



Evidence which will inform the Strategic Transport Plan

Transport for the North (TfN) is developing a Strategic Transport Plan and accompanying TfN Investment Programme to better connect the North of England. The Plan will have a wide ranging and ambitious scope, setting out connectivity priorities right across the North that will help transform economic performance up to 2050. Identification of Strategic Development Corridors and intervention needs on the road and rail networks will help inform the Investment Programme.

Building on local plans and strategies, TfN has produced two new and important pieces of evidence, the Initial Major Roads Report and Initial Integrated Rail Report. These reports will inform the Strategic Transport Plan, identifying the connectivity gaps and challenges of the North's transport system.

Initial Major Roads Report

The Initial 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.



Initial Integrated Rail Report

TfN, with Rail North, has identified the strategic improvements needed to rail services and infrastructure across the North in the Initial Integrated Rail Report. 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.

TfN will publish a Single Integrated Rail Plan by the end of 2017, to support the Strategic Transport Plan. It will set out an integrated programme of schemes to deliver Northern Powerhouse Rail, HS2, Network Rail enhancements and franchise commitments. It will be informed by evidence from the Initial Integrated Rail Report, freight and logistics work and the Rail North Long Term Rail Strategy.

Integrated Sustainability Appraisal

Creating and sustaining transformational economic growth requires an environment where people want to live and work, businesses of the future want to invest and individuals have access to opportunities, including employment, education, healthcare and other services.

The Integrated Sustainability Appraisal, which will be published alongside the formal statutory consultation on the Strategic Transport Plan, will provide the framework to review and challenge objectives, policies and programmes throughout the development of the Strategic Transport Plan.

The Strategic Transport Plan presents a unique opportunity to encourage quality of place and good growth in the North, while taking a strategic view of sustainability challenges at a pan-Northern level. In identifying gaps in the transport network and developing Strategic Development Corridors, TfN will be able to progress solutions that maximise the use of existing infrastructure, are multi-modal and smart, and connect and protect the North's fantastic heritage and biodiversity assets.

Enhanced Freight and Logistics Analysis

With transformational improvements to the road and rail network, freight and access to ports and airports across the North can be improved to support the industry to drive forward the Northern Powerhouse. TfN has been building on its initial Freight and Logistics Report, published in September 2016, undertaking enhanced analysis and data modelling which has identified improved connections and demand for freight and logistics. This enhanced analysis will be incorporated into the Strategic Transport Plan, and has already informed the Initial Integrated Rail and Major Roads Reports.

International Connectivity

In 2016, TfN's chair John Cridland assembled an independent commission to examine the North's international connectivity needs and aspirations. The Independent International Connectivity Commission's Report, published in February 2017, indicated that better international connectivity is an important lever to drive growth. The Commission stated that better international connectivity starts by ensuring passengers and freight can easily and rapidly access the North's ports and airports.

The Commission recommended that, by 2050, 90% of long-haul passengers should be able to fly directly from the North to their international destination, compared to just 50% presently. Improving international links from the North could see 75 million air passengers travelling to and from the North each year by 2050, nearly double the current number. It also recommended that all air freight from the North should be able to fly from the North. £1.5 billion is directly contributed by ports in the North, with 33% of all UK freight using these ports.

TfN has ensured that the surface access needs of the North's airports and ports are addressed through the Initial Major Roads and Initial Integrated Rail Reports. TfN is continuing to build further market intelligence to understand international connectivity issues and support actions to take forward.

Northern Powerhouse Rail

Northern Powerhouse Rail is a rail network that can meet the needs of people and business, transforming connectivity between the important economic centres of the North.

Currently fewer than 10,000 people in the North can access four or more of the North's largest economic centres within an hour. This would rise to 1.3 million once Northern Powerhouse Rail was delivered. Northern Powerhouse Rail would transform the job market, giving businesses access to skilled workers in bigger labour markets and offering individuals the opportunity for flexible career development and progression, all within the North.

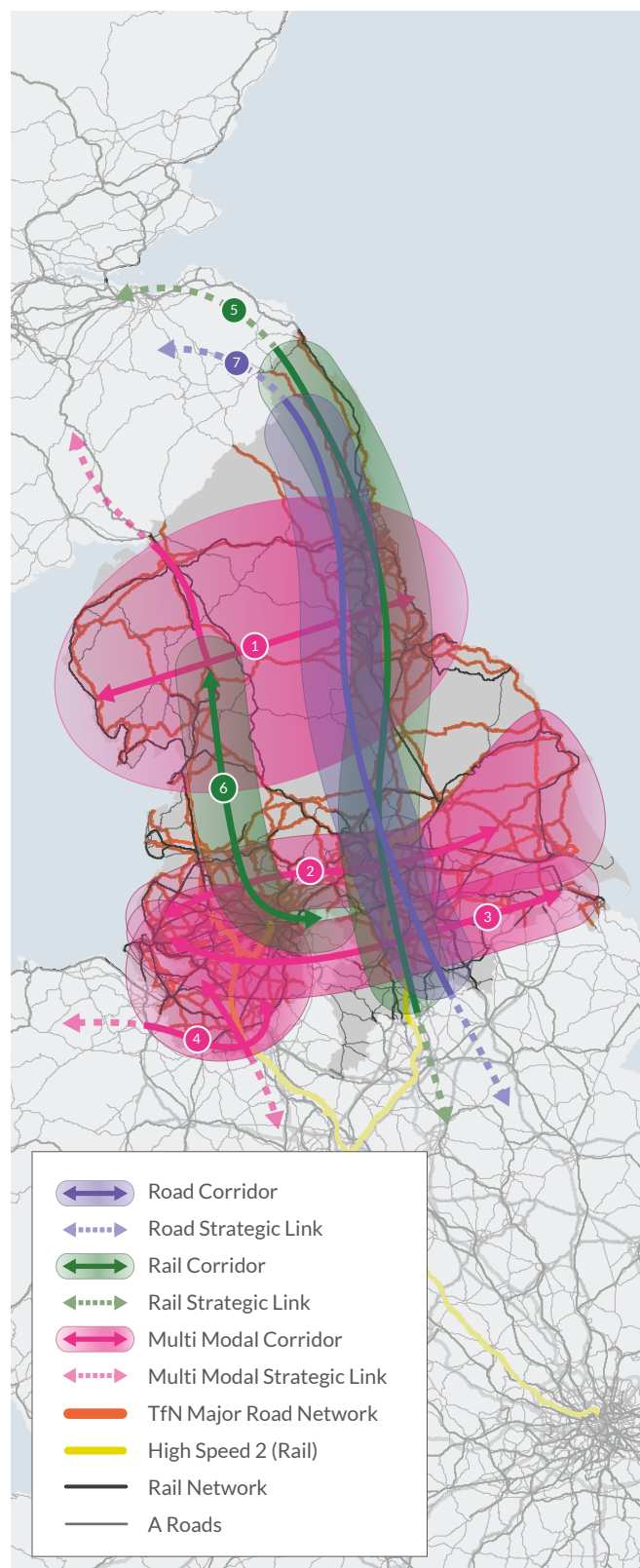
TfN and DfT, working with delivery partners Network Rail and HS2 Ltd, have carried out substantial work to develop options for Northern Powerhouse Rail, with priorities for further development agreed at the TfN Partnership Board in December 2016. Detailed work on these concepts is now underway.

Integrated and Smart Travel

Integrated and Smart Travel is TfN's programme to develop smart travel solutions across the North that make journeys on public transport as simple, attractive and convenient as possible. The programme will be delivered over three phases. The first will introduce smart season and flexi tickets on rail. A series of pilot projects will provide valuable insight for longer term plans.

Strategic Development Corridors

Building on the evidence from the Initial Integrated Rail and Initial Major Roads Reports, TfN has defined nine Strategic Development Corridors, as shown on the following map below. These include Northern Powerhouse Rail, Integrated and Smart Travel and seven geographic connectivity priorities that reflect the economic links across the North.



Multi-Modal

- 1 Connecting the Energy Coasts**
Better connecting people and goods between the non-carbon energy and research assets located along the North West and North East coastlines and the national road and rail networks. It will also examine providing a more resilient east-west route across the between North of England.
- 2 Central Pennines**
Across the corridor there are key population centres and a diverse mix of strategic movements that serve emerging capabilities 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.
- 3 Southern Pennines**
Improving strategic East-West links between the economic centres and key assets within Liverpool, Greater Manchester, Sheffield City Region, and Hull and Humber. Transformational improvements to Transpennine road and rail links between Sheffield and Manchester, better access to the growing Doncaster Sheffield Airport and strengthening this key multi-modal logistics corridor, especially to the ports in Liverpool and the Humber, could provide greater resilience and opportunities, along with associated economic growth.
- 4 West and Wales**
Improving links, for people and goods, to, from and through the Cheshire Science Corridor and Atlantic Gateway, Manchester Airport HS2 to North Wales Arc, and Crewe Northern Gateway, taking into account cross-border movements into the Midlands and North Wales.
- Integrated and Smart Travel**
Pan-Northern TfN Programme to develop smart travel solutions.

Rail

- 5 East Coast Corridor to Scotland**
The East Coast Main Line provides a key spine for north-south movements from which wider strategic and local connectivity is provided, but this corridor also encompasses parallel rail lines connects the key economic centres in the North East of England to each other and to the rest of the UK.
- 6 West Coast to Sheffield City Region**
This will support the links between advanced manufacturing clusters in Cumbria, Lancashire, Greater Manchester and Sheffield City Region, and is primarily a rail corridor to complement other investments being pursued in road improvements to the North West of Manchester and across the Pennines.
- Northern Powerhouse Rail**
Pan-Northern TfN Programme to improve connectivity between key economic centres.

Road

- 7 Yorkshire to Scotland**
This complements the East Coast Corridor to Scotland and will examine the requirements to better connect the eastern side of the North beyond the current Road Investment Strategy commitments, also extending into the East Midlands.



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