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Report to: LEP Board

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Subject: Transport for the North

1. Purpose

- 1.1 To update the LEP Board on Transport for the North's development of a Transport Strategy and to note progress on our road and rail priorities for Transport for the North, including the development of a Northern Powerhouse Rail network.

2. Information

Strategic Transport Plan

- 2.1 Transport for the North (TfN) is seeking approval later in 2017 to be a Sub-National Transport Body. As part of their transition to this statutory status, TfN are developing a Strategic Transport Plan for the North of England, working with northern LEPs and Local Transport Authorities. To inform the Strategic Transport Plan, TfN have developed a range of documents as an evidence base. The principal items of evidence TfN have published at this point are the Non-Technical Summary of the Economic Growth and Transport Demand Analysis, as well as the Initial Integrated Rail and Major Roads Reports. It is important to note that these are published as consultants' reports, from which TfN and its Partners will draw evidence for the STP itself
- 2.2 The Major Roads Report introduces the proposal of a Major Road Network for the North, which incorporates the Strategic Road Network, plus other economically important roads that connect the North's important economic centres, to provide a coherent and integrated network that needs to be resilient, reliable and efficient.
- 2.3 TfN, with Rail North, has been taking an integrated, evidence-based approach to identify the strategic improvements needed to rail infrastructure and services across the North. This includes delivering rail franchising commitments through Rail North, development of fast, frequent east-west journeys through plans for Northern Powerhouse Rail, and identifying other strategic improvements for rail to enhance passenger and freight services.
- 2.4 TfN will publish a Single Integrated Rail Plan by the end of 2017 which will support the Strategic Transport Plan by setting out an integrated programme of schemes to

deliver Northern Powerhouse Rail, HS2, Network Rail enhancements and franchise commitments. It will be informed by evidence developed in the Initial Integrated Rail Report, freight and logistics work and the update of the Rail North Long Term Rail Strategy.

- 2.5 TfN is also proposing a new Northern Transport Demand Model (NTDM) to show how the volume and pattern of transport demand would respond to the changes in population and employment resulting from the economic growth envisaged by the Northern Powerhouse Independent Economic Review (NPIER). As part of this work, TfN have developed four scenarios that reflect futures in which interventions (including the programme of transport improvements outlined in the Northern Transport Strategy) have achieved the transformation in the economy of the North but with differential patterns of travel demand based on responses to non-transport factors (such as land use policy, energy prices and technological changes). TfN are working with WYCA on how these future scenarios relate to the LCR.
- 2.6 TfN published their background material on the 21 June. Follow-up events are being held in Bradford, Leeds and York where Members, businesses and other interested parties can hear more about TfN's work. TfN will publish their draft Transport Strategy later in 2017.

Update on WYCA Priorities

- 2.7 Alongside the Department for Transport, TfN are continuing to work with delivery partners HS2 and Network Rail on the development of the Northern Powerhouse Rail (NPR) concept. WYCA and the Leeds City Region LEP are involved and represented in the work.
- 2.8 The recent focus of TfN's work has been on understanding the case for NPR to serve eight 'Other Significant Economic Centres' (OSECs) across the north, which in the Leeds City Region includes Bradford, Huddersfield and York as well as Leeds. The work done to date demonstrates that bringing these places into the NPR network potentially adds net benefits to the scheme, however more work needs to be done to examine the feasibility and costs of doing so, to ensure an affordable, value for money business case can be demonstrated. Wakefield is also an OSEC and further work needs to be done by TfN to examine the case for it to be served by NPR, dovetailing with the study being undertaken by HS2 considering the case for a South Yorkshire Parkway station. As reported previously, WYCA and the LCR LEP's position is amongst other things, for Leeds, Bradford and York to be on the NPR network.
- 2.9 The current focus for TfN is to finalise the case for passive provision to be made in the Hybrid Bill for HS2 Phase 2b for NPR/HS2 touchpoints i.e. junctions and station infrastructure. Including this infrastructure (and associated landtake) in the HS2 Phase 2b Hybrid Bill, the design work for which starts later this year, will save time, money and disruption later once NPR is in construction, and is a huge opportunity to make tangible progress now on the development and implementation of NPR. The

proposed junctions of most immediate relevance for the Leeds City Region are between Leeds and Sheffield and east of Leeds.

- 2.10 Transport for the North are commencing the next tranche of work to conclude in September 2018. This work will define the NPR network to strategic outline business case level, and should determine whether or not the Leeds City Region's position on NPR will be included in the eventual network design.
- 2.11 Other priorities alongside NPR and HS2 agreed by WYCA included a robust review of future road and rail priorities, significant improvements to transform the distribution network, particularly considering rail freight and surface access to the region's airports. The agreed focus was on more reliable and predictable journeys on the M62 and M1 and short term improvements such as acceleration of the smart motorway programme and associated junction improvements (e.g. Leeds/Huddersfield stretch of the M62), alongside rail interventions such as East Coast Mainline and, TransPennine and Calder Valley Lines.
- 2.12 Through the Major Roads Report and Integrated Rail Report mentioned above TfN have considered a number of strategic corridors for further work and agree with our priority areas. These workstreams include Northern Powerhouse Rail, Smart North and seven geographic connectivity priorities that reflect the economic links across the North:
 - i. East Coast to Scotland
 - ii. Southern Pennines
 - iii. West Coast to Sheffield City Region
 - iv. Yorkshire to Scotland
 - v. Central Pennines
 - vi. Connecting the Energy Coasts
 - vii. West and Wales
- 2.13 Given there is current activity (being led by either TfN or Partners) on each of the top four above, TfN have concluded that this work should be completed and that the need (or otherwise) for further work on these Strategic Development Corridors, be re-assessed in Autumn 2017.
- 2.14 TfN have concluded that further detailed work is undertaken on the Strategic Development Corridors v, vi and vii above. The suggested next stage of this work is to develop Strategic Outline Programme business cases for the three corridors. This will enable TfN and Partners to identify the preferred interventions on a corridor, and the links to other investments that may be needed.
- 2.15 Of the three they are proposing to do more work on, the Central Pennines Corridor has the most direct impact for the Leeds City Region. This corridor broadly extends from Lancashire through to West Yorkshire, North Yorkshire, East Riding and Hull, and includes links to Liverpool City Region Atlantic Gateway, Leeds North West Quadrant and to North Yorkshire's east coast. Across this corridor there are key

population centres and a diverse mix of strategic movements 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.

- 2.16 When WYCA set out its priorities for TfN in 2016, this included the M62 corridor and upgrades to existing east – west rail corridors such as the Calder Valley and TransPennine line via Huddersfield as mentioned above. WYCA has been working with officers at TfN to ensure that these priorities are properly considered as part of this corridor brief, including consideration of what will be delivered as part of the near term TransPennine Route Upgrade scheme.
- 2.17 Separately, the LEP Board has already reviewed and endorsed the results of the East-West Trans-Pennine corridor study which was jointly commissioned by WYCA/Leeds City Region LEP, Lancashire County Council/Lancashire LEP and North Yorkshire County Council/North Yorkshire and East Riding LEP. The Combined Authority have also agreed that the recommendations are provided as evidence into the next stage of work being carried out by TfN. This corridor could have an important role to play alongside the WYCA priorities already agreed and we will work with TfN to better understand how connectivity improvements could support our economic objectives.

Statutory Body

- 2.18 Every constituent authority of TfN, including WYCA, has to consent to draft regulations to establish the TfN before they are laid before Parliament. It is currently anticipated that a paper will be considered by the Combined Authority in August on the draft regulations.

3. Recommendations

- 3.1 That the LEP Board notes the progress being made by Transport for the North to develop a transport strategy and note progress against WYCA's priority areas.