
Report to: West Yorkshire Combined Authority

Date: 5 April 2018

Subject: **Response to Transport for the North's Strategic Transport Plan Consultation**

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Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	N/A

1 Purpose of this report

- 1.1 To agree to submit a response from the West Yorkshire Combined Authority to Transport for the North's consultation on its draft Strategic Transport Plan, and to agree the key principles of that response

2 Information

- 2.1 Transport for the North (TfN) published a draft Strategic Transport Plan (STP) for the North on 16 January 2018, and commenced a formal public and stakeholder consultation to run for 13 weeks from 16 January to 17 April 2018. The STP is available from TfN's website at:
https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf.
- 2.2 TfN was created as a pan-Northern Partnership Board of civic and business leaders working to develop the case for transformational investment in transport in the North. In April 2018 TfN will become the first Sub-National Transport Body in England tasked with making recommendations on transport investment on behalf of the North to Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport.

2.3 The draft STP is TfN's flagship policy document setting out its plans for investment in strategic transport in the north in the 30 year period up to 2050. The STP was produced by TfN in collaboration with the 11 Local Enterprise Partnerships and the 19 Local Transport Authority partners in the North, which includes the West Yorkshire Combined Authority. TfN will finalise the STP following the consultation exercise for publication in September 2018.

2.4 The STP sets out TfN's proposals to help drive economic growth, explaining the need for investment in transport and identifying priority areas for improved connectivity. TfN present the need for change based on an underachieving northern economy where the economic value per person in the North (measured by GVA) is 25% below England's average, and income per person is £7,500 per annum less. To bridge the productivity gap, achieve a transformational £100bn increase in GVA and the creation of 850,000 additional jobs above business as usual, TfN set out four high level objectives:

- 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.

2.5 The STP identifies four key components of its strategy to deliver its objectives:

Rail

- Northern Powerhouse Rail - with ambitious plans to provide rapid, reliable and resilient rail links between the North's major towns and cities, with a picture of what that network could look like;
- Long Term Rail Strategy - an updated rail strategy is being published alongside the STP to identify investment in the wider rail network of lines, stations, services and franchises to deliver greater connectivity, capacity and cost effectiveness;

Road

- Major Road Network - TfN has identified the roads across the North that are vital for economic growth and most requiring of improvement to provide faster, and more reliability of journey times and greater resilience in the network;

Integrated and Smart Travel

- To support a new era of simple and seamless public transport journeys across the North - with multi-modal contactless payments system supported by the provision of consistent, integrated travel information.

2.6 The draft STP provides a high level statement of policy and strategy around the four key components described in paragraph 2.6 above. The detailed investment programme is still to be developed, but the STP does introduce TfN's approach to the identification of Strategic Development Corridors (SDC) which are being used to identify investment priorities in support of a pipeline of projects going forward, for delivery in the short term (up to 2025), medium

term (2026-35) and long term (2036-50). The SDC link important prime capability assets and important economic centres to provide the focus for improving connectivity. The seven corridors are:

- **Multi-Modal** (Rail and Road) - (A) Connecting the Energy Coast, (B) Central Pennines, (C) Southern Pennines, (D) West and Wales
- **Rail** - (E) East coast to Scotland, (F) North West to Sheffield City Region
- **Road** - (G) Yorkshire to Scotland

2.7 Each of these SDC have some relevance to West Yorkshire and the Leeds City Region, with the Central and Southern Pennines SDC having the greatest geographic significance. The Central Pennines SDC covers a broad area from Liverpool and Blackpool on the west coast through to Scarborough and Hull on the east coast and includes Leeds, Bradford, Calderdale, Kirklees, Wakefield Districts and York as well as Preston and Warrington. The Southern Pennines SDC covers Liverpool to Grimsby and includes Manchester, Sheffield, Doncaster and Scunthorpe and well as southern parts of West Yorkshire, mainly in Kirklees.

2.8 The Central Pennines is the subject of a current TfN study to investigate in detail the needs and options for transport investment for the area. The first phase of the study to March 2018 involved gathering information to understand problems and identify options. The second stage from April to autumn 2018 will involve modelling and appraising potential interventions, towards the publication of a report and Strategic Outline Case in autumn 2018. A Southern Pennines study will commence in April 2018. Both corridors have a strong focus on east-west connectivity and the inadequacy of routes and constraints on movement. The Combined Authority is a participant in both studies.

2.9 TfN's focus is on facilitating journey's with pan-northern significance for the movement of people and goods e.g. longer distance, inter-city movements, but parts of local networks that give access to national and international gateways such as ports and airports are also considered in scope. Solutions are envisaged to cover building new transport infrastructure and getting the best, most consistent performance out of existing infrastructure.

2.10 TfN identify their headline costs for the full 30 year plan period at around £70bn. This assumes £39-43bn of current levels of spend associated with committed schemes through existing road and rail processes being continued through the lifetime of the plan, supplemented by an additional £21-27bn which would provide the additionality and transformational impacts. This level of spend equates to £150 per northern citizen per year, or £2-£2.3billion per year in total. There is an assumption of reliance on the government for a large part of this funding, but also a recognition of the need to address other innovative ways to generate investment.

- 2.11 The Combined Authority at its meeting of 3 August 2017 re-affirmed its commitment to a set of five investment priorities for TfN to support and help progress. These are:
- A **Northern Powerhouse Rail Network** (NPR) that radically improves journey times across the North with stops in Leeds, Bradford and York and integrates effectively with HS2;
 - Continued investment in the existing rail networks including significant improvements to the **Calder Valley Line** and **East Coast Mainline**;
 - Press the case for **HS2** and the **Transpennine Route Upgrade** (TRU);
 - Consider how to reduce congestion and improve reliability on the **M62**.

Consultation

- 2.12 The STP consultation is held on-line, hosted on the TfN website at: <https://surveys.ipsosinteractive.com/mrlWeb/mrlWeb.dll>. TfN has supported the consultation with five simultaneous launch events (with one in Leeds) and 33 engagement events across the North open to the public and organisational stakeholders, with four held in West Yorkshire (in Halifax, Bradford, Leeds and Huddersfield).
- 2.13 TfN is inviting stakeholders, businesses, transport users, the public and other interested parties to provide their views. TfN is also seeking the formal feedback of its partners such as the Combined Authority.
- 2.14 It is proposed that the Combined Authority responds to the consultation on behalf of all the West Yorkshire District Councils. The Transport Committee meeting of 16 March 2018 endorsed a set of key principles that it considered should form the core of a Combined Authority response. These key principles highlight the Combined Authority's priorities identified in paragraph 2.11, and are:
- The Combined Authority and its partners welcome the draft STP as a high level statement of policy and strategy, and support the vision and proposition for transformational investment in transport in the North to deliver sustained economic growth;
 - The Combined Authority is keen to see the STP and its investment programmes reflect the strategic transport priorities of the Combined Authority and its partners, and whilst we are happy that the contents of the STP broadly corresponds with those priorities, we will be looking for TfN to:
 - Set out a strong message on the economic and wider benefits of Northern Powerhouse Rail connecting Manchester and Leeds via Bradford city centre, and Leeds to Newcastle via York;
 - Re-affirm the requirement for the timely implementation of HS2 Phase 2b to Yorkshire, including the junctions required to allow NPR services to make use of the HS2 and classic rail networks;

- Provide a strong statement on our other prioritised rail investment requirements, with a focus on ambitious route upgrades that enable improvements to all passenger and freight services on the Trans-Pennine and Calder Valley Line routes, alongside investment in NPR. Given the considerable uncertainty about the future of the East Coast Main Line, its services and investment, as set out in agenda item 9, we will be looking for the STP to set out a clear requirement for ambitious plans to address this;
- Provide a commitment to working with the Combined Authority to further develop and implement the Leeds Integrated Station Masterplan, including addressing rail infrastructure capacity requirements at and around Leeds Station to help maximise opportunities arising from HS2;
- The Combined Authority and its partners welcome the proposals for the identification and funding of a Major Road Network for the North and the approach to treating the Major Road Network and Strategic Road Network as a coherent entity. The Combined Authority will be seeking TfN support for our priorities in respect of the Strategic Roads Network particularly in respect of strengthening the performance and resilience of the M62 motorway, with the inclusion of schemes in the short, medium and long term investment programmes for the M62 and parts of the Major Road Network that link to or provide congestion relief for the Strategic Road Network, as well as major roads schemes facilitating access to our most important economic places;
- The Combined Authority welcomes the proposals for Integrated ticketing and Smart Travel, and will be looking for TfN to work with the Combined Authority to help develop and integrate ticketing and information products developed through our Mobility as a Service programme;
- The STP in focussing on longer distance, pan-northern movements currently lacks detail in respect of connectivity with local transport networks and especially interchange between transport modes, which are important for the first and last miles of the journey, and the document could be strengthened in this respect;
- The Combined Authority will seek to work with TfN to ensure the STP and its investment programmes align with and help to deliver the policies and plans set out in the Combined Authority's policy framework and particularly help to maximise opportunities arising from the Leeds City Region Growth Strategy and the Connectivity Study work currently underway to develop inclusive growth corridors, as well as helping to deliver the local growth and regeneration aspirations identified in District Local Plans.

2.15 A draft consultation response is being prepared by officers based on the key principles identified above and this will be updated with the comments from this meeting to submit to TfN's deadline for responses of 17 April 2018.

3 Financial Implications

3.1 There are no financial implications directly arising from this report.

4 Legal Implications

- 4.1 There are no legal implications directly arising from this report.

5 Staffing Implications

- 5.1 There are no staffing implications directly arising from this report.

6 External Consultees

- 6.1 The proposed key principles of the consultation response have been developed with the input of Transport Committee and of the West Yorkshire District Councils

7 Recommendations

- 7.1 That the Combined Authority agrees to submit a response to the Transport for the North consultation on its draft Strategic Transport Plan
- 7.2 That the Combined Authority agrees, subject to comments at this meeting, to the key principles identified in paragraph 2.14 to form the basis of the Combined Authority's response to TfN's Strategic Transport Plan consultation.
- 7.3 That the Combined Authority agrees that approval of the final consultation response is delegated to the Combined Authority's Managing Director in consultation with the Chair of the Transport Committee.

8 Background Documents

TfN Strategic Transport Plan

https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf

9 Appendices

None.