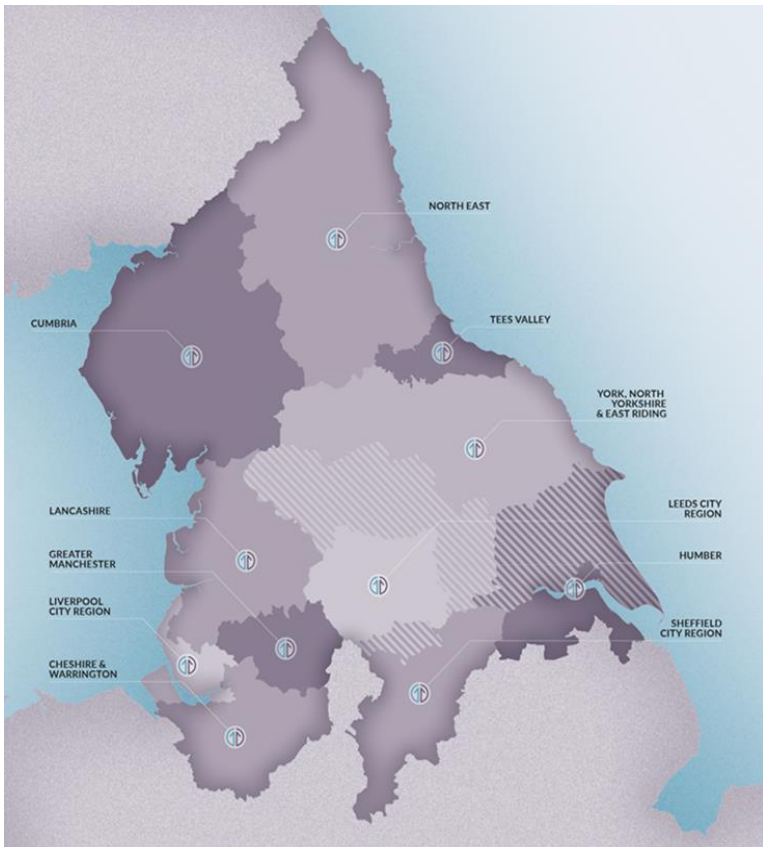


# Transport for the North

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, must produce a Transport Strategy in pursuit of these objectives.



16m  
PEOPLE

£290bn  
GVA TOWARDS UK ECONOMY

Size of area:  
23,175 km<sup>2</sup>

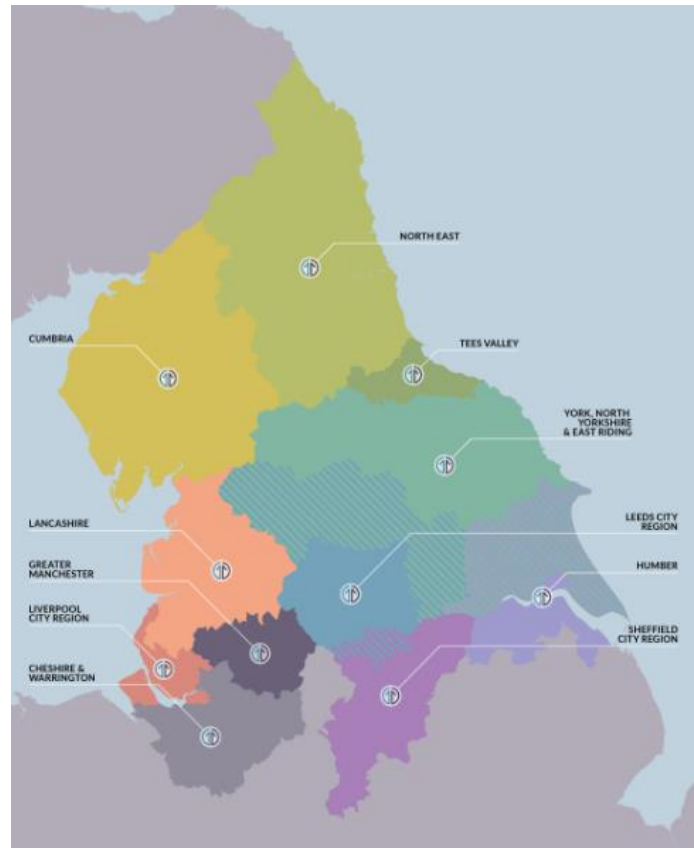
Population density:  
696 people per km<sup>2</sup>

19

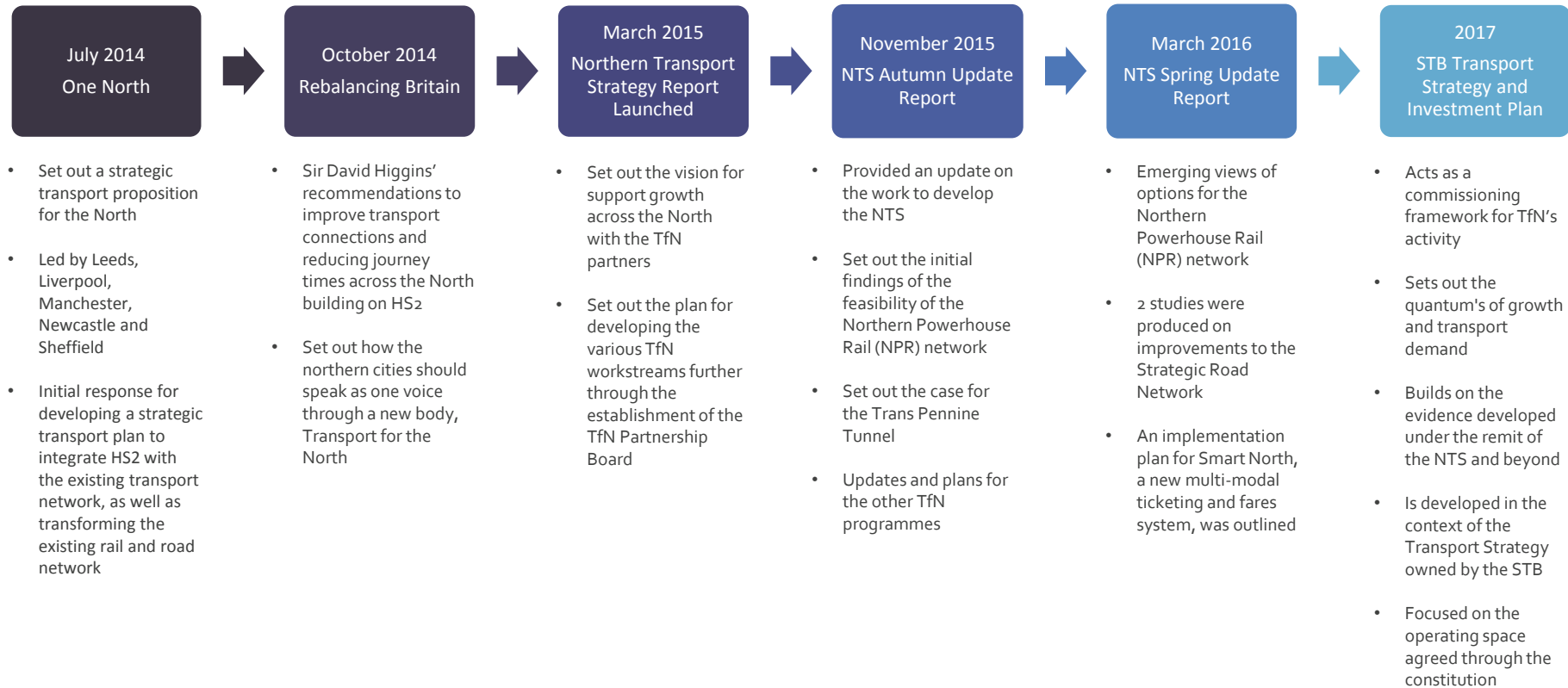
Transport authorities

4

Development  
partners



# What and whose strategy?



# Work streams



International Connectivity



Strategic Road Network



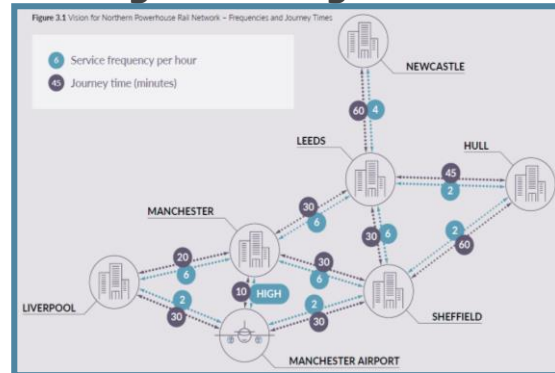
Freight and Logistics



Strategic Local Connectivity



Smart and Integrated Travel



Northern Powerhouse Rail

# Transport for the North

Strategy Development

*One Agenda, One Economy, One North*

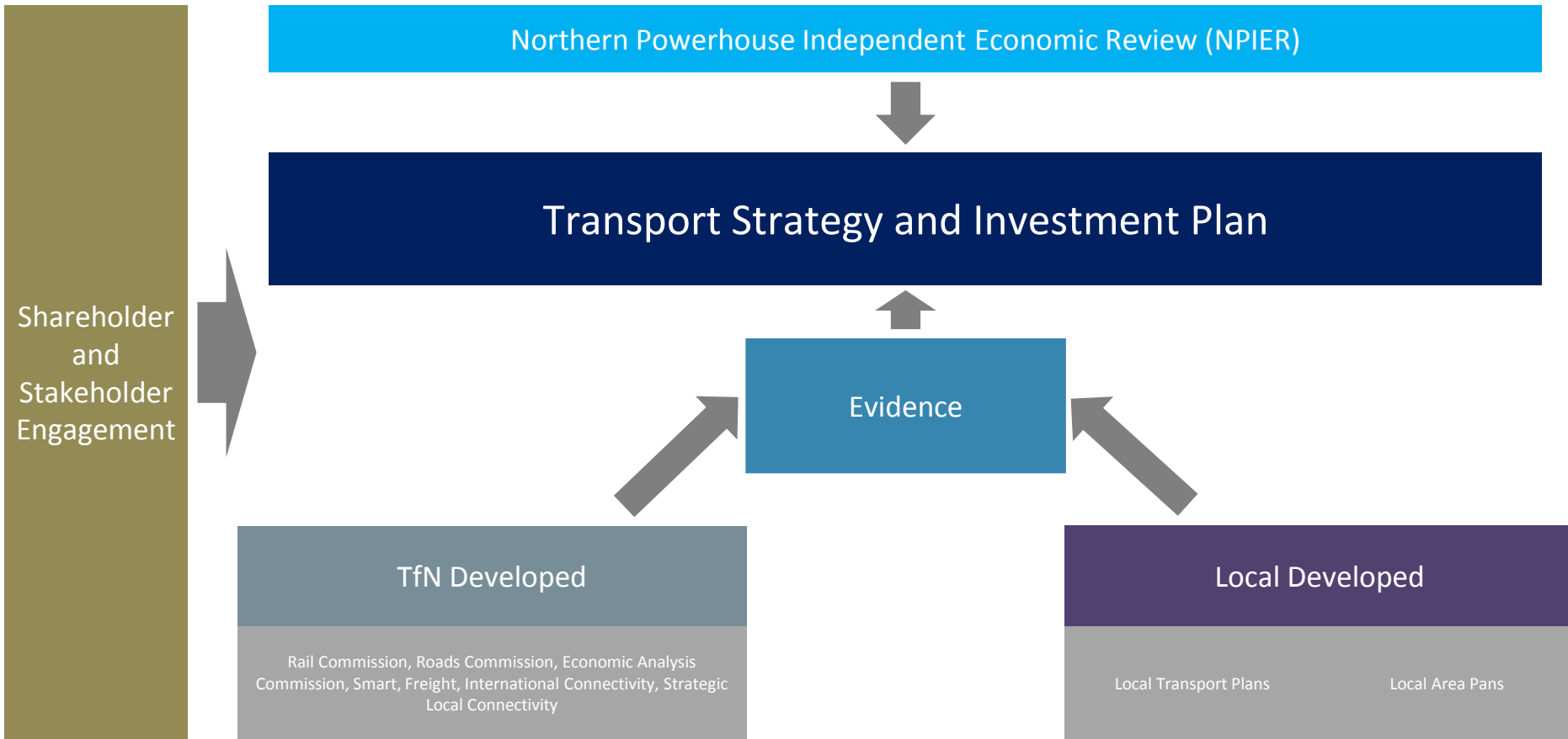


# Strategy Development Principles

## The Transport Strategy must:

- Set out a long-term strategy with a clear prioritised and sequenced delivery programme
- Present a strong case for transformational investment
- Transport investments in pursuit of economic outcomes.
- Be holistically developed to draw together complex modal and economic priorities
- A public facing, publicly supported document
- Agile strategic approach in its development
- Be a living document







# Stakeholder Engagement and Consultation

- This is an external document, therefore public consultation is both mandatory and an opportunity to gain awareness and support
- Public are key to maintain momentum
- Stakeholder and public, engagement, and consultation plans will be produced and agreed through the governance structures
- Two step consultation process on the Transport Strategy:
  - Softer voluntary - Allows for steps that evolve in advance of STB status
  - Full consultation – Full guidance and spec to be provided through the detailed development

(Projects such as NPR where new lines and Trans Pennine Tunnel will be required to undertake individual consultations)

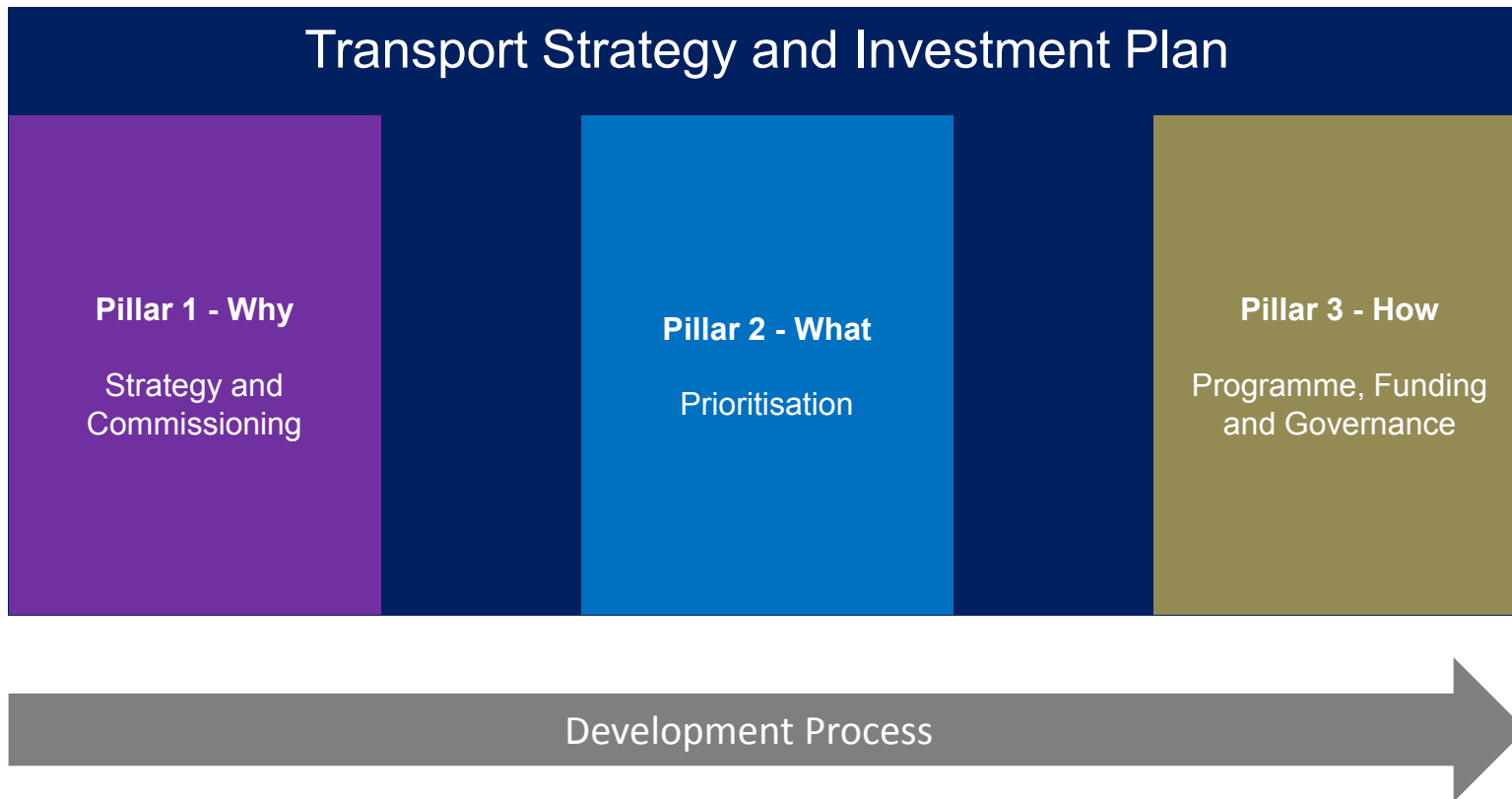
# Transport for the North

Delivering the Strategy

*One Agenda, One Economy, One North*



# Proposed Pillars of Transport Strategy



# Pillar 1 – Strategy and Commissioning Framework

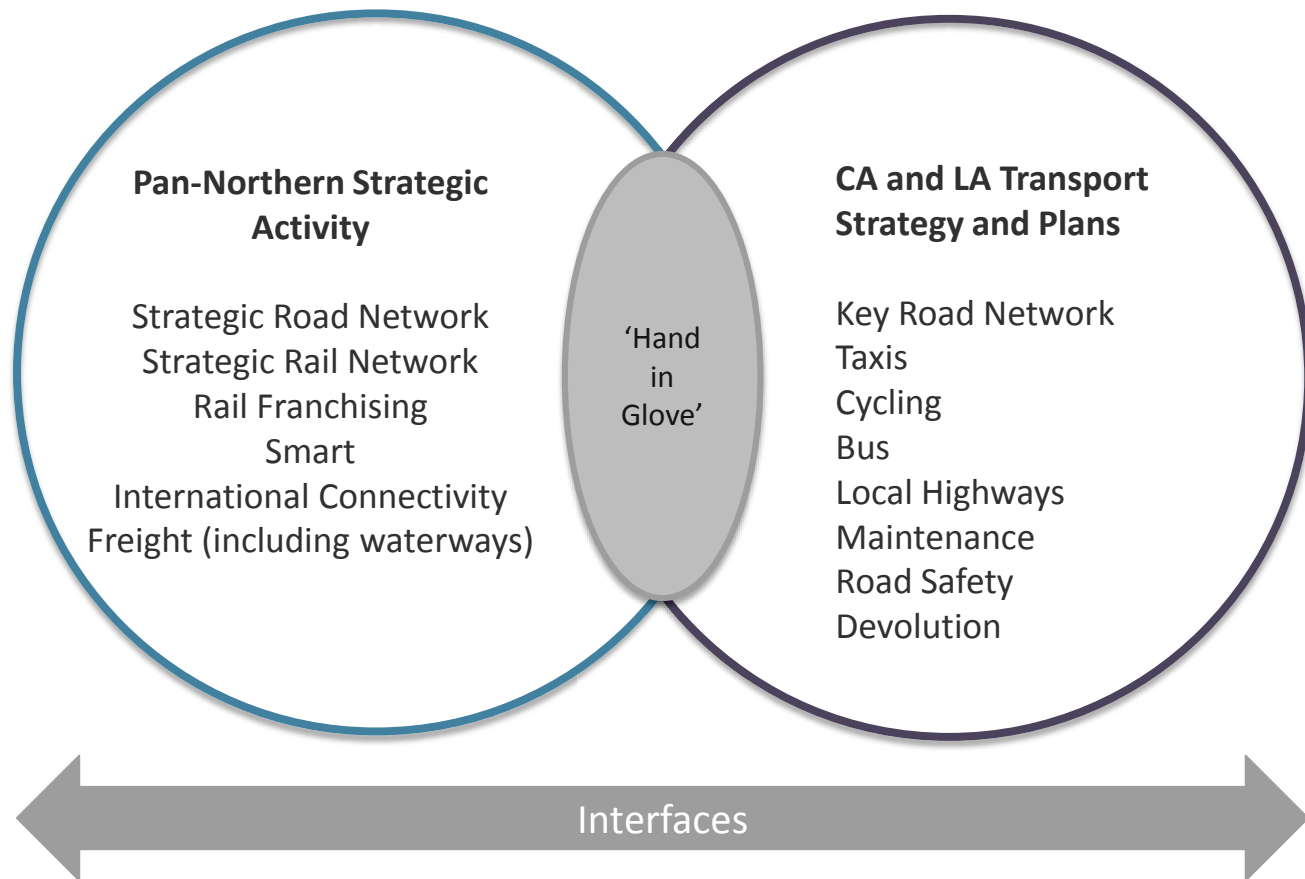
## Pillar 1 - Why

### Strategy and Commissioning

- Provides the economic and strategic narrative
- Provides a growth and transport demand scenario built from the NPIER
- Sets the Strategy objectives
- Sets the appraisal objectives
- Continues on the success of the NPR outputs to seek a similar clarity for:
  - Conditional outputs for Rail, outside of NPR
  - Conditional outputs for Road, for example Mile per Minute
  - Conditional outputs for Freight to allow effective clear interfaces with passengers
- Builds analysis and policy using wider programme policy areas such as freight and international connectivity
- Makes clear policy for road and rail strategies to build on

# Pillar 1 - TfN and CA Strategy Interfaces

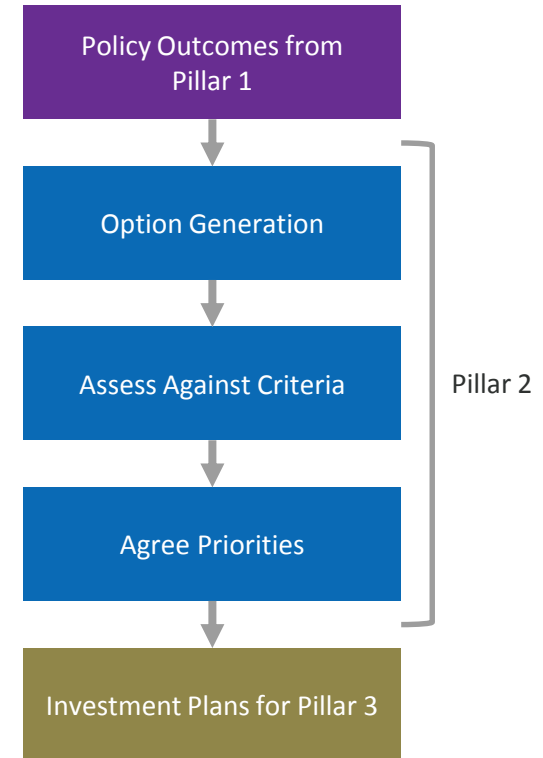
## Pillar 1 - Why Strategy and Commissioning



## Pillar 2 – Agreeing our priorities

### Pillar 2 - What Prioritisation

- Build on Pillar 1 to set prioritisation objectives
- Provide analytical assurance and 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 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

## Strategic Road Report

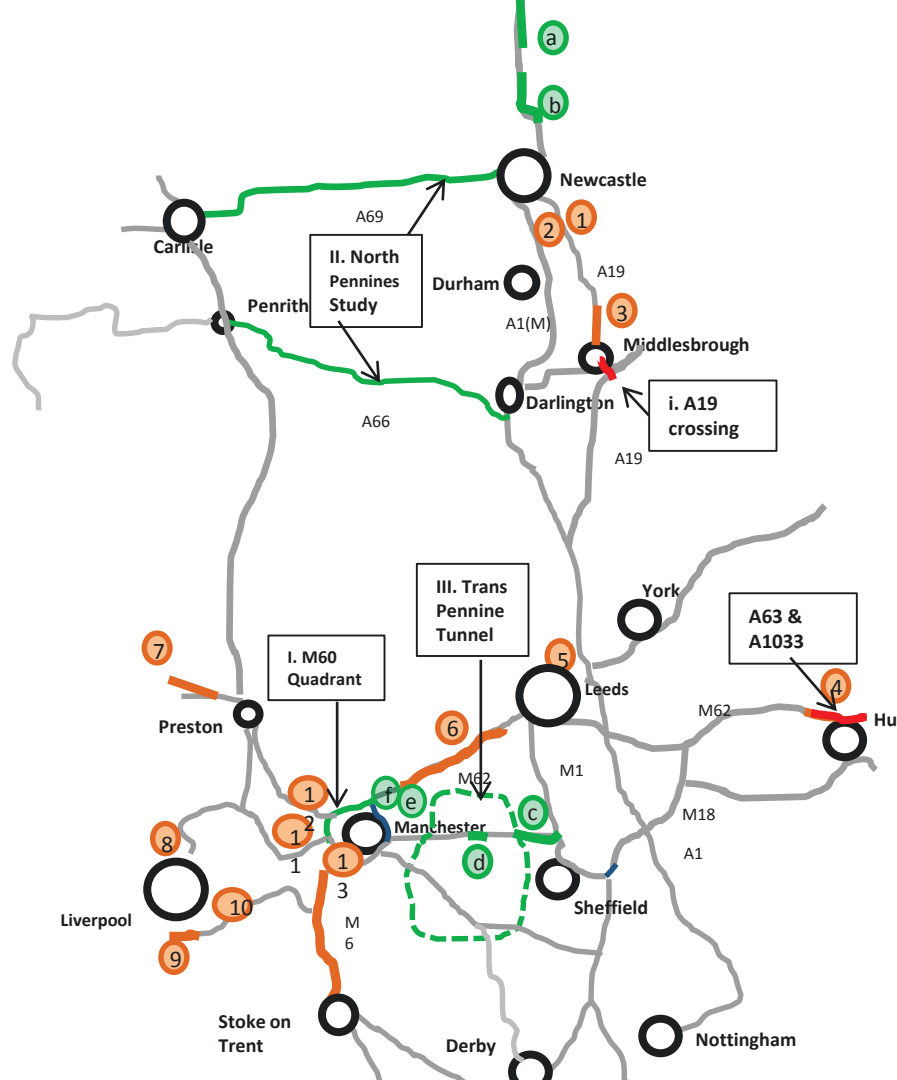
*One Agenda, One Economy, One North*





- 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 report and early priorities by January 2017, to feed into Draft Transport Strategy for publication in Spring 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

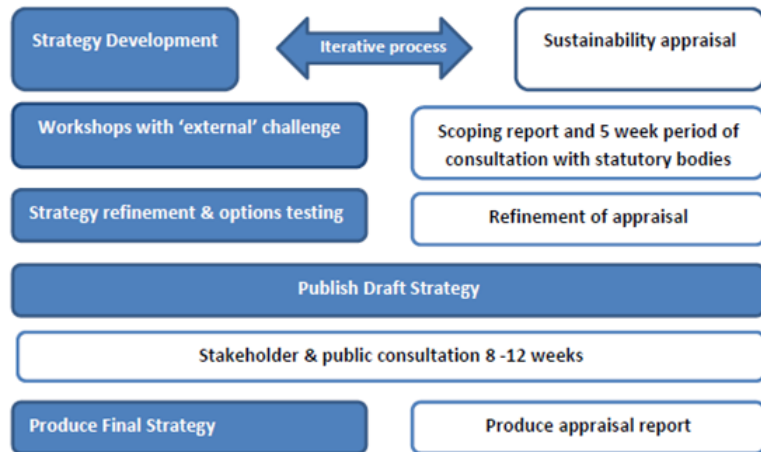
- I. M60 Quadrant
- II. North Pennines
- III. Trans Pennine Tunnel

### Strategic Local Connectivity

#### Supported Schemes

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

- An opportunistic consideration of social, environmental and economic factors for an integrated sustainability appraisal
- 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



# Transport for the North

*One Agenda, One Economy, One North*

