

Transport for the North Board – Item 8

Subject: Final Strategic Transport Plan and Initial Investment Programme

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Sponsor: Jonathan Spruce, Strategy Director

Meeting Date: Thursday 7 February 2019

1. Purpose of the Report:

1.1 This report presents the Final Strategic Transport Plan and the initial version of the TfN Investment Programme for approval by the Board.

2. Executive Summary:

2.1 The Strategic Transport Plan is TfN's flagship policy document. The Draft Strategic Transport Plan was published for public consultation on 16 January 2018, with 13 weeks of public consultation. At previous meetings of the Board, an update has been provided on the progress with preparing the Final Strategic Transport Plan.

2.2 A final version of the Strategic Transport Plan has now been prepared following thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners. The Partnership Board and the Scrutiny Committee have both endorsed the Final Strategic Transport Plan for approval. The Final Strategic Transport Plan has been assessed as complying with TfN's regulatory requirements, principally Section 102I Subsection 8d of the Local Transport Act 2008 (as added by Section 21 of the Cities & Local Government Devolution Act 2016).

2.3 In addition, the Independent Integrated Sustainability Appraisal Post-Adoption Statement shows how the Final Strategic Transport Plan is performing strongly on a number of the sustainability objectives in comparison to the Draft Strategic Transport Plan. This recognises the significant work TfN has done following the close of consultation and the continued working with stakeholders across the North.

2.4 The Final Strategic Transport Plan is supplemented by the initial TfN Investment Programme, the format of which was discussed and agreed at the TfN Board meeting on 13 September 2018. In particular, Tables 2 and 3 include the interventions that TfN believes could, and should, have a start on them before 2027, and form TfN's advice to Government on its short term priorities, whilst Table 4 is TfN's advice

on what the longer term, multimodal priorities for enhanced pan-Northern connectivity are.

3. Considerations:

3.1 Final Strategic Transport Plan

The Strategic Transport Plan is TfN's flagship policy document. The Draft Strategic Transport Plan was published for public consultation on 16 January 2018, with the consultation running for 13 weeks. At previous meetings of the Board, an update has been provided on the progress with preparing the Final Strategic Transport Plan and the meeting on 29 June 2018 considered in detail the independent report on the consultation produced by Ipsos MORI.

3.2 TfN adopted this approach in order to provide robustness, and to ensure that the consultation captured the insight and expertise provided in all the consultation responses. This has also ensured that TfN complied with its statutory regulation and allowed TfN to demonstrate how it had amended the Strategic Transport Plan to capture consultation feedback.

3.3 The Final Strategic Transport Plan has now been prepared following thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners. The TfN Partnership Board and Scrutiny Committee endorsed the Final Strategic Transport Plan for approval by the Board. The Final Strategic Transport Plan is included in Appendix 1.

3.4 In addition, the Independent Integrated Sustainability Appraisal Post-Adoption Statement, which has been challenging all the sustainability considerations of the Strategic Transport Plan throughout its development, is attached with this paper. It shows how the Final Strategic Transport Plan is performing more strongly on a number of the Integrated Sustainability Appraisal objectives in comparison to the Draft Strategic Transport Plan. This recognises the significant work TfN has done following the close of consultation and the continued working with stakeholders across the North. The Post Adoption Statement and Habitats Regulation Assessment are included in Appendix 2.

3.5 TfN is mindful of its obligations under The Cities & Local Government Devolution Act 2016 when preparing or revising the Strategic Transport Plan, principally Section 102I Subsection 8d of the Local Transport Act 2008 (as added by Section 21 of the Cities & Local Government Devolution Act 2016). This requires TfN to have regard to four particular elements:

- a) The promotion of economic growth in its area
- b) The social and environmental impacts in connection with the implementation of the proposals contained in the strategy

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- c) Any current national policy relating to transport that has been published by or on behalf of Her Majesty's Government, and
 - d) The results of the public consultation as required by the Act.
- 3.5 Independent legal counsel advice has been undertaken on the Final Strategic Transport Plan. Counsel's conclusion is that the Final Strategic Transport Plan is legally sound and complies with the legal requirements contained in both section 102I of the 2008 Act and the TfN Regulations.
- 3.6 **Initial TfN Investment Programme**
- The Final Strategic Transport Plan is supplemented by the initial TfN long term Investment Programme, the format of which was discussed and agreed at the TfN Board meeting on 13 September 2018. The content of the initial Investment Programme has been developed from the whole range of TfN's work programmes, and again through discussions with Officers of TfN's Constituent Authorities and Delivery Partners.
- 3.7 A copy of the initial Investment Programme is included at Appendix 3. In particular, Tables 2 and 3 include the interventions that TfN believes could, and should, have a start on them before 2027, and form TfN's advice to Government on its short term priorities, whilst Table 4 is TfN's advice on what the longer term, multi-modal priorities for enhanced pan-Northern connectivity are.
- 3.8 Recognising that further work is being undertaken on each of the TfN work programmes, delivering the interventions set out in the initial Investment Programme at current estimates will require a funding envelope of £60-70 billion in today's prices. This scale of the investment is in line with the fiscal remit for the National Infrastructure Commission set by HM Treasury, as set out in the National Infrastructure Assessment. TfN considers it to be an ambitious, yet realistic, investment programme.
- 3.9 The estimated scale of investment in strategic transport infrastructure needs to be matched with an increase in spend for transport within towns and cities, in line with the Commission's proposals for devolved cities and non-urban local transport to receive a significant uplift in funding from 2025 onwards. This will be in addition to the level of strategic transport investment identified previously, bringing the total requirement in transport to £100-120 billion between 2020 and 2050.
- 3.10 A review of this initial programme will start in Summer 2019 as part of the Government's Spending Review. This review will pick up the outcome of the RIS2 determination meaning that the first update of the programme is likely to be in early 2020. The Investment Programme will then be reviewed periodically after that, no more than annually.

4. Conclusion:

- 4.1 The Final Strategic Transport Plan and the initial TfN Investment Programme are the product of years of hard work that has been put in from all of TfN's Partners, and is worthy of the flagship status of these documents. Subject to approval by the Board, the documents will be formally launched on 11 February 2019. This will be a landmark moment for the North formally speaking with one voice on what it needs from its strategic transport infrastructure, based on sound evidence and embedded with a need for future growth and investment to be both sustainable and inclusive. Delivery of the policies, proposals and interventions set out in both documents will result in tangible benefits to residents, workers and visitors right across the North.

5. Recommendations:

- 5.1 It is recommended that the TfN Board approve the Final Strategic Transport Plan as its statutory plan under Section 102I of the Local Transport Act. Both the Strategic Transport Plan and initial Investment Programme will be advice to Government as per TfN's Regulations.

6. Appendices:

- 6.1 Appendix 1 – Final Strategic Transport Plan (to be accessed via TfN Website)
- 6.2 Appendix 2 – Independent Integrated Sustainability Appraisal Post Adoption Statement, undertaken by Atkins (two attachments)
- 6.3 Appendix 3 – Initial TfN Investment Programme (to be accessed via TfN Website)

List of Background Documents

The following background papers were considered in preparation of this report:

- Item 4 – TfN Scrutiny Committee Meeting - 14 June 2018
- Item 4 – TfN Board Meeting - 28 June 2018
- Item 5 – TfN Scrutiny Committee Meeting - 30 August 2018
- Item 5 – TfN Board Meeting - 13 September 2018
- Item 4 – TfN Scrutiny Committee Meeting - 22 November 2018
- Item 5 – TfN Scrutiny Committee Meeting - 24 January 2019

Strategic Transport Plan – Draft for Public Consultation (Transport for the North, January 2018)

Integrated Sustainability Appraisal (Atkins, January 2018)

Draft Strategic Transport Plan and Integrated Sustainability Appraisal
Consultation – Analysis of Findings (Ipsos MORI, June 2018)

If you wish to access these background papers – please contact Jonathan Spruce, Strategy Director (jonathan.spruce@transportforthenorth.com)

Required Considerations

Equalities:

Age	Yes	No
Disability	Yes	No
Gender Reassignment	Yes	No
Pregnancy and Maternity	Yes	No
Race	Yes	No
Religion or Belief	Yes	No
Sex	Yes	No
Sexual Orientation	Yes	No

Consideration	Comment	Responsible Officer	Director
Equalities	A full Impact assessment has not been carried out because it is not required for this report. An EqIA has been carried out as part of the Integrated Sustainability Appraisal.	Robin Miller-Stott	Jonathan Spruce

Environment and Sustainability

Yes	No
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Consideration	Comment	Responsible Officer	Director
Sustainability/ Environment	An Integrated Sustainability Appraisal has been undertaken as part of the development of the Final Strategic Transport Plan. An Independent Carbon Review has been undertaken to inform the Final Strategic Transport Plan. A Post-	Robin Miller-Stott	Jonathan Spruce

	Adoption Statement of the Integrated Sustainability Appraisal has also been undertaken and published alongside the Final Strategic Transport Plan.		
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Legal

Yes	No
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Consideration	Comment	Responsible Officer	Director
Legal	Legal counsel has provided advice following a review of the Final Strategic Transport Plan.	Robin Miller-Stott / Sasha Wayne	Dawn Madin

Finance

Yes	No
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Consideration	Comment	Responsible Officer	Director
Finance	TfN Finance Team has confirmed there are no financial implications.	Robin Miller-Stott	Iain Craven

Resource

Yes	No
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Consideration	Comment	Responsible Officer	Director
Resource	TfN HR Team has confirmed there are no resource implications.	Robin Miller-Stott	Dawn Madin

Risk

Yes	No
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Consideration	Comment	Responsible Officer	Director
Risk	A risk assessment has been carried out and the key risks are included in the Corporate	Robin Miller-Stott	Iain Craven

	Risks Report. Undertaking the Integrated Sustainability Appraisal and public consultation has reduced potential risks associated with the Strategic Transport Plan being adopted.		
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Consultation

Yes	No
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Consideration	Comment	Responsible Officer	Director
Consultation	A statutory consultation was carried out on the Draft Strategic Transport Plan and the independent report on the outcome of this consultation has informed the production of the Final Strategic Transport Plan and Integrated Sustainability Appraisal.	Robin Miller-Stott	Jonathan Spruce