

Board Meeting Paper	
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Purpose of report	<input type="checkbox"/> Decision ¹ <input type="checkbox"/> Discussion / debate <input checked="" type="checkbox"/> Information only ²
Sensitive Information?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If sensitive, protective marking³	
Date of Meeting	13 November 2018
Agenda Item	B 01.0
Report Title	Briefing – Transport for the North
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1. Briefing
<p>Transport for the North – Chief Executive Barry White is presenting at the Special Board Meeting.</p> <p>Transport for the North (TfN) is the first statutory sub-national transport body in the United Kingdom. It was formed in 2018 to make the case for strategic transport improvements across the North of England. TfN brings together the North’s nineteen local transport authorities and business leaders together with Network Rail, Highways England, and HS2 Ltd and works with Central Government.</p> <p>Following Parliamentary approval, TfN's functions have been enshrined in legislation and came in to force in April 2018. TfN is a Statutory Partner to the Department for Transport, Highways England, and Network Rail to ensure that the North’s pan-Northern strategic transport priorities are developed and delivered.</p> <p>As a Statutory Body, TfN's powers include:</p> <ul style="list-style-type: none"> • Producing a statutory transport strategy, which the Government of the time must formally consider in the decision making process. • Funding organisations to deliver transport projects. • Working with local transport authorities to fund, promote and deliver road schemes. • Be consulted on all rail franchises that provide services in the North. • Take forward smart ticketing on public transport. • The functions of Rail North, an existing association of local authorities, are now the responsibility of TfN, which include currently co-managing with the Department for Transport the Arriva Rail North and TransPennine Express rail franchises with the Government <p>TfN published its draft Strategic Transport Plan for consultation on 16 January 2018, subsequently followed by a public consultation.</p> <p>The Plan sets out the case for investment in transport across the North by 2050, along with the key strategic transport infrastructure requirements. The work is being informed by the Northern Powerhouse Independent Economic Review (NPIER). This analysis has shown that the North of England has significant potential, and could generate an additional 850,000 jobs and £100 billion GVA.</p>

¹ If a decision is required, or you are asking for the paper to be formally noted, please set this out in section 2

² If for information only, please make clear in section 1 **why** this information is being provided

³ ie **OFFICIAL/SENSITIVE**: plus COMMERCIAL / POLICY / MANAGEMENT-STAFF / PERSONAL PROTECT

The objectives of the draft Strategic Transport Plan are to:

- Increase efficiency, reliability and resilience in the transport system
- Transform economic performance
- Improve access to opportunities across the North
- Promote and support the built and natural environment

TfN programmes of work include:

Northern Powerhouse Rail - a major strategic rail programme, transforming connectivity between the key economic centres of the North, including Manchester, Leeds, Sheffield, Hull, Newcastle and Liverpool – and the North's largest international airport, Manchester Airport. TfN's analysis suggests that it could increase the number of people within one hour of four of the largest cities in the North from less than 10,000 to 1.3 million. TfN have also stated that Northern Powerhouse Rail could bring Manchester Airport within 90 minutes reach of 3 million more people.

The draft Strategic Transport Plan has set out an 'emerging vision' for Northern Powerhouse Rail, and will be delivered over a 30 year programme This vision included:

- A new line between Liverpool and the HS2 Manchester Spur via Warrington
- Eight through services per hour at Manchester Piccadilly
- A new line between Manchester and Leeds via Bradford
- Significant upgrades on the Hope Valley line between Sheffield and Manchester via Stockport
- Enhanced connections between Leeds and Sheffield via HS2 Phase 2B and upgrading the route from Sheffield
- Significant upgrades between Leeds and Newcastle via a new HS2 junction and upgrades to the East Coast Mainline
- Significant upgrades on the line between Leeds and Hull via Selby, and Sheffield and Hull via Doncaster
- Journey times between Leeds and Manchester could take 30 minutes compared with 49 minutes, and Sheffield to Leeds journey times could take 26 minutes compared with the current 41 minutes.

Major Road Network for the North - TfN has set out a Major Road Network for the North, which includes Highways England's Strategic Roads Network and local transport authority managed roads. The Major Road Network for the North is around 8,000 km or 7% of the North's roads. The Major Road Network for the North aims to:

- Enable international connectivity to ports and airports
- Support agglomeration economies
- Support growth in key employment and housing sites
- Increase the resilience of the economy
- Enable efficient journeys by different modes of transport
- Improve access to opportunities

Strategic Roads Studies - TfN have been undertaking three road studies, with progress updates set out in the draft Strategic Transport Plan:

- Trans Pennine Tunnel Strategic Study - providing significantly improved road connectivity between Greater Manchester and Sheffield City Region. The draft Strategic Transport Plan has stated that a long tunnel under the Peak District National Park is technically feasible,

but the cost would be substantial and offer poor value for money. TfN have now set out that they are developing alternative options that will be more cost-effective.

- Northern Trans Pennine Routes Study - developing the case for improving the A66 between the A1 at Scotch Corner and the M6 at Penrith, including improvements to the A69 between Newcastle and Carlisle.
- Manchester North West Quadrant Strategic Study - Exploring options for significant improvements to sections of the M60, M62, M602, M61 and M66.

Integrated and Smart Travel - a smart ticketing programme to allow seamless travel on public transport across the North. It is proposed that emerging technologies will allow modern payment methods and mobile travel information on all public transport in the North. Paying for journeys will become quicker, easier and more convenient. TfN is delivering a £150 million government funded programme.

The programme will be delivered in three phases:

- Phase One - Smartcards on rail - as part of a national programme for smart ticketing on all rail travel.
- Phase Two - Customer information, collaboration and innovation - open data and disruption information for rail and bus passengers to support single and multi-mode journeys.
- Phase Three - Account-based travel - allowing passengers to make contactless bank card payments with a 'fair price promise' with a capping of fares on all modes of public transport.

Strategic Development Corridors - identifying transport infrastructure improvements in economic growth areas, where evidence suggests investment in transport infrastructure will enable transformational economic growth. TfN have also stated that these Corridors will prioritise and sequence transport projects that will transform economic growth, promote cost effectiveness of all modes of transport, explore digital technologies, explore a more efficient use of existing networks and provide capacity to meet the future economic demand, and protect the environment.

Investment Programme - TfN suggests the transport improvements it is promoting could cost between £60 - 70 billion over the next 30 years.

Work with Transport Focus

- Extensive programme of research with users to inform the integrated and smart ticketing project
- Franchise management and monitoring of Northern and TPE services including:
 - Ongoing analysis of NRPS data and performance against specific NRPS-based franchise targets
 - Development, delivery and communication of additional compensation scheme arising from “timetable crisis” and planned introduction of Delay Repay 15 scheme
 - Local feedback on key operational issues including introduction of penalty fare scheme across Northern, poor operational performance “hot spots” and impacts on passengers of issues such as continued strike action across Northern services and disruption on Lakes Line
- Sharing insight from road users and how Transport Focus can help with plans for development of major road network