
Report to: Transport Committee

Date: 8 November 2019

Subject: **Transport for the North Update**

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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 Transport Committee on the main areas of Transport for the North's work that the Combined Authority is currently engaged with.
- 1.2 Councillor Blake will be attendance for this item, and there will be an opportunity to discuss the main areas of work.

2. Information

- 2.1 Cllr Blake will give a brief update on the priorities currently with Transport for the North (TfN). The rest of this report is a summary of the various work programmes. Northern Powerhouse Rail and HS2 are also covered in the City Region Transport Update.

Blake Jones Review implementation

- 2.2 The Blake Jones Review was published in July 2019, and the report and recommendations were summarised in the reports at the last meeting of Transport Committee. Activity is now focused on short-term actions that can

be implemented ahead of more fundamental reform anticipated as part of the implementation of the imminent Williams Review.

- 2.3 The TfN Rail North Committee at its meeting on 5 November will consider an Action Plan with a focus on improving the Rail North Committee operating model and early implementation of the Passenger Promise.

Rail North Committee update

- 2.4 Rail North Committee continues to monitor and hold to account the Northern and TransPennine Express franchises. Readiness for the autumn leaf fall season has been a recent strong focus. The Committee has continued to impress the importance of delivery of sufficient capacity, particularly at peak times to avoid the ongoing problem of passengers being left behind.
- 2.5 The Committee's attention is increasingly shifting to network capacity and investment, as well as future service plans.

Williams Review Response

- 2.6 Transport for the North has submitted its own advice to the Williams review team. TfN has asked for a pathway to devolution that allows the North to take responsibility for the region's railways from central Government. It has recommended that this responsibility would include setting policy, decision making, specification, oversight of operations, funding and investment.
- 2.7 TfN also set out the need for a phased approach. Its response called for an intermediate phase of a deeper and wider partnership agreement between Transport for the North and national rail bodies that can be delivered through the Williams Review proposals.
- 2.8 The functional railway geography of the UK does not always align well with political and administrative boundaries. To address the issue of overlapping markets, Transport for the North would use travel to work data to better inform service specifications. TfN has also suggested that the Williams Review presents an opportunity to review the ownership, management, role and condition of all stations.
- 2.9 Strategic Development Corridors phase 2 (SDC2) - Programme review and investment sequencing
- 2.10 TfN published its Strategic Transport Plan in February 2019 accompanied by a Long Term Investment Programme (LTIP) which set out the pan-northern connectivity priorities proposed to transform the economic performance of the region. The LTIP drew on TfN's Integrated and Smart Travel programme, Long Term Rail Strategy, the Strategic Outline Business Case for Northern Powerhouse Rail, the Major Road Network, and the work undertaken on the Strategic Development Corridors with TfN's partners including the Combined Authority. The LTIP presented a programme costed at £70 billion to 80 billion, running to 2050.

- 2.11 TfN is now commencing work on a Strategic Outline Programme review of its proposed interventions, responding to emerging scheme and costs details and any changing circumstances since LTIP publication. This review will seek to sequence the Investment Programme into appropriate delivery periods. The interventions will be tested against additional new inputs commissioned by TfN in respect of a further development of the North's Economic Narrative to explain why investment is needed and the scale (and diverse nature) of economic positives arising from interventions, the development of different strategies for programme building, and a detailed understanding of the carbon impacts of the interventions and required decarbonisation actions. This work commenced in July 2019 and is expected to run to May 2020.

Major Road Network Report refresh

- 2.12 Alongside the SDC2 programme review, TfN will be refreshing its Major Roads Report that was also published in early 2019 as a component part of the Strategic Transport Plan and LTIP. This review will strengthen the strategic narrative and address the role of the MRN in delivering a sustainable transport system, in light of recent declarations of Climate Emergency by partner authorities in respect of Greenhouse gas emission, and also focus on the MRN's role in improving air quality and social outcomes. The refresh will also address the interface of the MRN with HS2 and Northern Powerhouse Rail and rail network delivery programmes and with local transport networks. This work has just commenced. A Final Draft Major Roads report is expected to be produced for engagement in April 2020.
- 2.13 TfN has also commissioned work to develop and pilot a tool for monitoring the Major Road Network. Work has now commenced, outputs will include metrics on journey times, journey time reliability and origin – destination data of traffic movements on the Major Road Network.

Integrated and Smart Travel

- 2.14 The Integrated and Smart Travel programme is made up of three distinct phases. The first phase enabled the introduction of smart season tickets on the rail network. The roll out and transfer away from paper-based season tickets on both the Northern and TPE networks is now well underway. The second phase concerns the introduction of a Disruption Messaging Tool and Open Data Hub for bus service data. These are both in development and will be rolled out introduced in early 2020, enhancing forward and real time journey planning and bus information available to the public. The third phase of the programme concerns the introduction of account based ticketing, enabling capped multi-modal, multi-operator contactless bank card payments.
- 2.15 Progress with the introduction of account based ticketing has been paused as the larger bus operators are assessing how to deliver this through alternative means. The Transport for the North Board will consider the progress of this element of the programme in the coming months. It may be necessary to develop an account based ticketing offer through established multi operator ticketing schemes such as MCard in West Yorkshire.

Northern Transport Charter

- 2.16 Work continues on developing the work around the Northern Transport Charter following endorsement on the high-level summary presented at the TfN Board in September 2019. Based around four ambitions, this member-led document sets out how TfN will deliver on its ambitions through short and long term changes. This is building on TfN's recent work and campaign for a Northern Budget.

Decarbonisation

- 2.17 Decarbonisation remains a complex agenda, and will require resourcing increase, detailed baselining, policy and scenario analysis and modelling with Partners and external groups, such as DecarboN8. Following internal workshops, and engagement with experts in this field, TfN is scoping and looking to implement an ambitious decarbonisation pathway. This will go further than current Government policy, taking a Paris Climate Change trajectory, and align it with the targets set by some of its local authorities before 2050. A key challenge for the team is ensuring that decarbonisation is a key factor within TfN's work programmes, and those being delivered by delivery partners.

Freight

- 2.18 Following an update to the TfN Board on Freight and Logistics, TfN will be continuing to:
- Identify key flows of freight in the North and mainland Great Britain
 - Better understand the competition of passenger versus freight on the network and to identify the value freight has to UK PLC
 - Ensure the research for the North is robust in understanding the environmental impact and benefit of rail, road and sea freight
 - Understand the potential for grant and subsidy activity for the North
 - Ensure there is a prioritised route for high cube containers which need W10/12 gauge clearance (taller and wider bridges and tunnels to ensure the big containers can get through the available rail routes) to enable them to run East – West on the network
- 2.19 Progress is also being made in integrating TfN rail work programmes, including Northern Powerhouse Rail and TRU. There will be continued freight considerations throughout the next phases of the Strategic Development Corridor activity.

Economics

- 2.20 The refresh of the Northern Powerhouse Independent Economic Review has made good progress. Revising the technical forecasts is critical to ensure TfN can continue to integrate the NPIER into the TfN Analytical Framework to underpin all TfN workstreams and ensure business case development

supports the economic opportunity identified in the original NPIER and our published STP.

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 No external consultations have been undertaken.

7. Recommendations

- 7.1 That the Committee notes the ongoing activity with Transport for the North.

8. Background Documents

None.

9. Appendices

None.