

**Director:** Rob Norreys, Director of Policy, Strategy and Communications  
**Author:** Liz Hunter



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**Report to:** West Yorkshire Combined Authority

**Date:** 29 June 2017

**Subject:** Transport for the North

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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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information?	<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

- 1.1 To update the WYCA 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.
- 1.2 WYCA is also asked to approve that the recommendations from the East-West Trans-Pennine corridor study are provided as an input into Transport for North's further work on the Central Corridor.

## 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, which is likely to comprise a robust Strategic Outline Case and the identification of the interventions required on these corridors to support transformational economic growth. The work will also need to form a view on the interdependencies between the connectivity requirements in each corridor, and with the other Strategic Development 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.

#### East-West Trans-Pennine Corridor Study

- 2.17 Separately, an East-West Trans-Pennine corridor study 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.
- 2.18 The purpose of the report was to develop a strategic and economic narrative and evidence base to support the case for enhanced East-West connectivity across the Central Trans-Pennine Corridor. The focus has been on a wider economic impact case to understand the likely benefits of enhanced connectivity on the “real” economy, the report sets out an evidence based (quantitative and qualitative) assessment to support the economic case for improved connectivity.
- 2.19 For the purposes of this study, the consultants considered the area north of the M62 corridor up to a Northern boundary defined by Kirby Lonsdale across to Ripon and down to York on the Eastern boundary. The analysis points to a current “Corridor economy” which is functioning well to an extent but which has significant untapped potential, partly as a result of its physical connectivity constraints. The travel to work analysis points to self-contained and insular “Yorkshire” and “Lancashire” labour markets, with limited labour movements between the two administrative boundaries, despite their geographic proximity. There is a critical need to ensure that the physical infrastructure is in place to promote the enhanced integration of these

labour markets as there is evidence that this is currently limiting labour flows on an East-West axis.

2.20 The report flags up 7 key benefits to support investment in the connectivity offer in the East West corridor, namely:

- Supports complementary high growth, high value economic sectors and clusters.
- Will unlock the skills, R&D and innovation potential of the Corridor economy (the report sets out the untapped potential).
- Will support the growth potential of other key transport hubs – especially Leeds Bradford International Airport (LBIA), Manchester Airport and Port of Heysham and other East/West coast ports (e.g. Liverpool, Hull, Immingham, and Teesport).
- Will Support the needs and expansion of existing major employers and their supply chains.
- Will Attract new high value business activity and inward investment to the Corridor and wider Northern Region (this is in part based on feedback from businesses).
- Will Support housing and employment growth proposals and requirements.
- Will help address socio-economic inequalities in marginalised local labour markets that do not function effectively across the East West axis.

2.21 The study also analysed a range of high level connectivity scenarios – across road and rail – and concluded that potential additional transport user benefits of up to £70 million annually could be achievable (assuming a 20% reduction in generalised costs of travel across all modes).

2.22 It is proposed that WYCA endorse the recommendations above for inclusion 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.

### **3. Financial Implications**

3.1 None as a result of this report. The Corridor Study for the Central Pennines will be funded from TfN's budget.

### **4. Legal Implications**

4.1 None as a result of this report.

## **5. Staffing Implications**

- 5.1 The Transport Policy team are working closely with TfN on their work programme. Additional staffing resources are being established through the WYCA One Organisation, organisational design process.

## **6. External Consultees**

- 6.1 None.

## **7. Recommendations**

- 7.1 To note progress on our road and rail priorities for Transport for the North including the Northern Powerhouse Rail network.
- 7.2 To seek endorsement for TfN's work to consider connectivity improvements across the Central Corridor.
- 7.3 To approve that the recommendations from the East-West Trans-Pennine corridor study are provided as an input into TfN's further work on the Central Corridor.

## **8. Background Documents**

- 8.1 None.