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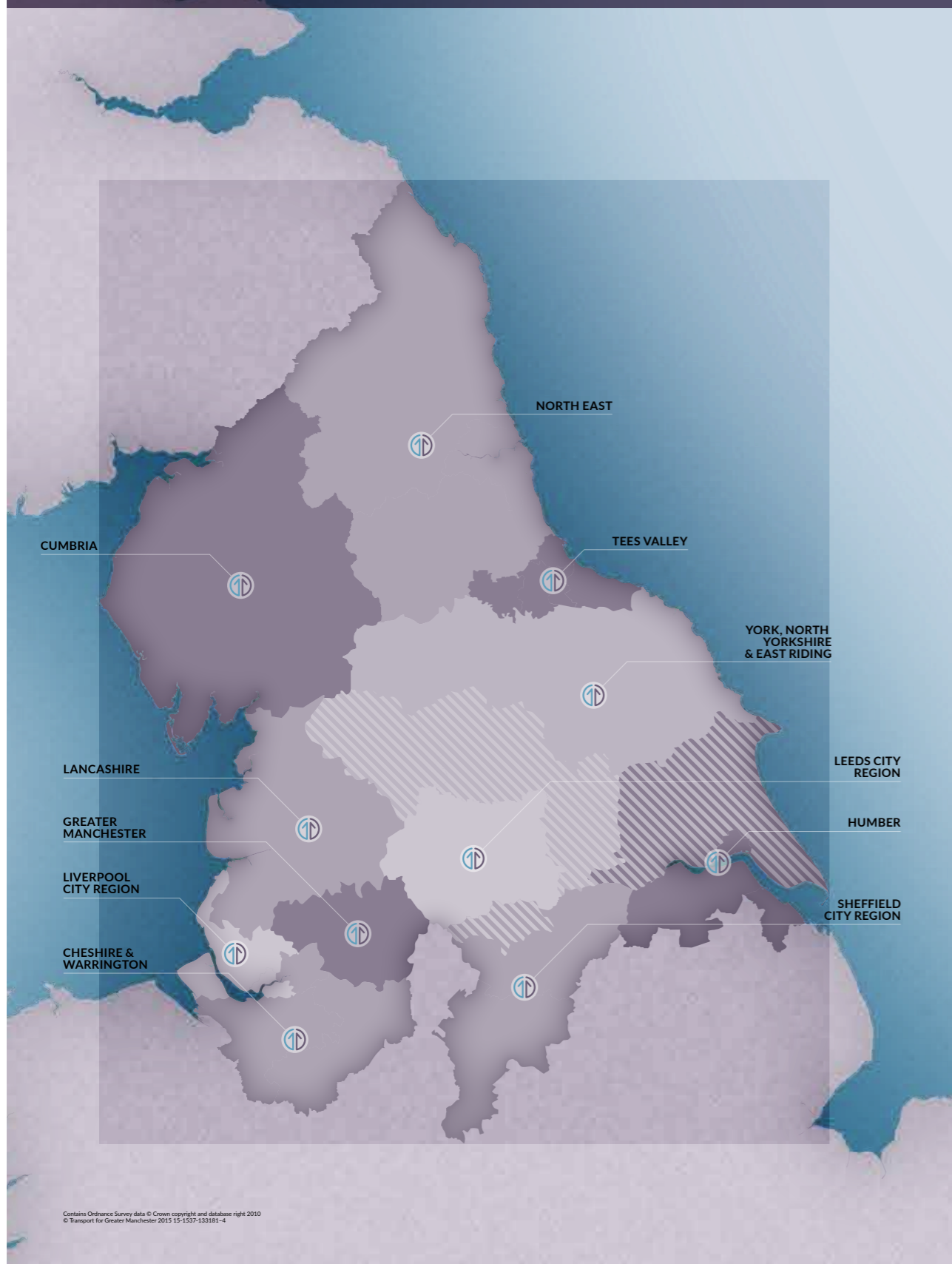
The Northern Transport Strategy: *Autumn Report*

*One agenda. One economy.
One North.*

November 2015



The Northern Powerhouse by LEP area



Foreword

The Northern Transport Strategy: *Autumn Report*

Foreword by Rt Hon Patrick McLoughlin MP and Sir Richard Leese



It is great news that, as of October 2015, the TfN Partnership Board now formally represents all of the North's local transport authorities and Local Enterprise Partnerships, covering every part of the North. This is a historic step – the first time the northern public and business leaders have been brought together in this way – and we are updating our earlier work to reflect this and ensure the benefits of improved connectivity are felt across the whole of the North.

We have jointly embarked on a historic journey to transform the economy of the North of England, and establish it ever more firmly as a leading competitor on the global stage and a true economic powerhouse.

This is a major endeavour, and with the right investment the prize is immense. Making it happen is a shared priority both for the remainder of this parliament to 2020, and beyond.

As the Transport for the North (TfN) Partnership Board, we published our first report, *The Northern Powerhouse: One Agenda, One Economy, One North*, in March this year. Since then, we have got down to work, and the TfN partnership has taken substantial strides towards delivering on these plans. This report provides an update on our progress across the full range of the Northern Transport Strategy's workstreams, including international connectivity, freight, smart and integrated ticketing, strategic local connectivity, strategic roads and developing Northern Powerhouse Rail – the fast, frequent, reliable and comfortable rail service needed to support a unified One North economy.

What the scale of our long-term ambition will require in terms of new construction, both within and between our city regions, is becoming clearer – and it is major. It is tremendously exciting, but we don't underestimate the challenges. The members of the TfN Partnership Board will continue to work together to plan and invest soundly and creatively, and to take the bold decisions necessary to deliver the outcomes the North needs and deserves.

We are delighted that David Brown has joined TfN as its new Chief Executive. And we will shortly announce a new independent Chair for the TfN Partnership Board. Together, they will have the responsibility for delivering the TfN programme, and they will work closely in partnership with Lord Adonis and the National Infrastructure Commission.

We will set out our detailed investment priorities and plans in spring 2016. Reaching agreement on the best achievable way forward will of course present many challenges – but we are committed to working together to overcome them, because we agree that the prize of a prosperous, globally competitive North, rich in job opportunities for all, is worth it.

Rt Hon Patrick McLoughlin MP
Secretary of State for Transport

Sir Richard Leese CBE
Chair of Transport for the North Partnership Board and Leader of Manchester City Council

15m
PEOPLE

WORLD RENOWNED
UNIVERSITIES

£290bn
TOWARDS UK ECONOMY

SUCCESSFUL
UK BUSINESSES



1. Introduction: *an ambitious vision*

In March 2015, Government, the Northern city regions and Local Enterprise Partnerships, working together and with Highways England, Network Rail and HS2 Ltd as the Transport for the North (TfN) Partnership Board, published our first report on the Northern Transport Strategy, *The Northern Powerhouse: One Agenda, One Economy, One North*. It set out an ambitious, joined up vision for the North and its 15 million people.

That vision is to build on the North's existing strengths to create a vibrant and growing economic region that retains and attracts the brightest talent, acts as a magnet for inward investment, and becomes one of the world's most competitive economies, playing host to innovative companies which succeed in the global marketplace.

Through the Northern Powerhouse, we aim to increase the long-term rate of economic growth in the North. Our ambition is to equal or exceed the UK average growth rate, an achievement that would by 2030 add more than £37 billion in real terms to the North's existing output of £289 billion per year.

Maximising the North's economic potential demands a package of measures including investment in education and skills, in the regeneration of our cities and towns, and in new models of business support. But central to the Northern Powerhouse vision is

transforming the North's transport connectivity to create a unified, single economy across the region, rich in job opportunities for all.

The Northern Transport Strategy envisages a comprehensive package of transport measures to make the North a more attractive place to live, work and do business, to boost economic growth and support the North's people and employers to fulfil their potential across the whole region.

Much of Britain's future growth lies in the knowledge economy¹, and city regions in particular house many firms in this category. We aim to expand the scale and quality of the commuter networks serving the North's

¹ Defined here as including business services, media and digital, education, design, research and development and advanced manufacturing.

THE
OPPORTUNITY

1

SINGLE
ECONOMY

£37
BILLION



cities and key towns to allow employers to access the people and skills they need to thrive, and people to be more mobile and able to access more opportunities.

An important part of our vision is better travel information and smart ticketing systems, integrated across local transport and rail services. This will make journeys simpler and faster for people and businesses, expanding travel horizons and in turn multiplying the benefits offered by infrastructure investment alone.

We aim to radically improve the speed, frequency, capacity and comfort of rail services through development of the Northern Powerhouse Rail (NPR) network. This will strengthen both collaboration and competition between businesses, helping them to specialise and innovate, improve their products and increase their trade. NPR stations will be at the centre of development and regeneration schemes which will drive growth and employment opportunity.

Some knowledge sectors, including manufacturing activities, tend to be based outside city centres, though often still clustered in specific areas. These sectors often rely on road access for their people and supply

chain, and need reliable connections to international gateways. We aim to provide an attractive offer to the growing logistics industry, including quick and reliable road and rail connections, with good access to ports, airports and multi-modal freight interchanges. We will also support the growing visitor economy with good quality and easy-to-use transport – in 2014 overnight stays by international visitors to the North grew by 8% over the previous year to 33.5 million².

As well as transformed connectivity, speed, capacity and resilience on the strategic road and rail networks, the North's ambitious vision includes improved connections within and between city regions by local rail, rapid transit and road so that people across the North can access the widened job and leisure opportunities resulting from improved connectivity.

The Northern Transport Strategy aims to ensure that every part of the North benefits from our drive to achieve a step change in growth.

² Visit Britain – Nation, region and county data



2. This progress report

In March 2015, *Northern Powerhouse: One Agenda, One Economy, One North* set out a vision for each element of the Northern Transport Strategy, covering railways, highways, freight and logistics, airports, smart and integrated travel, and local connectivity.

In July, at the Summer Budget, TfN was given a further boost through the Government's commitment to £30 million of additional funding to advance our work programme and develop as an organisation. Through the Spending Review the Government has gone further, with a total £50 million of funding now committed over this parliament for the running of TfN.

Since the summer, we have progressed our work at a significant pace, and with the recent inclusion of all parts of the North, the opportunity is now being taken to understand what each area brings to the wider growth potential of the region, and to feed them into our plans.

This report provides a six-month update on the progress made against each element of our Strategy, and looks ahead to the work we will complete by spring 2016, where we will set out our investment priorities and the plans for how we can take them

forward. It is structured as follows:

- Section 3 covers the progress made on rail, and summarises its initial findings.
- Section 4 covers strategic roads, including the strategic case for, and engineering feasibility of, a new trans-Pennine road tunnel.
- Section 5 sets out the scope of the regional implementation plan we are developing for smart and integrated travel across the North.
- Section 6 describes the work under way on integrating plans for freight and logistics, international connectivity and strategic local connectivity into the Northern Transport Strategy.
- Section 7 sets out the progress made in setting up and developing TfN as an organisation, and our next steps.

The Northern Transport Strategy is not being pursued in isolation. In just the last six months, other great strides have been made in supporting TfN's vision, improving transport across the region, and in devolving power and budgets to TfN's member authorities. These include:

■ The Government's commitment at the Spending Review to:

– Funding the operation of TfN, with a total of £50 million now committed over this parliament, which will help to further accelerate the pace of progress on the development of the Northern Transport Strategy.

– £150 million of new funding to support the delivery of smart and integrated ticketing across local transport and rail services in the North, which will support TfN's plans for a ticketing system that makes it simple and easy for people to travel across the region by bus, tram, metro and rail.

– Establishing a new £300 million national Transport Development Fund which, following advice from the National Infrastructure Commission, could support further development of major rail and road proposals emerging from the Northern Transport Strategy.

■ The establishment of the new National Infrastructure Commission, led by Lord Adonis, which, as part of its remit to consider infrastructure requirements across the UK, will consider the evidence base and provide

independent advice to the Government by Budget 2016 on the future investment priorities for the North that could help to improve connectivity between the region's cities, form a single northern economy and drive growth. TfN will be working closely with the Commission as it undertakes its review.

■ Rail North's successful work supporting the Department for Transport (DfT) to specify and let the new Northern and Transpennine passenger rail franchises, which will be awarded later this year and will be jointly managed with the DfT from April next year – a major first in devolution to the North.

■ The Government's commitment to devolve significant transport powers to mayor-led city regions across the North, including the deals already agreed with Greater Manchester and proposed with Sheffield, the North East, Tees Valley, and Liverpool City Region – together representing more than half of the northern economy. Through these deals the Government has committed more than £4 billion of additional funding to these city regions over the next 30 years to be invested in local priorities, including transport.



3. Transforming rail connectivity

The growth of the knowledge economy in the Northern Powerhouse will create many more jobs in our city centres. Rail is ideally suited to moving large numbers of people quickly and easily to and from these new jobs, and to enabling quick business-to-business travel.

The March 2015 Northern Transport Strategy report set out our vision for transformational improvements to rail services linking the major cities in the North of England – we now call this the **Northern Powerhouse Rail (NPR)** network.

Our vision is an integrated network of rail services that will provide fast, frequent, comfortable and convenient connectivity between the main centres and growth points of the North, with smart ticketing and simpler fares. HS2, new sections of railway and major improvements to existing routes can all play a role in this new network. Meanwhile, HS2 will transform connectivity from the North to London, the Midlands and Scotland. Such world-class rail connections will be a central part of delivering the goal of a single, unified northern economy. It will also create additional capacity for freight and local services on the existing rail network, helping to deliver the opportunities described in Section 6.

The NPR network will build on the substantial upgrades to rail infrastructure and rolling stock programmes to which the Government is already committed, including electrification, the Northern Hub programme and the Transpennine Route upgrade, as well as the major improvements that will be

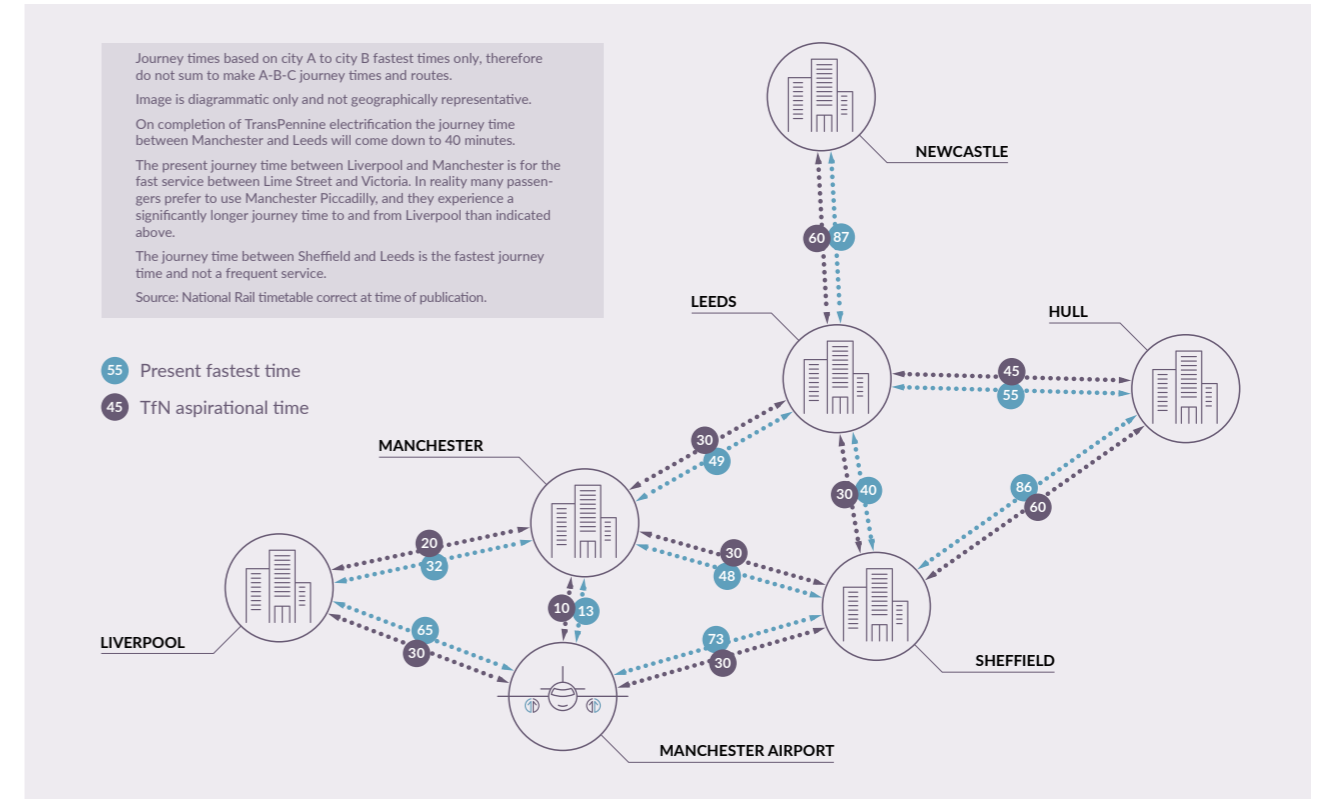
delivered by the new Northern and Transpennine Express passenger rail franchises to be managed by a partnership of Rail North and the Department for Transport (DfT).

We have set to work on understanding what achieving the NPR vision will require. This has involved a new level of partnership working between TfN, DfT, Network Rail and HS2 Ltd in a way that is without precedent and to which all partners are committed.

We have defined the vision for connectivity in terms of the frequency of trains, passenger capacity and journey times between the agreed key places across the North, building on the improvements already secured through the new passenger rail franchises and planned infrastructure upgrades.

Since March we have undertaken significant work to understand what the capability of the rail infrastructure would need to be, by route, to deliver such transformational connectivity.

We have commissioned Network Rail and HS2 Ltd to identify options to meet, or move towards meeting the NPR vision. They are now carrying out a series of studies to establish the scale of investment that each



option would require. This includes looking at making use of the HS2 network where possible, upgrading existing routes, and the construction of brand new railway lines. We are also assessing the investment needed within cities, both at stations and on cross-city routes, to enable the fast through journeys that will make up a coherent network rather than a series of point-to-point links.

Emerging findings from this work show that entirely new lines, or in some cases major bypasses and cut-offs, may be needed to deliver the connectivity vision in full, and we are developing these route options. In certain locations, HS2 will play a part in delivering the transformational NPR vision. On the existing network, express, semi-fast, local and freight services run on the same, often two-track railway, limiting its capacity to deliver transformational changes in speed or frequency. We are also increasing our understanding of the major challenges in meeting aspirations for NPR at some city centre stations.

Between Liverpool and Manchester, there may be the potential to use the proposed HS2 infrastructure to cover approximately half the distance between the two cities. Our initial work indicates such an option would also require a new line from Liverpool to the

proposed HS2 route, as we have found little or no scope to achieve our vision for journey times and frequencies through incremental upgrades to the existing rail routes. Such a new line could also permit faster HS2 services between Liverpool and London.

On routes between Manchester and Leeds and Manchester and Sheffield, our work so far suggests that very significant sections of new line would be needed to achieve the vision for journey times and service frequencies. However, if provided, these could free up capacity for additional local passenger services, better serving key intermediate centres and rail freight.

The proposed HS2 route offers significant potential to provide a fast link between Leeds and Sheffield.

For Newcastle and Hull, packages of upgrades to existing lines, electrification, and faster trains could improve journey times and service frequencies between the North East and Humber areas and the rest of the North. We are exploring the potential to make more intensive use of the HS2 eastern leg connection to the East Coast Main Line to address the key constraint of line capacity east of Leeds, as well as options on the East Coast Main Line to Newcastle and routes to Hull.



Current projected growth in passenger and freight services will make intensive use of the network in future, even taking into account committed infrastructure improvements and capacity enhancements planned as part of the new passenger rail franchises. The work has shown there may be scope to reach the envisaged levels of capacity on some routes in the NPR network with train lengthening. However, the constraints and usage of the existing network make it challenging to deliver transformational changes in journey times and frequencies.

Capacity at stations and finding suitable routes through city centres is key to ensuring that connections to the NPR network are available, enabling all parts of the region to benefit from the improved connectivity. Sir David Higgins, Chair of HS2 Ltd, has been working closely with West Yorkshire stakeholders on his report on improved HS2 station options for Leeds, taking into account projected increases in demand for local and regional train services and NPR. Further work will be carried out on Leeds, and we have also begun similar work looking at other city centres and their stations, including Manchester, where enabling new fast east-west through services at Manchester Piccadilly presents significant challenges.

The initial work on NPR is developing the case for substantially improved connectivity between the main cities of the North, and between these and Manchester Airport. This focus reflects our view that the main cities will collectively be the principal drivers of the Northern Powerhouse, and better connectivity between them is the essential component of building

the Northern Powerhouse. There are other important centres of economic activity across the North which require quick and reliable rail connections with good access to main cities and airports. Work on NPR and Strategic Local Connectivity is being co-ordinated to ensure that the benefits from improved connectivity are felt across the whole of the North. This includes consideration of how key centres across the North can be served by, or connect into, NPR:

- *Current work on NPR is considering how key intermediate centres between the main cities could be served by NPR services whilst still delivering the overall vision for speed and frequency, either directly or indirectly, for example by using the existing rail network differently.*
- *Key stations served by NPR will not only serve their immediate catchment but also serve as important interchange points with other rail services and with other modes of transport. These connections will be very important in spreading the benefits of NPR to the wider North and in creating an end to end journey experience compatible with our vision. They will be planned in an integrated manner to deliver our aim of fast, frequent, comfortable and convenient connectivity across the North.*
- *The Strategic Local Connectivity work is examining connections between all the main centres across the North, including the six main centres. This includes looking at the evidence on existing demand and future growth potential. The output of this will inform the next phases of work on developing NPR.*



Building on these findings, we have commissioned further work based on the following broad approach:

- *Developing a number of concepts to illustrate what a future NPR network could look like, based on different combinations of infrastructure enhancements. These will be developed and refined as we increase our understanding of travel demand, the train services that could be operated, and the infrastructure that would be needed to support them.*
- *Analytical work to understand the potential demand for future services and how the scale of this may change in a Northern Powerhouse future of higher economic growth in the North.*
- *Train service specification development to understand the number and types of train services that would be required to enable the journeys people are predicted to want to make.*
- *Further development of infrastructure options to enable those journeys, both on the links between cities, and within cities, including at stations. This will include a better understanding of the scale of costs involved.*

By March 2016 we will conduct an initial prioritisation of options, enabling us to focus energy on further development of the most promising options. The four strands of work listed above will then come together in autumn 2016 to provide an understanding of the relative scale of costs and benefits of different options, an essential part of the evidence needed for future infrastructure investment decisions.

In parallel, and following the decision on the HS2 Phase 2a route between the West Midlands and Crewe this autumn, the Government intends to announce a route decision on the rest of HS2 Phase 2 in the autumn of 2016. The interface with the existing rail network is also very important to achieve improved connectivity across the North. The HS2 and NPR programmes are being closely co-ordinated to ensure they are complementary in creating a single, transformed rail network for the North and beyond.

National Infrastructure Commission

On 30 October 2015 the Chancellor of the Exchequer launched the National Infrastructure Commission as an independent body to enable long-term strategic decision-making to build effective and efficient infrastructure for the UK.

Among its initial priorities is a review of northern connectivity, particularly identifying priorities for future investment in the North's strategic transport infrastructure to improve connectivity between cities, especially east-west across the Pennines.

The Commission's Terms of Reference specify a review formed of two stages:

■ *The first stage will require the Commission to work closely with the Department for Transport, Transport for the North and its member authorities and national partners in order to establish the evidence base and identify the options for future investment in the North's strategic transport infrastructure with a view to improving connectivity between cities, particularly east-west across the Pennines.*

■ *In the second stage, in consultation with the Department for Transport and Transport for the North, the Commission will evaluate the available evidence and options identified through the first stage of its review. The Commission will then provide independent advice to Government on its view of the future investment priorities to improve connectivity between cities, particularly east-west across the Pennines.*

We will work closely with the Commission to inform its review. The Commission will report back to the Government with its recommendations by Budget 2016.



4. Transforming road connectivity

Roads are central to the functioning of the northern economy, and a less congested, more continuous and more reliable strategic road network is crucial to building a Northern Powerhouse.

The March 2015 Northern Transport Strategy report set out our shared vision for roads in the North, including the concept of a core free-flow network of motorways and expressways increasingly offering reliable 'mile a minute' journey times, linked seamlessly to local networks and key locations including ports, airports and other logistics hubs. Central to achieving the vision was increased capacity and improved major road links east-west across the Pennines.

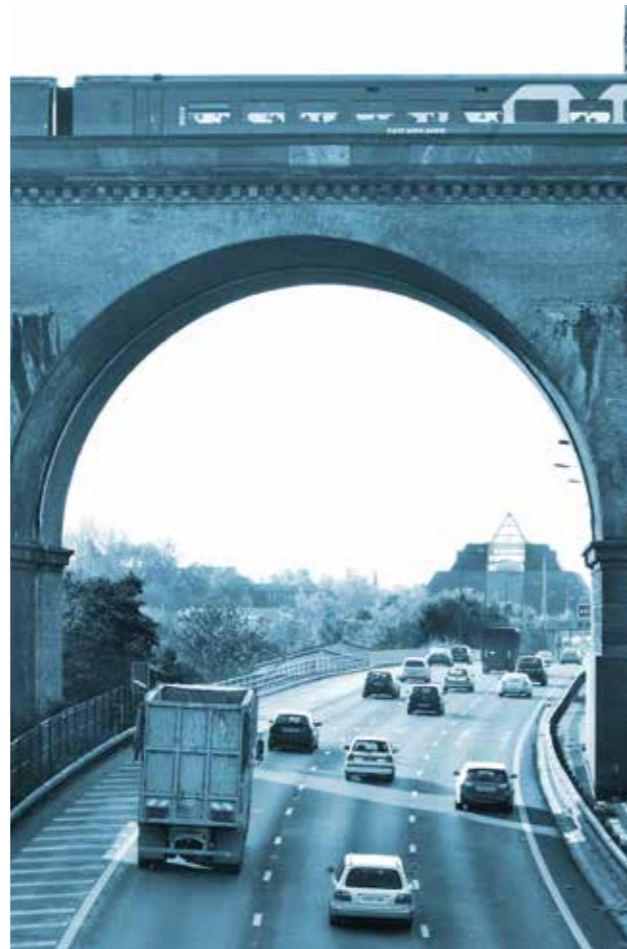
We have set to work to develop and deliver plans for achieving this vision.

Firstly, we are already implementing the wide range of highways improvement schemes across the region programmed for 2015-2020 as part of the first national Roads Investment Strategy (RIS1) and through Growth Deals with city regions and local areas.

Highways England's Delivery Plan 2015-2020 contains a £2.8 billion programme which includes over 30 major schemes in the North of England, with a further seven to be prepared for delivery in the period 2020-2025. Construction work is well

under way on a number of major projects including upgrading key sections of the M1, M6, M60 and M62 to four-lane Smart Motorways, and improvements to the A160/A180 at the Port of Immingham and to the A1 Newcastle-Gateshead western by-pass. By 2017 the upgrade of the A1 from Leeming to Barton in North Yorkshire to motorway standard will be completed, and there will at long last be a continuous motorway link between the North East and the rest of England. Work is under way to consider route re-numbering to extend the M1 to Newcastle, and work will start soon on the A63 Castle Street scheme improving the link to the Port of Hull.

The 11 northern Growth Deals contain a large programme of highways improvements. Major local highways schemes on which significant progress has been made by local authorities since March include M6 to Port of Heysham link road, A6 to Manchester Airport link road, Sunderland Strategic Corridor (including new Wear bridge), Morpeth northern by-pass and Crewe Green link road. Construction of the new Mersey Gateway Bridge is also well under way.



Secondly, we are taking the necessary steps to plan for and shape the second Roads Investment Strategy (RIS2, 2020-2025) and future local highways investment. In June, TfN and Highways England signed a formal agreement to work closely together to develop the next generation of major road improvements in the North. We are now working together on the development of the new Route Strategies for RIS2, which will cover the whole of the Strategic Road Network in the North, and on the identification of potential schemes that could be funded through RIS2. In doing so, TfN will engage with all member authorities in gathering the evidence to help determine where the greatest opportunities are to improve east-west connectivity, to address strategic bottlenecks, to tackle the worst congestion and to improve access to our major ports. We will continue to work towards TfN becoming the voice that defines the long-term aspirations for the Strategic Road Network in the North.

The focus since March has been on working with Highways England on the three major strategic studies in the North announced as part of RIS1: the Trans-Pennine Tunnel, the Manchester North

West Quadrant and the North Trans-Pennine Routes (A66 and A69) strategic studies. Work on these three studies is now well under way.

The most advanced is the Trans-Pennine Tunnel Study, where we are investigating the feasibility and case for a new highway route connecting Manchester and Sheffield, involving one or more tunnels. The study's interim report marks an important milestone in this work, concluding that a new trans-Pennine tunnel would be technically and operationally feasible to construct. Work on the economic case for the scheme has also commenced. A long list of options will now be developed and prioritised by Budget 2016, with a final short list drawn up by October 2016. The potential synergies of these options with improved rail will be explored.

Interim reports on the Manchester North West Quadrant and North Trans-Pennine Routes studies will set out options for capacity and journey time reliability improvements. These will be published by Budget 2016, with final reports being published before the end of 2016.



5. Smart and integrated travel

We are working towards a world class transport network that is supported by a ticketing system that makes it simple and easy to travel across the North by bus, tram, metro and rail. The benefits of this to the passenger will be further enhanced by readily available travel information (including real-time information) and simplified fares.

Through the Spending Review, the Government has committed £150 million of new funding to help make this vision a reality. TfN and DfT will work together to produce an implementation plan by Budget 2016 for the delivery of smart and integrated ticketing across local transport and rail services in the North over the period to 2020 and beyond. In developing this plan we will ensure that we learn from, and build upon, the approaches already established in the region and the rest of the country, and best practice worldwide.

In that plan, we will aim to deliver early benefits to customers whilst also investigating ambitious ways of transforming the way people pay for their travel. An improvement we are working towards is to enable customers to buy rail season tickets on smart cards. We are also working towards making smart cards useable in each other's areas across the North, and investigating contactless payment by bank card and by mobile phone for pre-pay tickets.

We then want to go further, and as part of our plan, we will develop an approach that takes account of emerging technologies, such as account-based travel. This should offer people the flexibility to use their smart card, contactless bank card or mobile phone to pay for travel on account.

Our plan will aim to transform the customer retail experience and drive patronage growth as well as reducing fare evasion. We are also commissioning research to understand current and future customer requirements, and other analysis to inform the future simplification and rationalisation of fares

TfN will focus on opportunities at the North of England scale and will not replicate work at a local or national level. However, it is uniquely placed to help achieve interoperability between local northern schemes and to help steer the national agenda.



6. A comprehensive Northern Transport Strategy

The Northern Transport Strategy takes a comprehensive approach to improving transport in the North. As well as plans for transforming connectivity by rail and road, and implementing smart and integrated travel, the March 2015 report set out plans for freight and logistics, international connectivity and strategic local connectivity. We are making real progress in each of these areas alongside the ambitious programme of work on rail, roads and smart ticketing.

Freight

Freight and logistics are integral to the success of the Northern economy, and we must plan ambitiously for growth.

For example, in Liverpool City Region we are seizing on the opportunity presented by Peel Ports' £300 million investment in the Port of Liverpool (the Liverpool 2 scheme at Seaforth) by supporting development of the "Liverpool Superport" freight and logistics hub through investment in skills and transport infrastructure within the £250 million Liverpool City Region Growth Deal. Elsewhere in the North, opportunities for new jobs in the freight and logistics sector are presented by private sector investment in expansion of the North's major ports, including at Humber, Tees and Tyne, and in the development of inland ports and multi-modal distribution centres, including at Doncaster, Goole and Port Salford.

In 2016 we will publish a northern multi-modal freight and logistics strategy to inform future transport investment. It will cover all plans to develop the North's distribution industry, including for warehousing, roads, rail, ports and other distribution networks.

To support the development of this strategy, a comprehensive study has been commissioned to identify the constraints and opportunities for meeting freight demand across road, rail, air and water. The study incorporates an extensive programme of private sector engagement. Carbon reduction and other environmental objectives will be taken into account alongside the need to facilitate growth in the logistics sector.

The freight study will dovetail with the work we are currently conducting on roads and rail so that its demand forecasts and conclusions can be incorporated in advance of scheme design. The study is on track for completion in March 2016.



International connectivity

For the North to compete as a single economy on the global stage, it is important to continue to develop our links to the rest of the world. The North has many international airports and seaports, and we need to ensure that people and goods can access them from across the country quickly and easily. We also need to encourage the development of a wider range of direct routes to more destinations, not least to the fastest growing markets such as China, India, the rest of Asia, Africa and Latin America.

We are already enjoying success. From June 2016 the Chinese carrier Hainan Airlines will commence a four flights a week service between Manchester and Beijing – the first direct scheduled flights between mainland China and a UK airport outside London. This will add to the existing link to Hong Kong and is of great importance to the future of the northern and UK economy. In summer 2015 United Airlines introduced the first ever direct non-stop service between Newcastle and New York.

This is great news but of course we want to go much further. By Budget 2016 we will develop a strategy to enhance our international connectivity. We will identify the most critical existing routes, and those which would best support the future growth of the North. We will then identify surface access improvements to increase the appeal of northern airports to both passengers and airlines,

and to support the attractiveness of northern ports for international passenger services. These key interventions will inform our work on strategic local connectivity and form an important part of the Northern Transport Strategy.

Strategic local connectivity

TfN recognises the fundamental importance to the Northern Powerhouse of good connectivity within city regions and local areas, as well between them. Local connectivity enables people to access employment opportunities, supports freight supply chains, and enables businesses to link to each other. It also allows people to access the full range of educational, leisure, shopping and cultural opportunities the North has to offer. Local connectivity is needed to ensure that investment in improving strategic connectivity across the North delivers benefits to all.

The development and delivery of plans for local connectivity is the responsibility of the North's local transport authorities, and this will remain the case. TfN's aim is to add value by facilitating collaboration between its member partners, sharing good practice, and identifying the key strategic local connectivity issues and potential schemes that are of importance to delivering the Northern Transport Strategy and the Northern Powerhouse. This will include helping inform the next generation of major road improvements in the north, as set out in Section 4, Transforming Road Connectivity.



Through the 11 Growth Deals with the city regions and Local Enterprise Partnerships of the North, over £1.5 billion of Local Growth Fund investment is already committed to supporting the delivery of more than 160 local transport projects by Northern local authorities, leveraging in private investment, boosting economic growth and local connectivity. A further £380m is committed to completing the 15 local authority major schemes already in construction across the North. This portfolio includes major local public transport projects including Manchester Cross-City Bus, South Yorkshire Bus Rapid Transit and Pennine Reach in East Lancashire, as well as local highways major schemes including those mentioned in Section 4.

In the Spending Review the Government has provided a further boost to our vision for improving local connectivity by establishing a new Local Majors Fund, with £475 million committed over the next 5 years. This provides TfN's member authorities with a new opportunity to bid for funding for large local transport projects that would be too expensive for them to pay for by themselves. TfN will add real value to this by supporting partners to come together and identify strategically significant projects that could be delivered by joint local bids to the Fund.

On top of this, through Devolution Deals – including those now signed with Sheffield City Region, Greater Manchester, the North East, Tees Valley

and Liverpool City Region – the Government is transferring transport powers and long term funding to new elected mayors of TfN's member city regions. These deals will enable delivery of a step change in local connectivity and make powers available that will support delivery of TfN's overall vision for smart and integrated travel across the region.

For the North's local transport authorities, as well as delivering the current programme, the task now is to develop the strategies and schemes that will support growth into the 2020s and beyond.

TfN is developing an overview of the key issues and proposals for improving local connectivity and supporting the priority locations for growth across the North. Since August, the new members of TfN, including Cheshire and Warrington, Cumbria, Lancashire, Tees Valley and North Yorkshire, have been brought on board and their priorities have been added to the overall picture.

Work has now been commissioned by TfN to ensure that we have identified all the potential schemes of strategic local significance which would enable all parts of the North to connect into and benefit from the enhanced connectivity delivered by the major road and rail schemes of national and pan-northern significance. The findings of this work will be incorporated into the Northern Transport Strategy and reported in March 2016.



7. Developing TfN

In March 2015 we committed to develop TfN to become a representative body for the whole of the North of England that can speak with one voice to Government on the region's transport investment priorities, and develop its relationship with Rail North.

This summer, the TfN Partnership Board expanded its membership to include council leaders and Local Enterprise Partnership chairs representing Cumbria and Lancashire, Tees Valley, North Yorkshire, and Cheshire and Warrington. Together with Government and Network Rail, Highways England and HS2 Ltd, the Partnership Board now provides a genuine representative body for the whole of the North.

Delivering the Northern Transport Strategy requires a strategic agile organisation, focused on the delivery of the pan-northern agenda. Since the Government provided £30 million of funding to TfN at the Summer Budget, we have been working to achieve this, in parallel to delivering our ambitious work programme at an accelerated pace. And we can now plan for the long term, with the Government's commitment at the Spending Review to funding TfN over this parliament, with a total £50 million now committed.

To lead TfN and oversee the development of the Northern Transport Strategy, TfN is appointing a new independent Chair and has appointed a new Chief Executive, David Brown. The recruitment process for the wider organisation is well under way with a core team already in place, which will be substantially strengthened by the end of the year.

Meanwhile, in November, the Government introduced legislation into Parliament with the aim to enable TfN to be constituted as a statutory body by 2017.

As part of our approach to option development and prioritisation, TfN is developing its groundbreaking approach to analysis and forecasting, and has commissioned the Northern Powerhouse Independent Economic Review and pan-Northern forecasting. This will form a key input to the next Northern Transport Strategy report to be published in March 2016.

Throughout all our work, analysis will be used to inform our assessment of the economic case for each option (looking at the relative scale of costs and benefits) and their affordability, which are essential parts of the evidence needed for our overall prioritisation of options and future infrastructure investment decisions.

All this will enable TfN to go forward with confidence towards delivering the vital transport connectivity to underpin the Northern Powerhouse vision.





HM Government

