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**Report to:** Transport Committee

**Date:** 16 March 2018

**Subject:** **Consultation Reply for Transport for the North's 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 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:	

## **1 Purpose of this report**

- 1.1 To inform Transport Committee of the Transport for the North consultation on its draft Strategic Transport Plan, and to agree key themes to form the basis of the Combined Authority's response to the consultation.

## **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 which will run for 13 weeks from 16 January to 17 April 2018.
- 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 behalf of the North to Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport in respect of requirements for the pan-Northern transport network.

- 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 can be accessed from the TfN website at:  
[https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan\\_draft\\_lr.pdf](https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf).
- 2.4 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. The West Yorkshire Combined Authority contributed to the drafting of the STP. The STP will be finalised following the consultation exercise and is expected to be published by TfN in September 2018.
- 2.5 The STP sets out TfN's proposals for transforming the North's connections to help drive economic growth. The STP explains the need for investment in transport and identifies the 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, and see a transformational £100bn increase in GVA and the creation of 850,000 additional jobs above business as usual, TfN sets out four high level objectives to:
- 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.
- 2.6 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.
- 2.7 The draft STP is a high level statement of policy and strategy. 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) as corridors of 'opportunity', which are proposed to provide a focus for improving transport infrastructure. The SDC will be used to frame investment priorities in support of a pipeline of projects going forward, for delivery in the short term (up to 2025), medium term (2026-2035) and long term (2036-2050). 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
- 2.8 Each of the Strategic Development Corridors have relevance to West Yorkshire and the Leeds City Region, but the Central and Southern Pennines SDC have the greatest local 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, notably Kirklees.
- 2.9 The Central Pennines is the focus of a current TfN commissioned study to investigate in detail the needs and options for transport investment in the study area. The first phase of the Central Pennines study, to March 2018, involves information gathering to understand problems. The second stage to autumn 2018 will involve sifting, modelling and appraising a long list of potential interventions, towards the publication of a report and Strategic Outline Case in autumn 2018. A Southern Pennines SDC study will commence in April 2018. Both these corridors have a strong focus on east-west connectivity and the inadequacy of current routes and the constraints on movement. TfN stress that proposals for investment will cover not only building new transport infrastructure but also getting the best and most consistent performance out of existing infrastructure. The Combined Authority is a partner in these studies.
- 2.10 TfN identify their headline costs for the full period of the Plan at around £70bn over the 30 years of the plan. 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 less than £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 investment, but also a recognition of the need to address other innovative ways to generate investment.

### Consultation

- 2.11 The STP consultation is predominately held on-line, hosted on the TfN website at: <https://surveys.ipsosinteractive.com/mrIWeb/mrIWeb.dll>
- 2.12 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.
- 2.13 TfN is simultaneously consulting on the Integrated Sustainability Appraisal undertaken on the STP to test the social and environmental sustainability of the proposals.
- 2.14 It is proposed that the Combined Authority responds on behalf of all the West Yorkshire District Councils. A draft consultation response will be shared with Transport Committee Members for comment, prior to submitting a response to TfN to its deadline of 17 April.
- 2.15 It is proposed that the key themes of the Combined Authority's consultation response 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, and the Combined Authority will also 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 for the M62 and connecting parts of the Major Road Network in TfN's short, medium and long term investment programmes;
- 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 (identified in a separate report, item 7, to this meeting);
- The Combined Authority will seek to work with TfN to ensure the STP aligns with and will help 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. The STP in focussing on longer distance, pan-northern movements currently lacks detail in respect of connectivity with local networks and especially interchange between transport modes, which could be strengthened.

#### STP engagement events

2.16 TfN hosted five simultaneous launch events for the STP across the north (including Leeds) on 16 January, and are now supporting the consultation with a total of 33 engagement events across the North. The programme of engagement includes four events in West Yorkshire:

- **Halifax** - Thursday 15 February, Dean Clough, 3pm-7pm - Completed.
- **Bradford** - Wednesday 21 February, Bradford College ATC, 3pm-7pm - Completed.
- **Leeds** - Monday 5 March, The Tetley, 3pm - 7pm - Completed. (The Leeds event also featured a separate two hour session, 1pm to 3pm, focussed on the Central Pennines Strategic Development Corridor study).

- **Huddersfield** - Wednesday 28 March, Huddersfield Town Hall, 4pm - 7pm. The Huddersfield event will feature a Members briefing session from 3.15-3.45pm.

2.17 The engagement events are open to members of the public and organisational stakeholders, with details accessed at <https://transportforthenorth.com/stp/>. The events have also been publicised through the Combined Authority, West Yorkshire District Councils and local Chambers of Commerce.

### **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 Transport Committee notes the Transport for the North consultation on its draft Strategic Transport Plan.

7.2 That subject to comments at this meeting, the Transport Committee agrees the recommended key themes identified in paragraph 2.15 as forming the basis of the Combined Authority's response to TfN's Strategic Transport Plan consultation.

### **8 Background Documents**

TfN Strategic Transport Plan

[https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan\\_draft\\_lr.pdf](https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf)

### **9 Appendices**

None.