

**Report to:** West Yorkshire Combined Authority

**Date:** 14 February 2019

**Subject:** **Transport for the North Strategic Transport Plan**

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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 type="checkbox"/> Yes <input checked="" 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:	

## 1. Purpose of this report

- 1.1 To update the Combined Authority on Transport for the North's Strategic Transport Plan including the implications for the region.

## 2. Information

### Background

- 2.1 Transport for the North (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 became 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.
- 2.2 Transport for the North 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.

TfN will be seeking its Board approval on the 7<sup>th</sup> February 2019 for a final version that has been updated following the consultation replies.

- 2.3 The 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 sets out TfN's proposals to help drive economic growth, explaining the need for investment in transport and identifying priority areas for improved connectivity.
- 2.4 Alongside the STP, TfN will be publishing a detailed investment programme including the outputs of schemes identified through work on Strategic Development Corridors (SDC).

#### West Yorkshire Consultation Response

- 2.5 The Combined Authority at its meeting of 3 August 2017 re-affirmed its commitment to a set of 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**.
- 2.6 The Combined Authority responded to the consultation on behalf of all the West Yorkshire District Councils. The Transport Committee meeting of 16 March 2018 and the Combined Authority of the 5 April 2018 endorsed a set of key principles that it considered should form the core of a Combined Authority response. These key principles included:
- The Combined Authority and its partners welcoming 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;
  - Seeking reassurance from TfN that the next draft would:
    - 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 other prioritised rail investment requirements, with a focus on ambitious route upgrades that enable improvements to all passenger and freight services on the East Coast

Main Line, Trans-Pennine and Calder Valley Line routes, alongside investment in NPR.

- 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;
- Reflect our priorities in respect of the Strategic Roads Network particularly in respect of strengthening the performance and resilience of the M62 motorway as well as major roads schemes facilitating access to our most important economic places;
- Clarity on the connection between TfN's role and that of local transport networks and especially interchange between transport modes, which are important for the first and last miles of the journey; and
- Alignment with 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.

2.7 Following our response and engagement at both Officer level and through our representatives on TfN's Board, TfN have adapted the STP to address the points above. There remains an issue about the map TfN are using to portray the possible Northern Powerhouse Rail options. The current map reinforces an outdated view of the North with the focus only on the original cities that were highlighted in the One North work with no acknowledgement of size or economic importance. It is proposed that the CA continues to press for the map to reflect the economic geography of places and to reflect the position in the STP for NPR to connect Manchester to Leeds via Bradford via a new line. It is also critical that the STP sets out how options will be prioritised and taken forward.

### **Relevance to the region**

2.8 The whole of the STP is an important statement of the economic needs of the region and the pan-northern connectivity that is needed to unlock growth. The list below highlights the important schemes to the region. It is important that TfN set out their next steps for this investment including how they intend to prioritise and sequence the schemes.

- Links to local objectives
  - TfN have recognised the need to integrate pan-northern networks with local networks, and the importance of complementary investment within city regions.

- TfN have strengthened their position on carbon reduction, environmental sustainability and social inclusion – adding objectives that align with West Yorkshire Transport Strategy 2040.
- Road Investment
  - The STP recognises the importance of the Strategic Road Network, particularly the M62, and the expectation of continued investment to improve M62 performance and resilience while also strengthening alternative east-west routes.
  - The Major Road Network for the North map has been amended to align with the West Yorkshire Key Route Network
  - TfN has satisfactorily included West Yorkshire Strategic and Major Road priorities in the investment programme including:
    - M62 interventions e.g. M62 J26 Chain Bar, M62 J24a, J30-33 Smart Motorways.
    - A1(M) & M1 interventions e.g. A1(M) Redhouse to Darrington, M1 junction and online improvements.
    - Major Road interventions to improve capacity and journey times on alternative strategic east-west routes for example from East Lancashire to West Yorkshire.
    - Major Road interventions to improve connectivity and support growth within the region e.g. North Kirklees Orbital Route, South East Bradford Access Route, Wakefield A1(M) to M1 and East Leeds.
- Rail Investment
  - The flagship programme within the STP is Northern Powerhouse Rail. Much work has been undertaken on the Strategic Outline Business Case for NPR and the headline messages are included within the STP.
  - Specifically for this region the emerging vision includes:
    - Faster Transpennine links between Manchester and Leeds serving Bradford city centre. New capacity is needed across the Pennines and a new line produces the most benefits. Work has identified the importance of NPR serving Bradford City Centre, including an additional £15bn GVA and 15,000 new jobs across Leeds City Region by 2060. NPR can double the number of people and businesses within reach of Bradford providing access to  $\frac{3}{4}$  million more job opportunities in the key economic sectors of the North for Bradford residents, including places most in need of investment and access to opportunities, particularly for young people. These benefits can only be realised if Bradford is served directly.
    - Leeds to Sheffield improvements will be delivered through HS2 Phase 2b and an upgrading of the route from Sheffield. Parkway options remain on the table.

- Leeds to Newcastle can be better served via a junction off HS2 and significant upgrades to the East Coast Mainline.
- Significant upgrades to the existing line from Leeds to Hull (via Selby) and Sheffield to Hull (via Doncaster) will improve capacity and journey times.
- Provision of junctions at Garforth and Stourton will help to maximise the benefits of HS2 and provide for future flexibility on the network.
- The STP sits alongside a draft Long Term Rail Strategy. The STP itself recognises the need to address rail capacity issues at the main hubs of the network. However, more work is needed on how to address the overall capacity constraints presented at and around Leeds station and this is something it is proposed the CA continues to press for.
- Ticketing
  - TfN is supporting a simple and seamless public transport ticket offer across the North - with a multi-modal contactless payments system supported by the provision of consistent, integrated travel information.

2.9 The above is very much focussed on specific infrastructure investment. The difference it should make to people's lives include:

- With a reshaping of our economic geography, bringing together the Northern cities into a coherent and integrated economic zone, people should have greater access to jobs that align with their skills, and businesses should be attracted to invest here and collaborate more.
- Adding capacity to the rail network should free up capacity on the existing networks creating opportunities to improve the frequency and reliability of rail services for commuters, business travel and potentially freight on the local network.
- New opportunities for skills and employment from investment and better connections which the region is well placed to take advantage of with fourteen further education colleges and eight higher education institutions, the latter producing 35,000 graduates every year, many in vital STEM subjects.
- Ensuring there is a long term plan to address the North's long term needs.

### **3. Inclusive Growth Implications**

3.1 The STP and investment programme should support the Combined Authority's Inclusive Growth objectives.

#### **4. Financial Implications**

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

#### **5. Legal Implications**

5.1 There are no legal implications directly arising from this report.

#### **6. Staffing Implications**

6.1 There are no staffing implications directly arising from this report.

#### **7. External Consultees**

7.1 No external consultations have been undertaken by the Combined Authority.

#### **8. Recommendations**

8.1 That the Combined Authority welcomes Transport for the North's recommendations and notes the implications for the region.

#### **9. Background Documents**

There are no background documents referenced in this report. A copy of the STP can be found at [transportforthenorth.com/wp-content/uploads/final-draft-strategic-transport-plan.pdf](https://transportforthenorth.com/wp-content/uploads/final-draft-strategic-transport-plan.pdf)

#### **10. Appendices**

There are no Appendices referenced in this report.