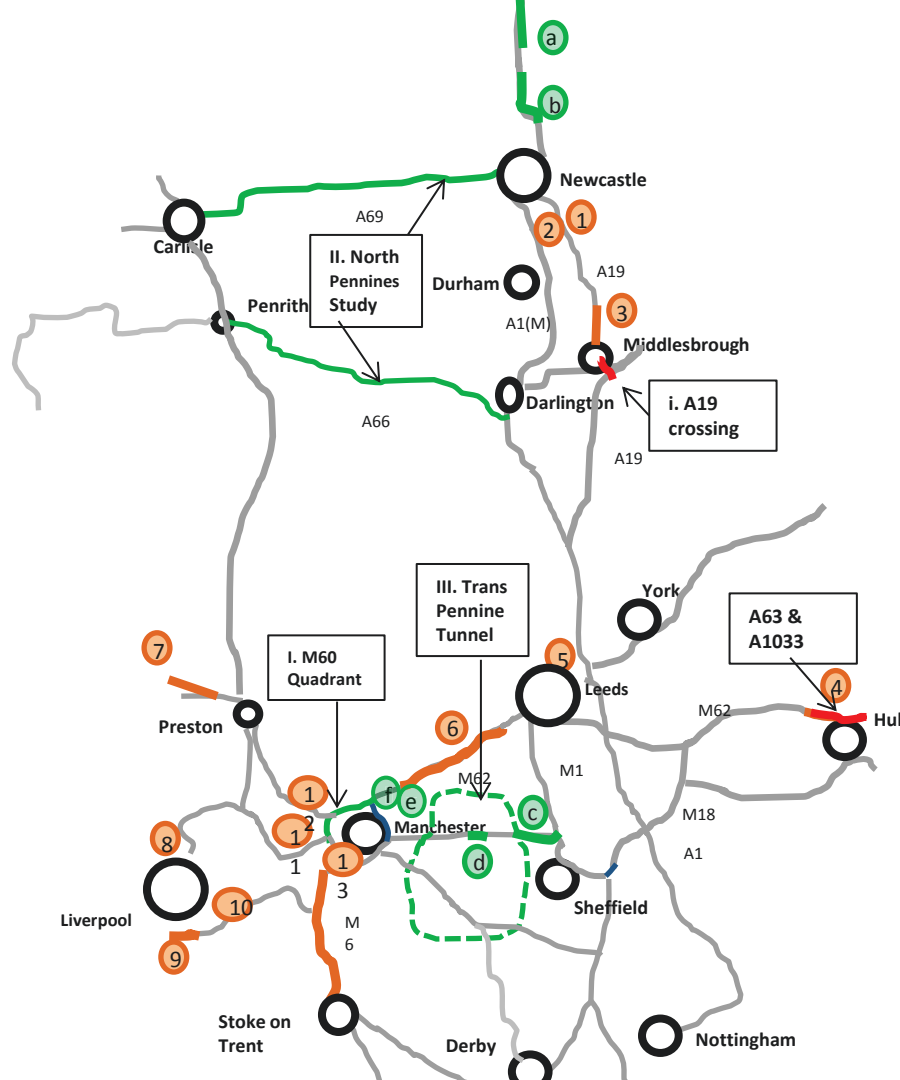
Key Supporting 'Daughter' Strategies and Deliverables

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- A long-term, multi-year investment plan covering:
 - 3 TfN strategic studies;
 - Associated wider impact studies;
 - Evidence from the TfN programmes on Freight, Strategic Local Connectivity and International Connectivity
 - An analysis of strategic connectivity gaps and additional evidence, including integration with rail and other modes
- Includes approach identifying priorities to inform the RIS 2 process, as well as long term investment
- Strategic Road Network in the North and strategic cross boundary routes
- Identification of core conditional outputs to support Northern Powerhouse economic growth aspirations
- Potential for smarter management of data on the transport network, communicating real time travel information to drivers / passengers
- Consideration in the long term of factors such as autonomous vehicles and road pricing
- Plan to produce draft strategy and early priorities by January 2017, with final strategy agreed in advance of SRN Route Strategy report (November 2017)

Schematic to provide an initial view of existing and potential future strategic road investment across the North.



Schemes in Construction

1. A19 Testos Roundabout & Down Hill Junc improvement
2. A1 & A19 Technology enhancements
3. A19 Norton – Wynyard
4. Castle Street – A63
5. M1 J45 improvement, M621 J1 – J7 improvements, M62/M606 Chain Bar
6. M62 J20 – J25
7. Preston A585
8. A5036 Access to Port of Liverpool
9. M53 J5 – J11
10. M56 J11A
11. M6 J22 Upgrade
12. M62 J10 to J12
13. M56 J6 – J8 & M6 J19

HE Feasibility studies

- a) A1 north of Ellingham
- b) A1 Morpeth to Ellingham & Scotswood to North Brunton
- c) A61 dualling
- d) A628 climbing lane
- e) Mottram Moor Link Rd
- f) A57(T) – A57 link Rd

TfN/HE studies

- I. M60 Quadrant
- II. North Pennines
- III. Trans Pennine Tunnel

Strategic Local Connectivity

Supported Schemes

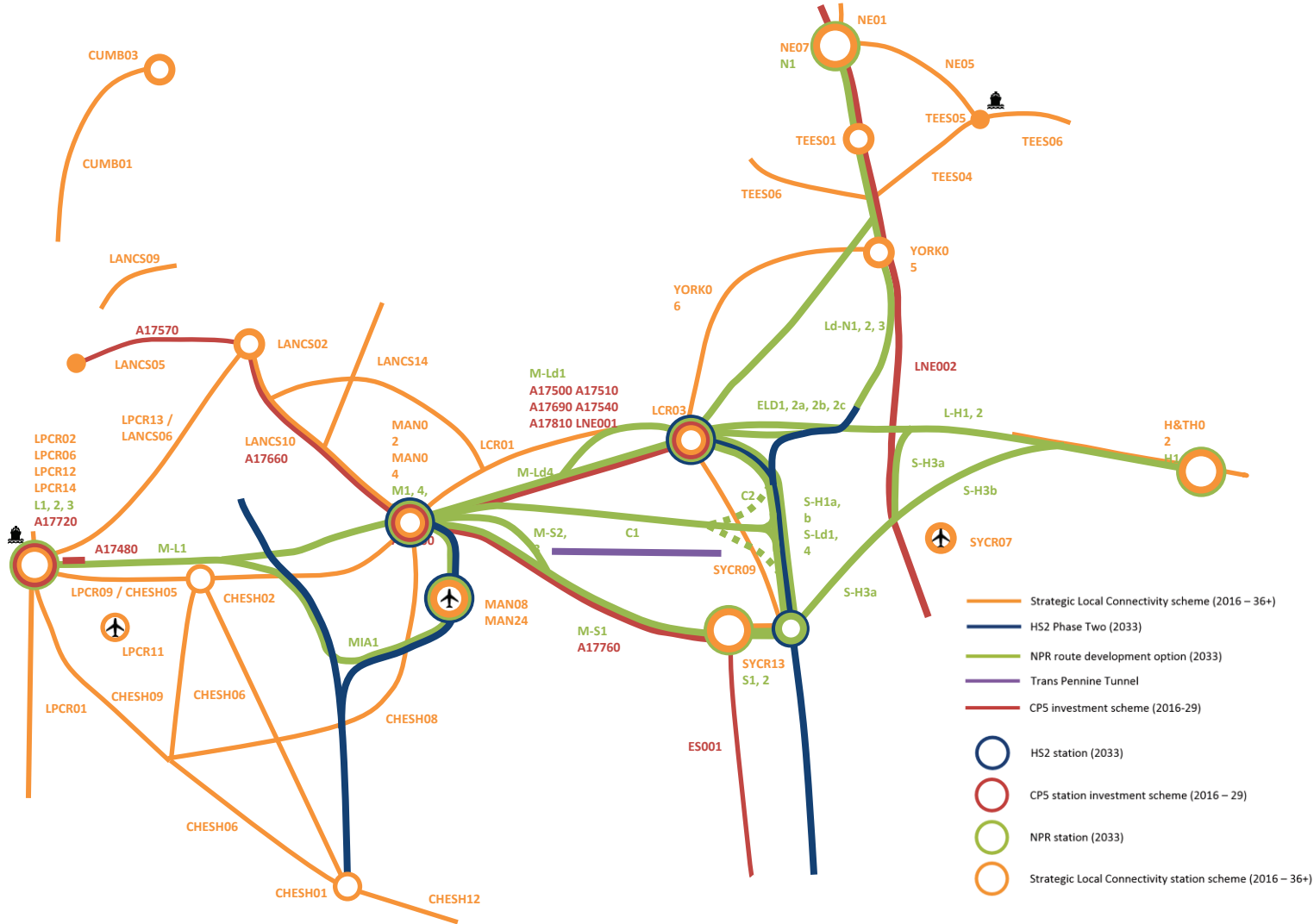
- i. A19 Tees Crossing
- ii. A63 & A1033

- Expanding on the existing Rail North Long Term Rail Strategy (LTRS)
- 25 year investment strategy
- Strategy to include:
 - Rail North's existing Long Term Rail Strategy (managing the existing rail network)
 - NPR development (combination of new infrastructure, upgrades of existing, and utilising HS2)
 - Rest of the North's rail network (such as schemes identified through the SLC process, CP5 and CP6)
- Identification of core conditional outputs to support TfN's and the Northern Powerhouse's economic growth aspirations
- Clear positioning on franchises and freight
- Consideration of what modal shift could be achieved
- Understanding strategic connectivity gaps and assessment of options for improving connectivity, including integration with the strategic road network and other modes of transport

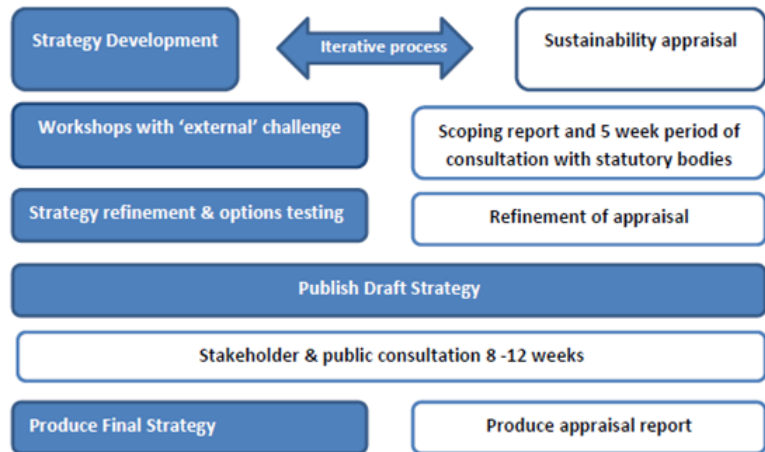
Initial schematic to provide an initial view of rail investment across the North through:

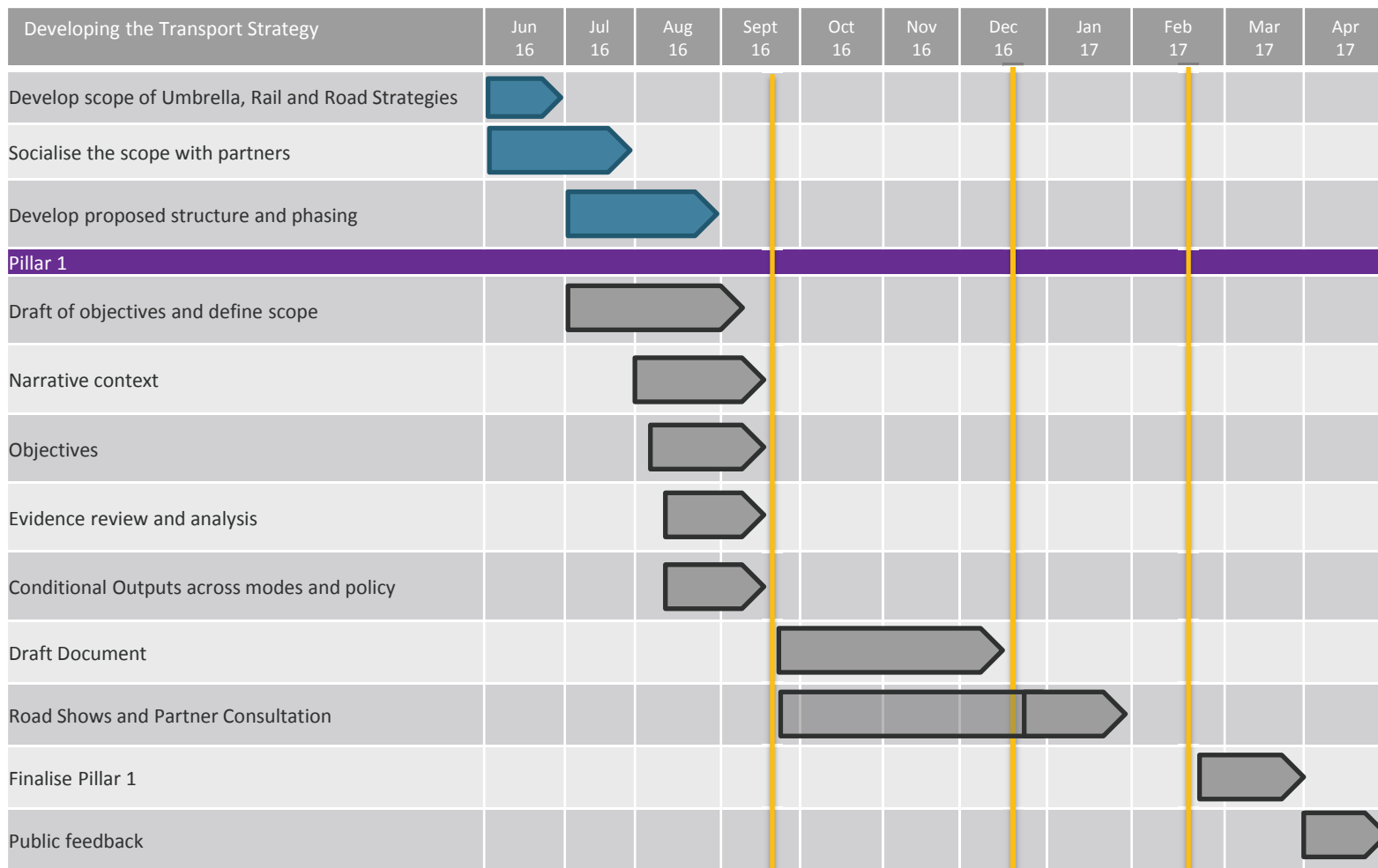
- Committed investment through CP5
- NPR alignments
- Improvements put forward through the SLC programme
- HS2 Phase Two

A full list of project codes identifies specific schemes put forward through the NPR development, SLC programme and CP5 development

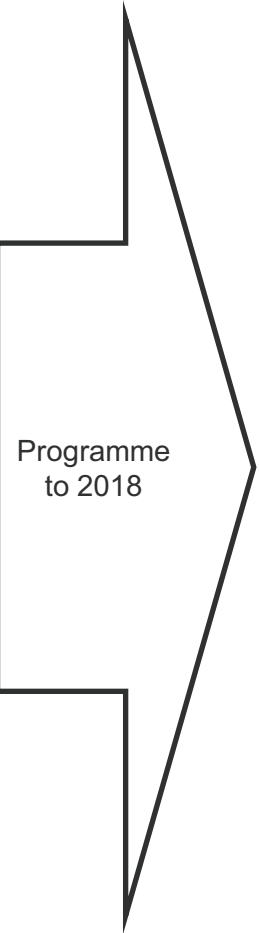


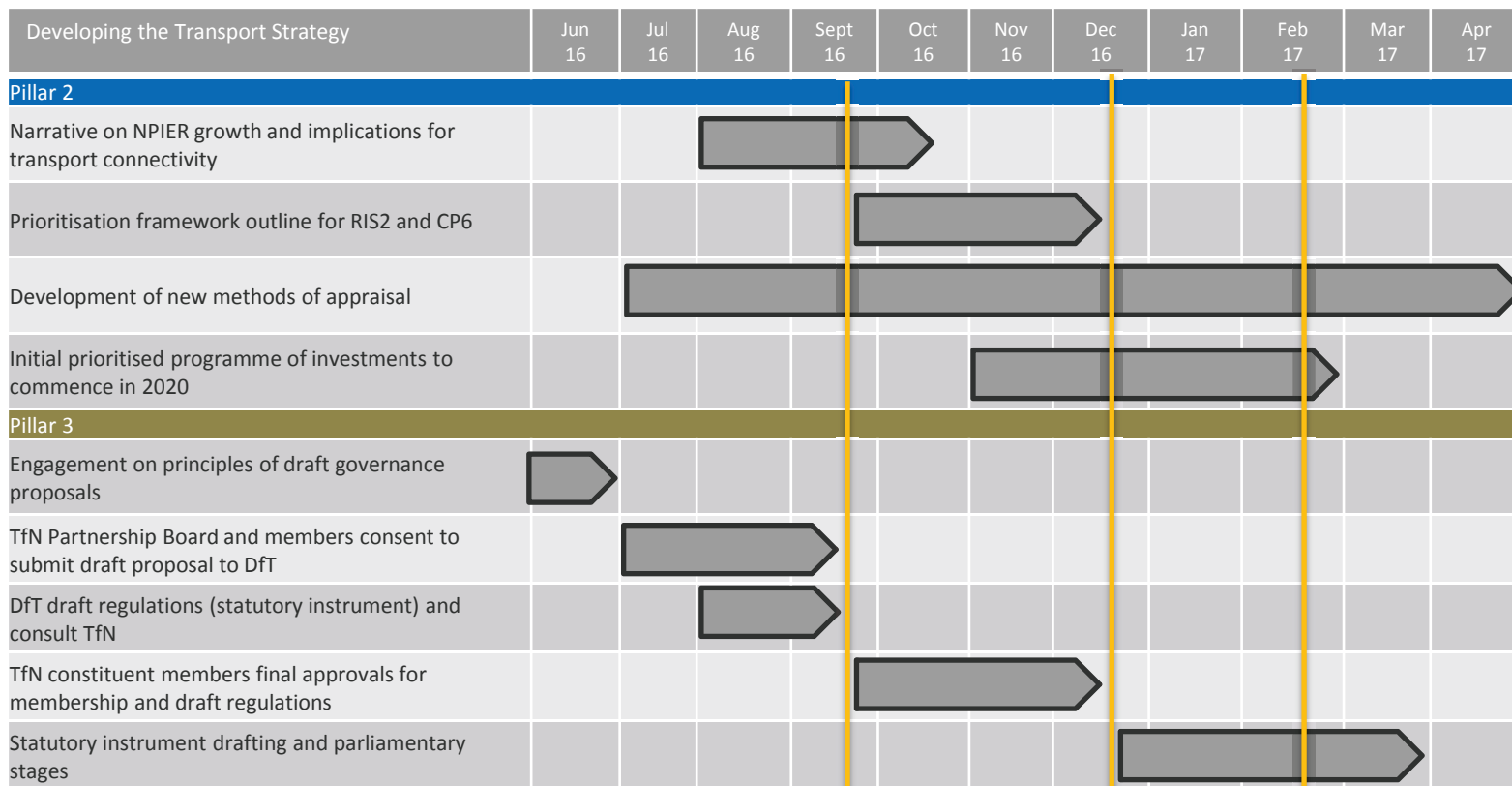
- To enable a holistic consideration of social, environmental and economic factors an integrated sustainability appraisal is proposed
- Our aim is to apply the appraisal in a proportionate and meaningful way as an integral part of developing and consulting on the Transport Strategy
- This will encompass legislative requirements and consider the wider economic and social impacts of the Transport Strategy, including undertaking an Strategic Environmental Assessment
- Publication of a scoping report in Autumn 2016 is integral to completing the sustainability appraisal process and a legislative requirement for completion of a Strategic Environmental Assessment
- Designated consultation bodies (defined by the SEA regulations) must be consulted on the scoping report and on publication of the sustainability appraisal



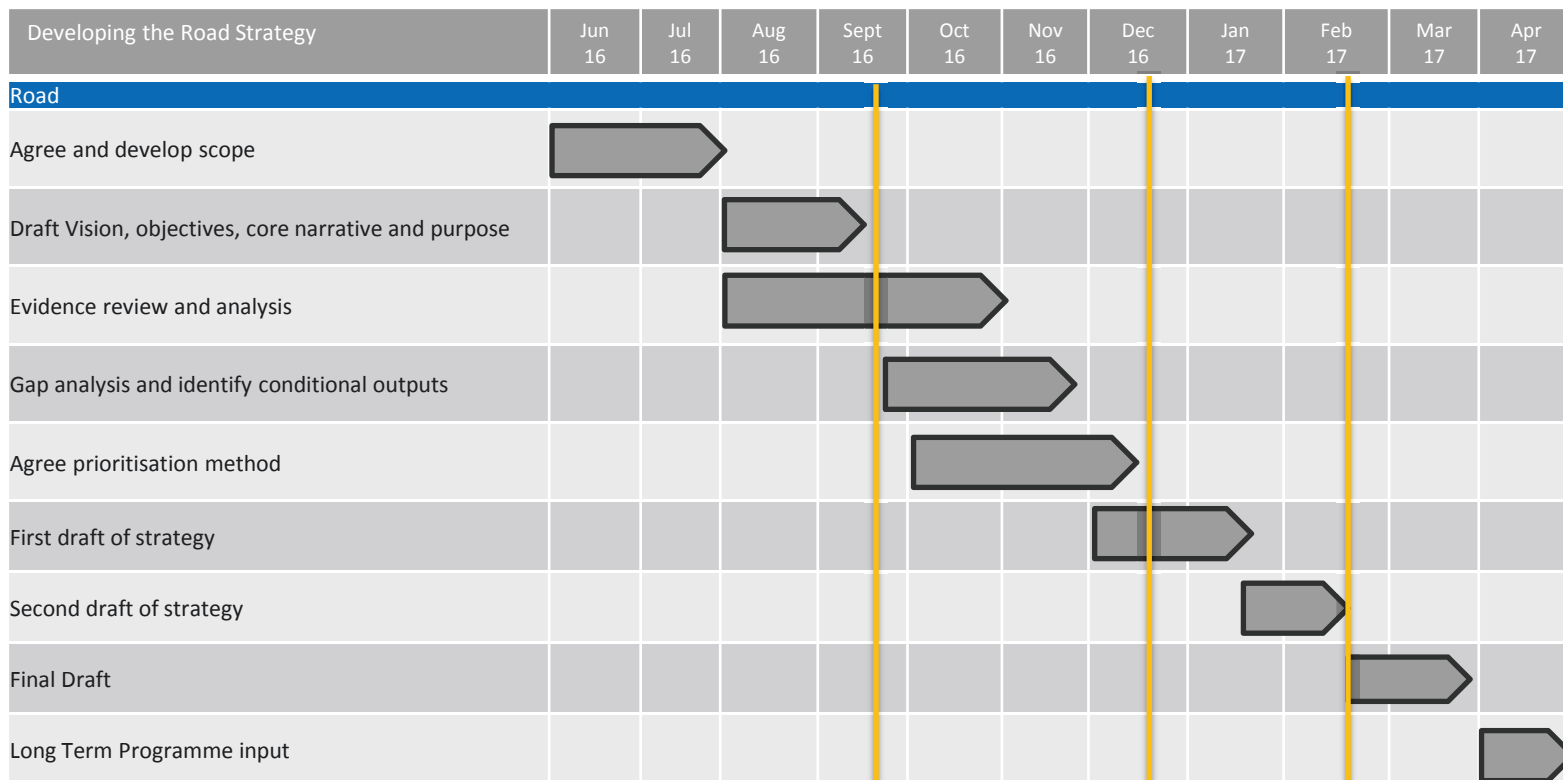


Programme
to 2018

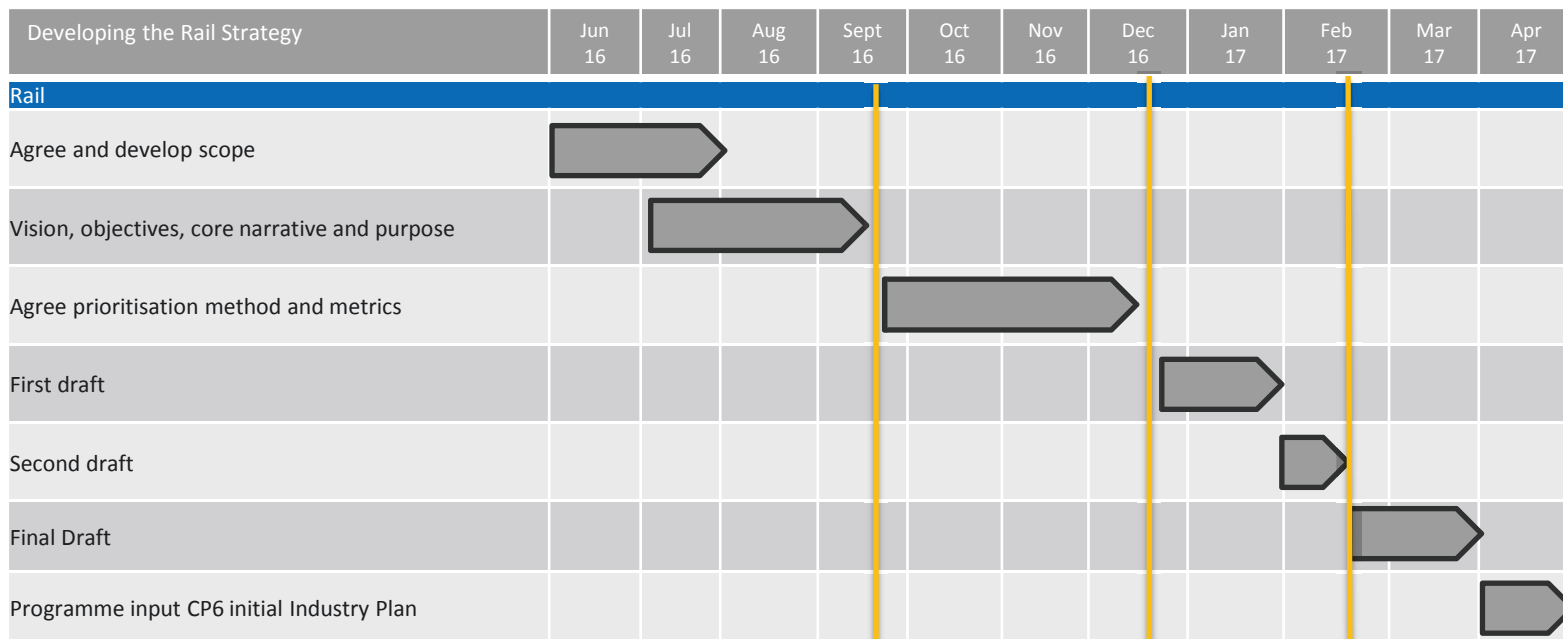




Programme to 2018



Programme to 2018



Programme
to 2018

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