

#onenorth



The North today



3 county councils



28

universities

In the North, with 525,000 students

↓ 4.4%
unemployment
rate
(September 2017)



23 major ports



£330bn

GVA (2016)



256
towns



Five of
the UK's ten
largest cities



5

National
Parks



6 UNESCO World
Heritage Sites



7.63 million jobs



£125,085
average
house price



73.4%
employment
(September 2017)



7 international
airports



43.9m
annual air
passengers from
Northern airports



37

district
councils

15.4
million
people



11
local enterprise
partnerships



5 combined
authorities





Our role and remit



**Elected
politicians**



**Business
leaders**

Local Transport Authorities

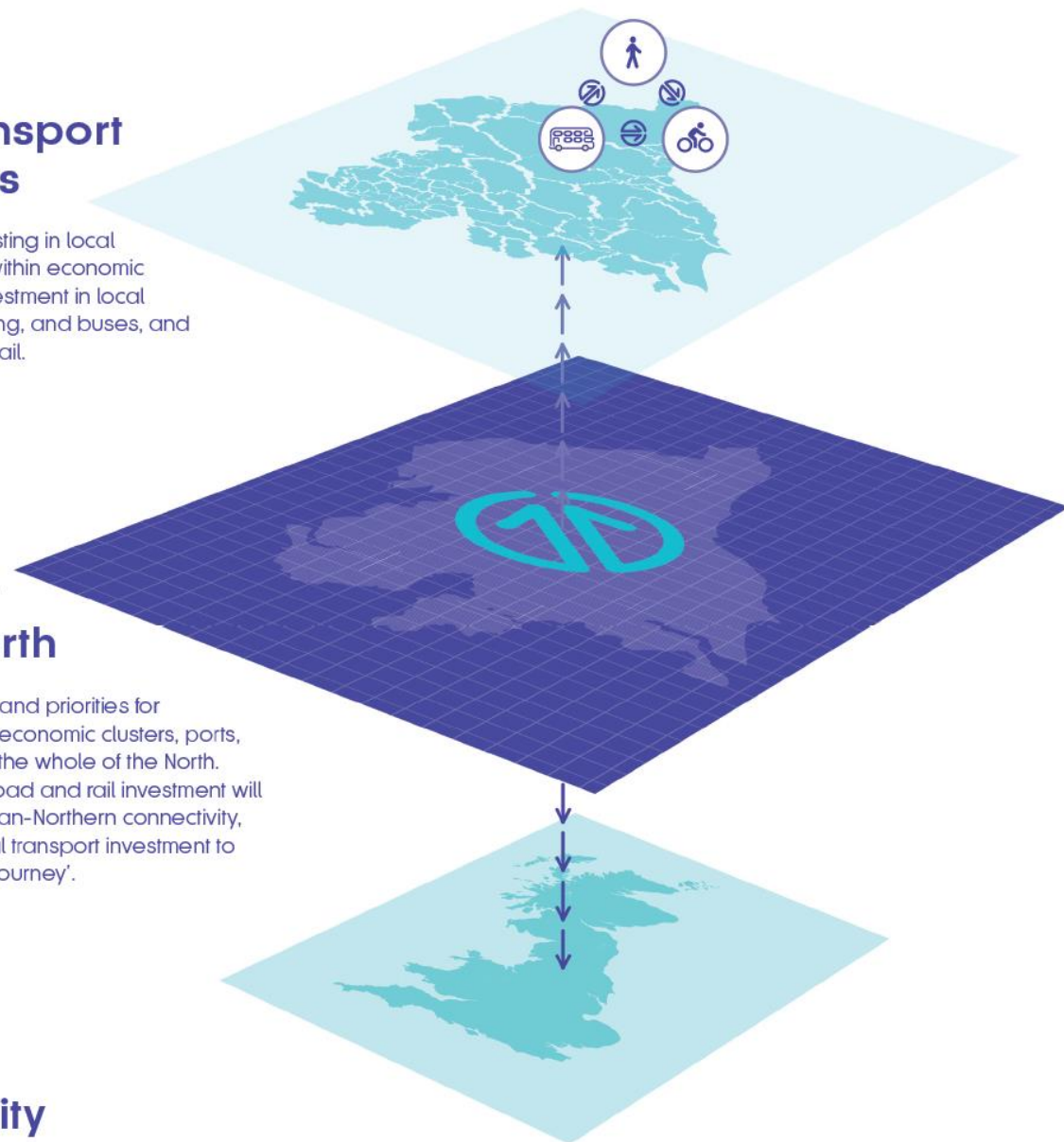
Managing and investing in local transport networks within economic clusters, such as investment in local roads, cycling, walking, and buses, and in some cases light rail.

Transport for the North

Setting out the case and priorities for connecting different economic clusters, ports, and airports across the whole of the North. TfN's 'blue print' for road and rail investment will enhance strategic pan-Northern connectivity, complementing local transport investment to improve the 'whole journey'.

National connectivity

Working with the Department for Transport and the North's cross-border authorities, the pan-Northern investments will support enhanced connectivity across the UK.





TfN's role and remit

In April 2018, Transport for the North became England's first ever Sub-national Transport Body.

The Sub-national Transport Body (Transport for the North) Regulations 2018 states the following general functions:

- Prepare a transport strategy, in the form of the Strategic Transport Plan
- Provide advice to the Secretary of State about the exercise of transport functions (whether exercisable by the Secretary of State or others)
- Co-ordinate the carrying out of transport functions that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions
- If TfN considers that a transport function would more effectively and efficiently be carried out by TfN, to make proposals to the Secretary of State for the transfer of that function to TfN
- To make other proposals to the Secretary of State about the role and functions of TfN





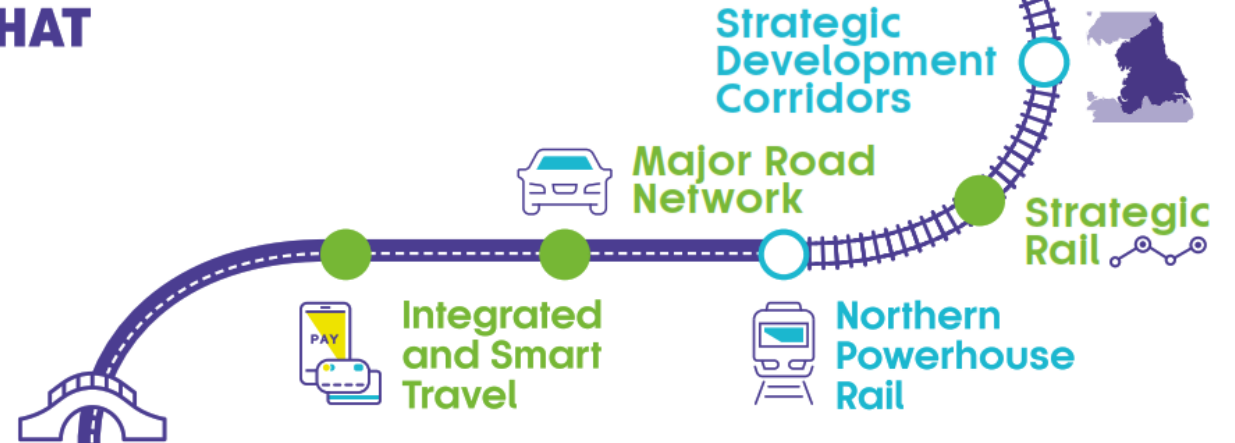
Strategic Transport Plan



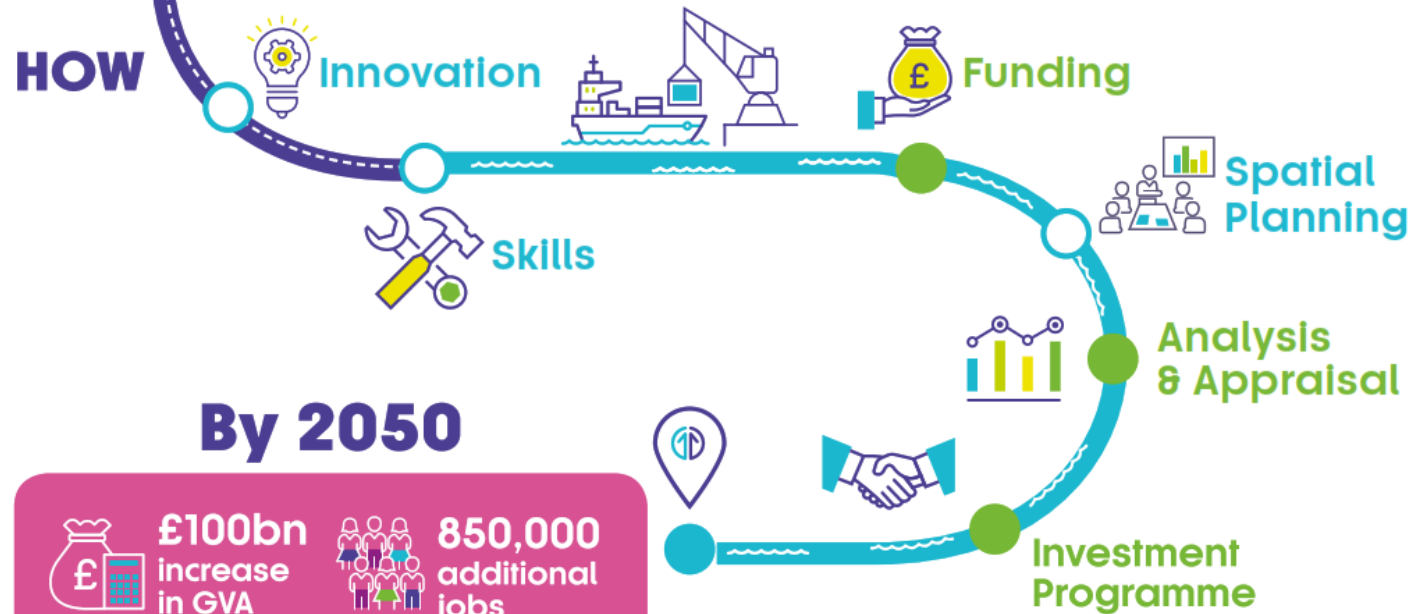
WHY



WHAT



HOW





Pan-Northern transport objectives



Transforming economic performance



Improving inclusivity, health, and access to opportunities for all



Promoting and enhancing the built, historic, and natural environment





Increasing efficiency, reliability, integration, and resilience in the transport system



A transformed North

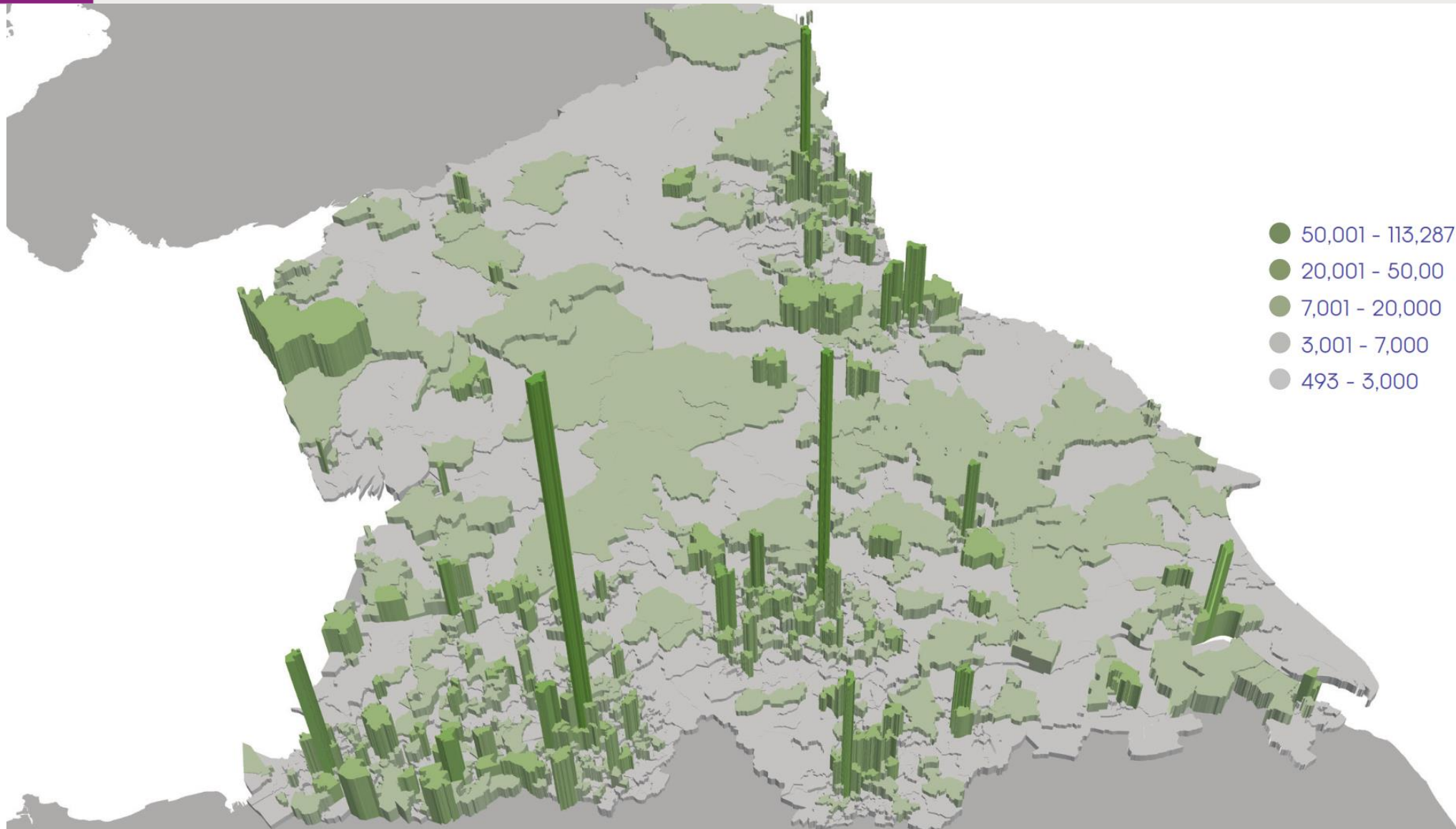


	2015	2050 Business as usual scenario	2050 Transformational scenario (baseline for TfN)
 Employment	7.5 million	8.3 million	9.2 million
 GVA (2011 prices)	302 billion	603 billion	695 billion





Employment distribution across the North



Distribution of key capabilities

PRIME CAPABILITIES

Advanced
Manufacturing



Digital



Energy



Health
Innovation



ENABLING CAPABILITIES



Education
(particularly Higher
Education)

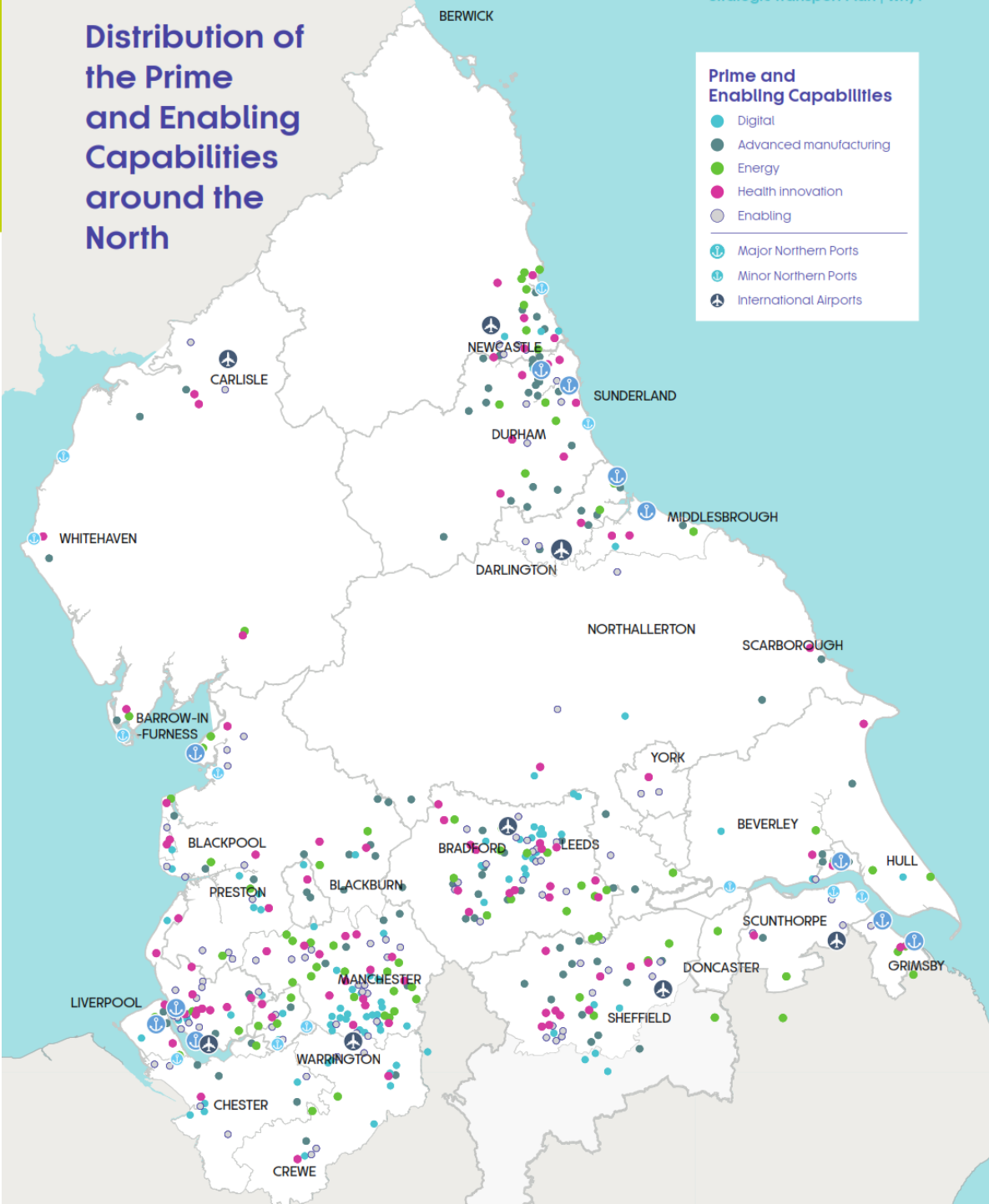


Financial &
Professional
Services



Logistics

Distribution of the Prime and Enabling Capabilities around the North

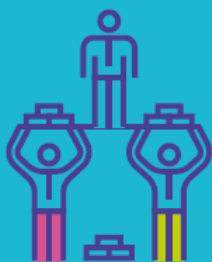




Economic assets and clusters



Connecting people



Connecting businesses



Moving goods

-  Economic clusters
-  National Parks and Areas of Outstanding Natural Beauty

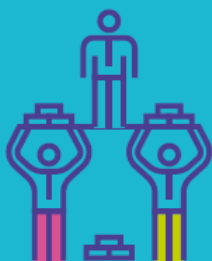




The North's current employment density



Connecting people



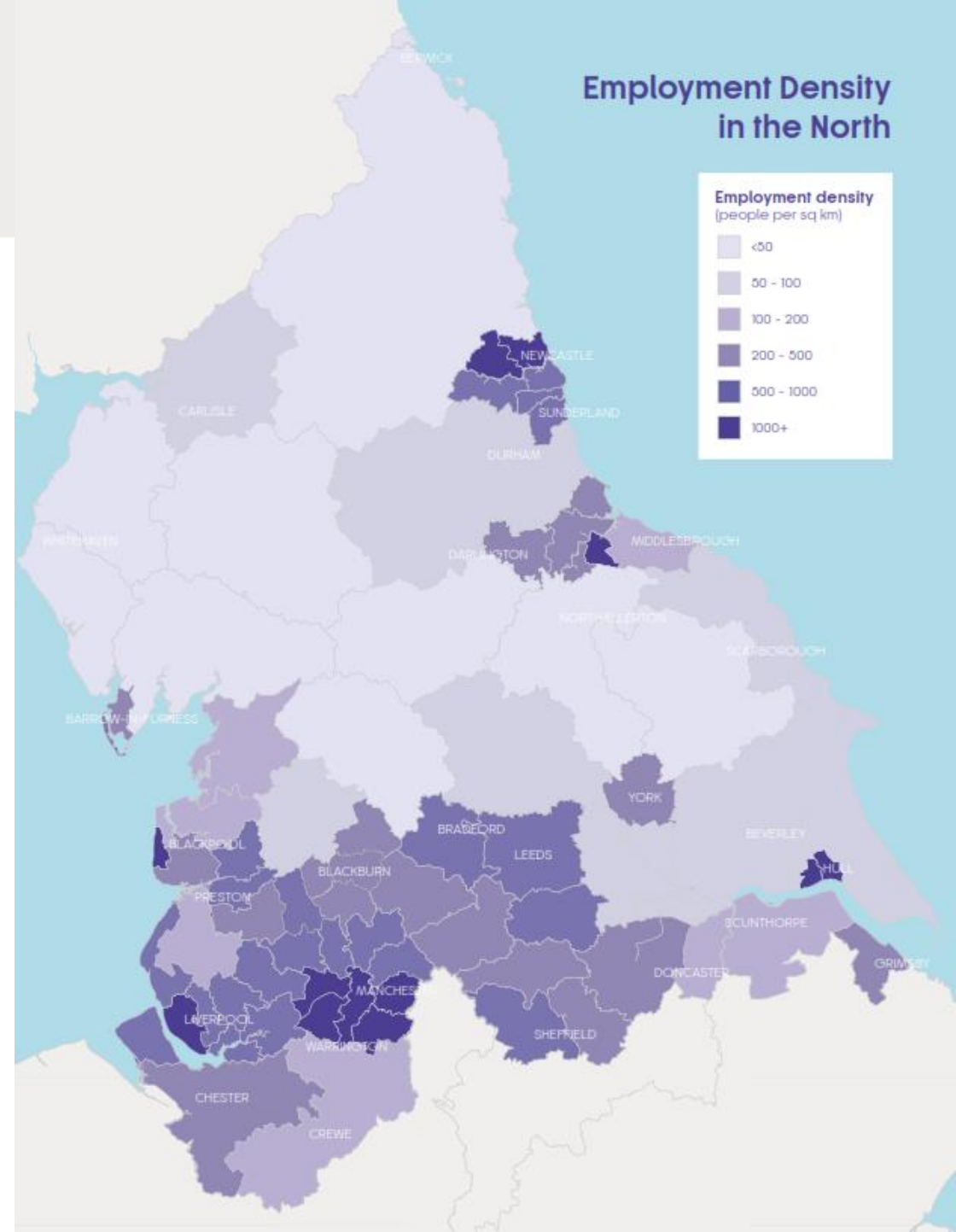
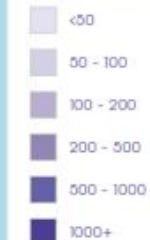
Connecting businesses



Moving goods

Employment Density in the North

Employment density
(people per sq km)

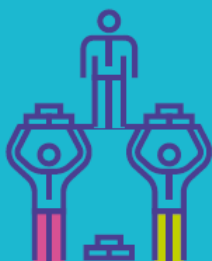




A transformed Northern economy



Connecting people

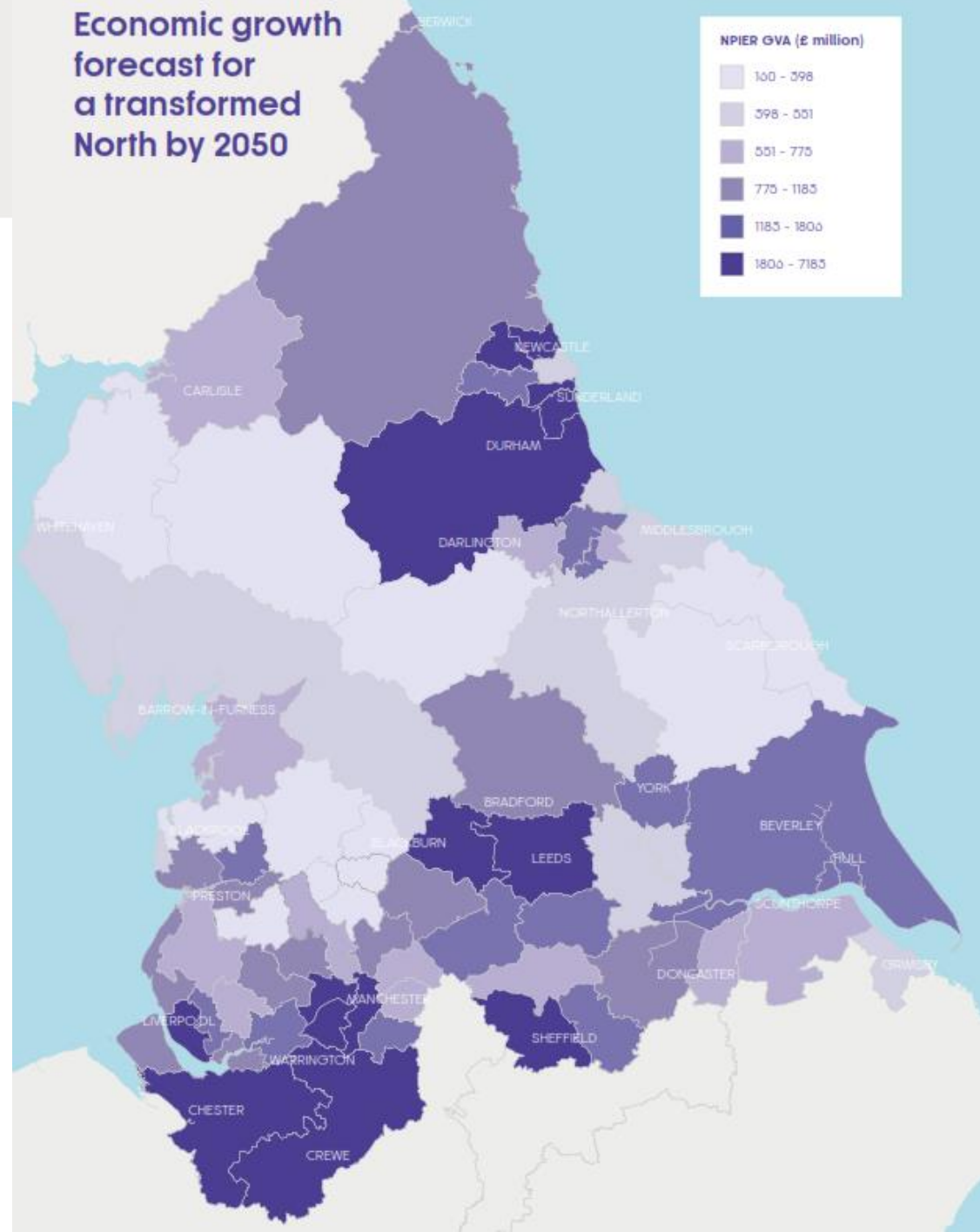


Connecting businesses



Moving goods

Economic growth
forecast for
a transformed
North by 2050

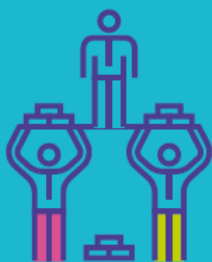




A transformed Northern economy



Connecting people



Connecting businesses

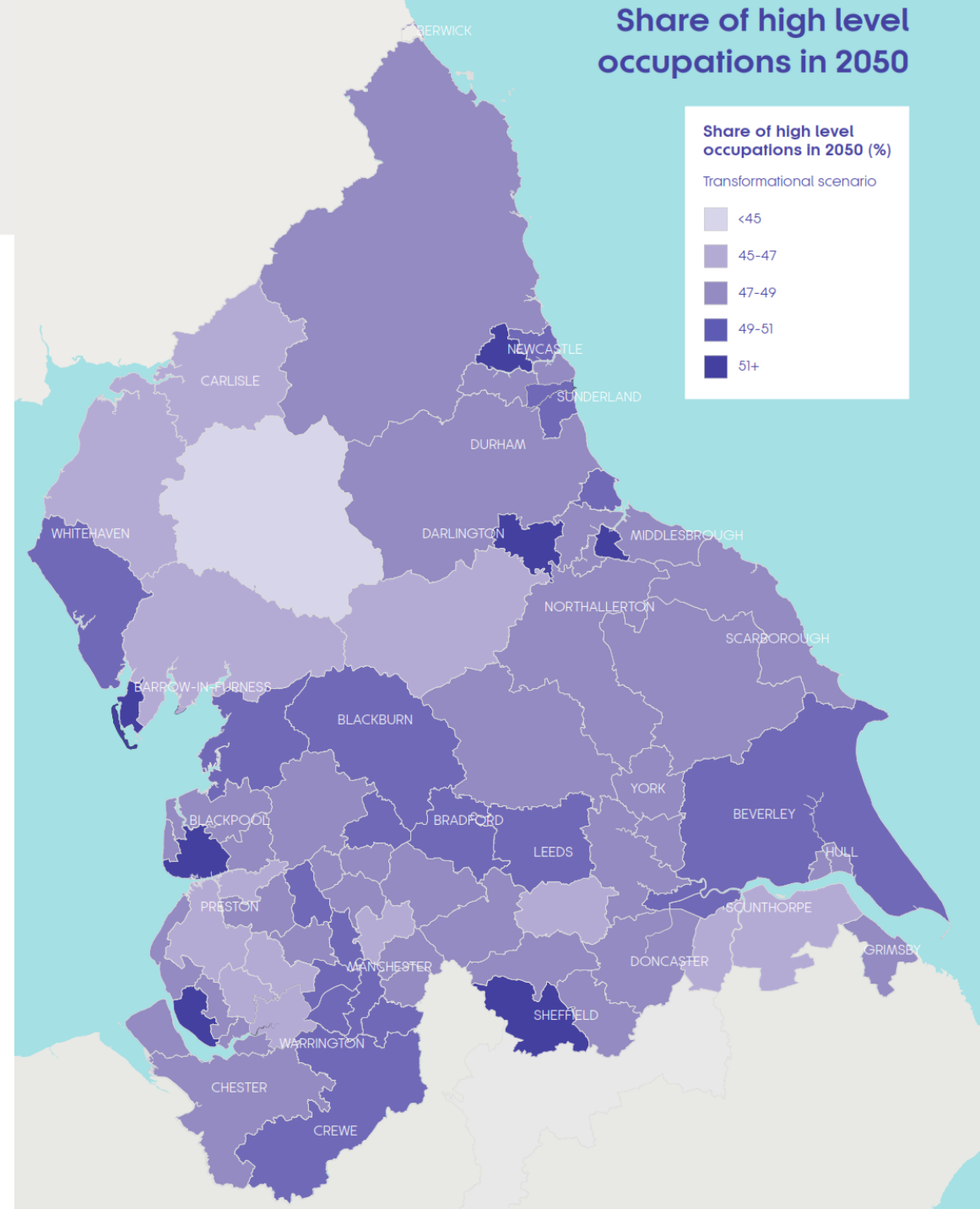
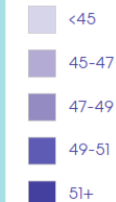


Moving goods

Share of high level occupations in 2050

Share of high level occupations in 2050 (%)

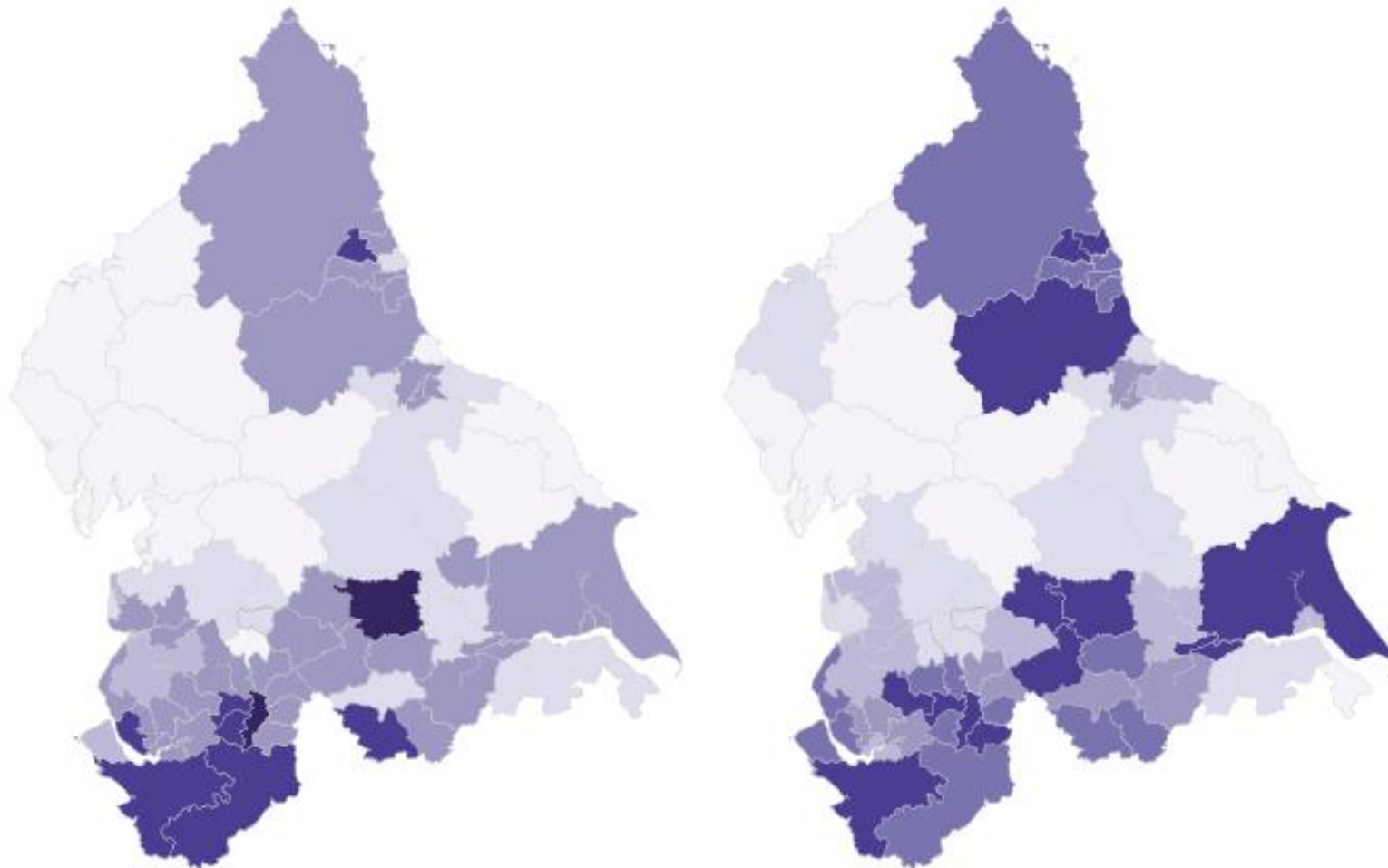
Transformational scenario





Commuting patterns across the North

In and Out commuting





The North's transport network



26 minutes

average travel time to work



1.54

Vehicle occupancy



3,800km

total kms of rail



13km

Average commute

+8%



increase in road trips
between 2012-2016



222.9 million

passenger rail journeys

Mode shares for travel to work

75%

Car

14%

Other

7%

Bus

4%

Rail



85,580km

total kms of road



207%

Rail demand increase
since 1995/96



Demand on the transport network

Roads



Car travel is the dominant mode of travel (66% of all trips and 80% of distance)

People within the top 20% income band within the North travel 250% greater distance annually (210% more by car and 330% more by rail) than those within the bottom 20% income band.

Rail



Only 1.1% share of total trips

Rail passengers three times than 20 years ago, a rate of 6.3% per annum (national growth rate - 4.2%)

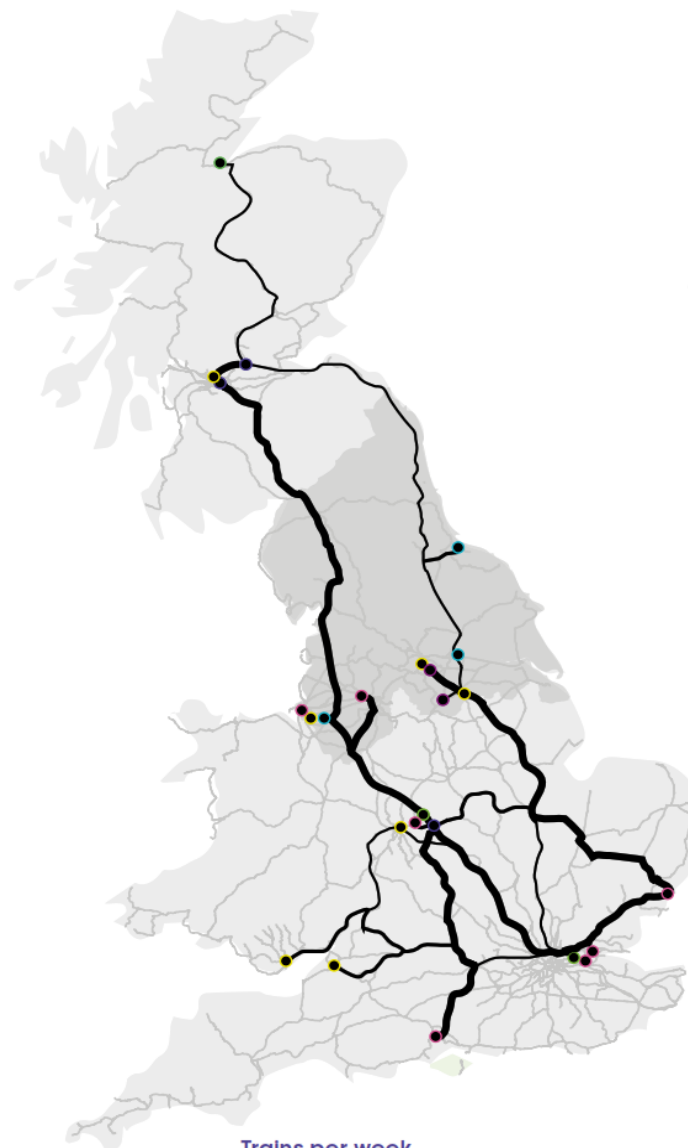
Capacity on rail services increased by an average of 6.45%

Average speeds across the Pennines are below 50mph

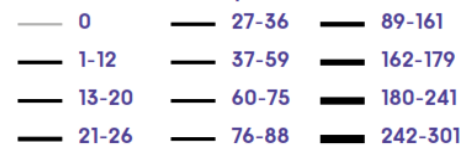


Freight on rail

Rail freight services

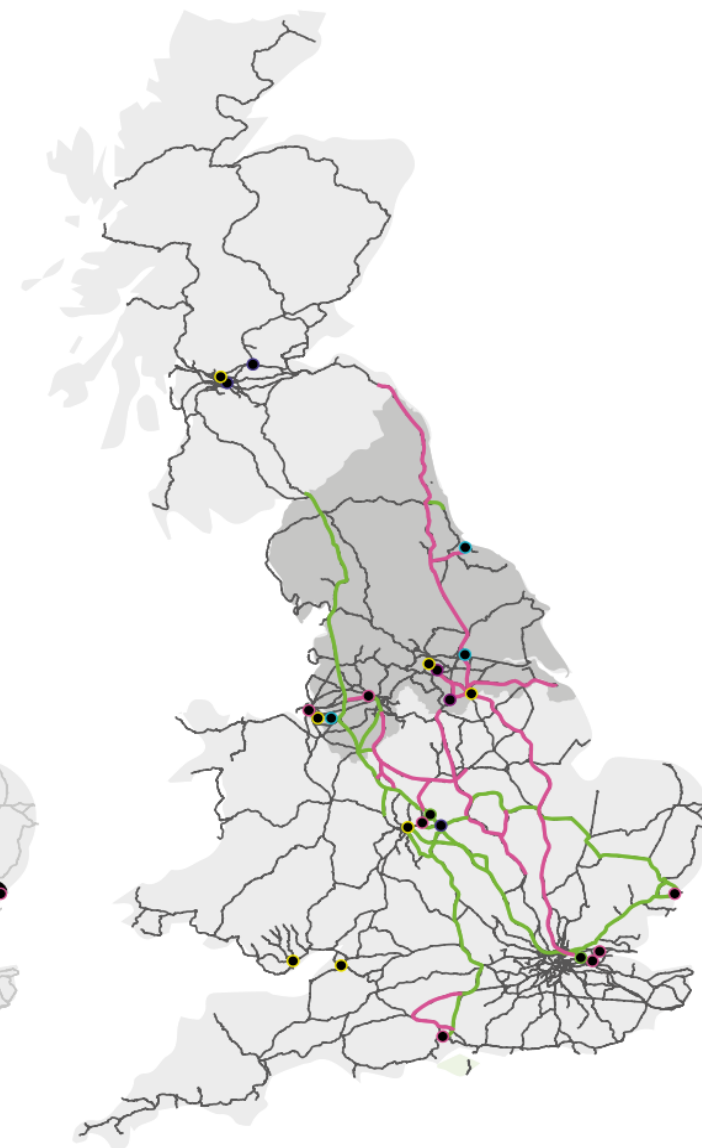


Trains per week



● Intermodal Terminals by Operators

Rail freight gauge





Sustainability



TfN supports the series of Government policies and proposals to meet the UK's legislated emission reduction targets as set out in the Road to Zero Strategy and Clean Growth Strategy.

TfN supports the Government's recent pledge to remove diesel trains from Britain's railways by 2040.

TfN supports the delivery of a low carbon Northern transport network, including a zero carbon public transport network, by 2050.

TfN fully supports the Birmingham Declaration on zero emission vehicles in meeting the goals of the Paris Agreement.

Working with the Government and TfN's Partners, the North must ensure there is a joined-up plan for strategic electric vehicle charging infrastructure to enable the mass adoption of electric vehicles.

The 'Pathway to 2050' will set out how TfN's implementation of policies and interventions will contribute towards meeting carbon budget targets. Work will also explore Sustainable Return on Investment in business cases.



Transport and Spatial Planning



Homes for the North analysis that at least 50,000 new homes are required every year for the next decade for transformational demand (in 2016-17, only 32,650 new homes were completed).

A need for a more diverse, affordable market to house the present population and that of the future

The principle of joined-up planning for new homes and infrastructure has long been acknowledged at a national level and is mentioned as a key element of the Government's Industrial Strategy.

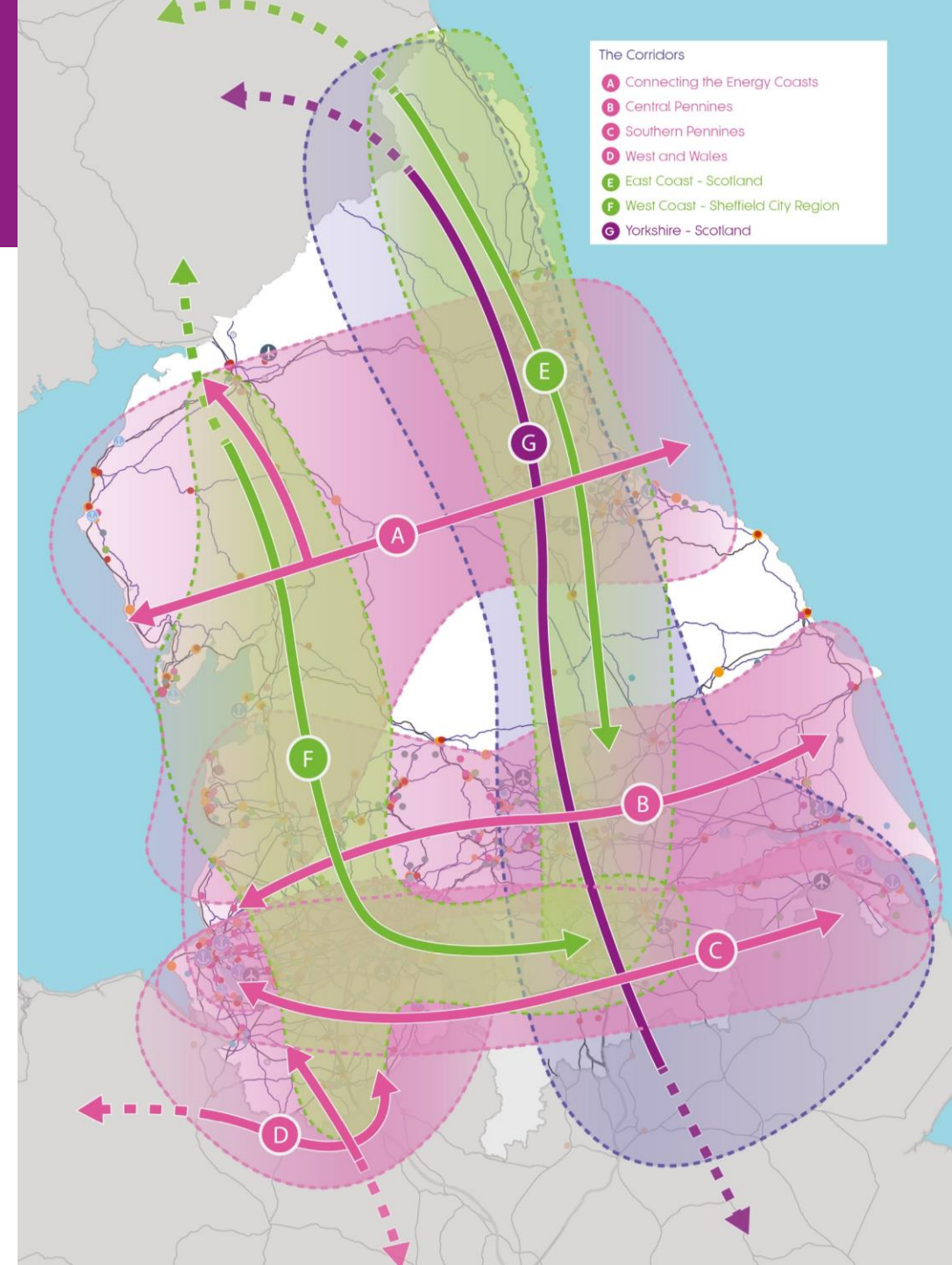
TfN wants to build a collaborative and constructive relationship with the North's 72 local planning authorities.

TfN also wants to continue to work collaboratively through existing partnerships and networks, such as work to develop a Great North Plan, to ensure that there is long term and co-ordinated strategic infrastructure investment.

Strategic Development Corridors

Developing the major strategic transport interventions along economic growth corridors

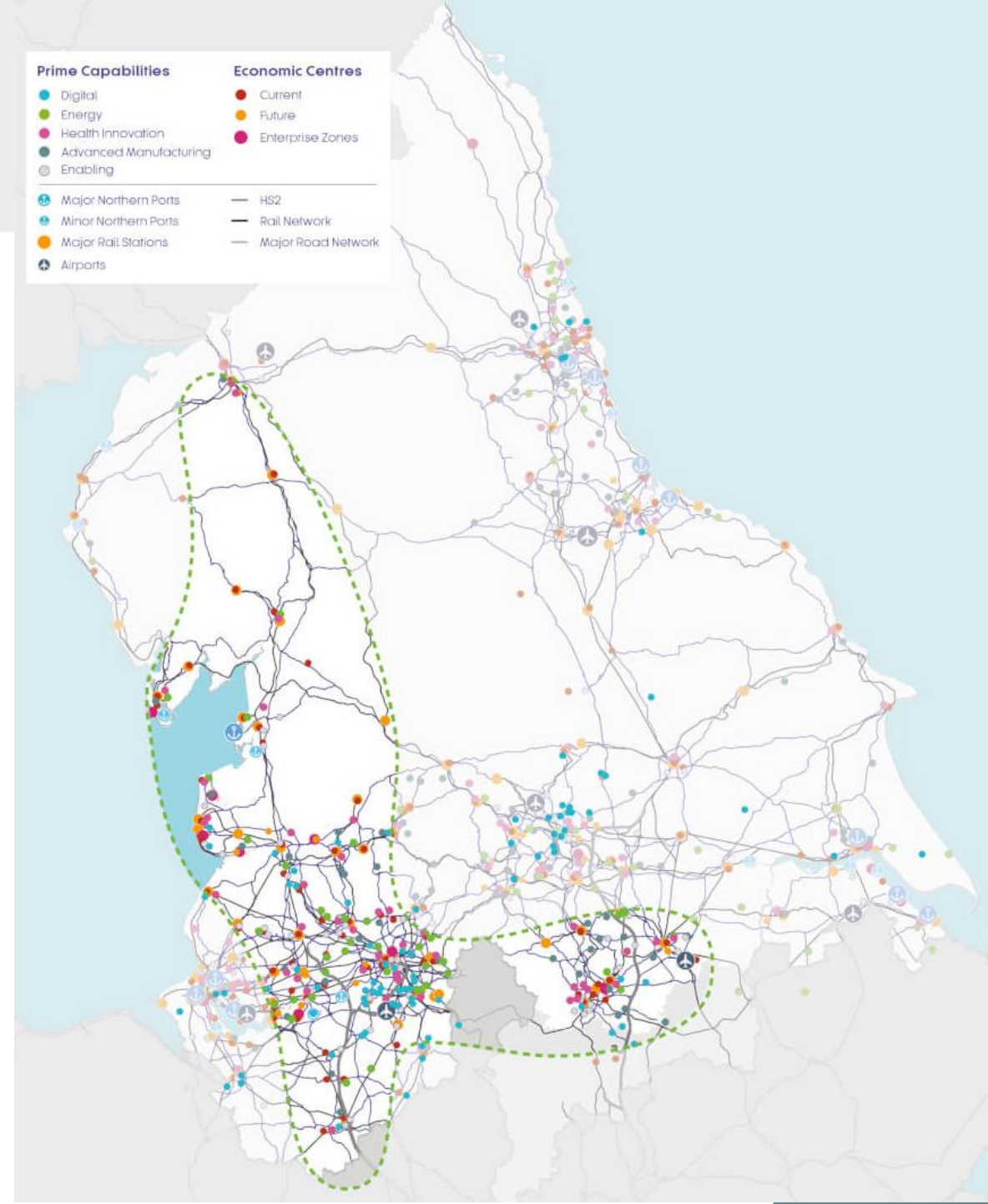
- A** Connecting the Energy Coasts
- B** Central Pennines
- C** Southern Pennines
- D** West and Wales
- E** East Coast to Scotland
- F** North West to Sheffield City Region
- G** Yorkshire to Scotland





West Coast – Sheffield City Region Strategic Development Corridor

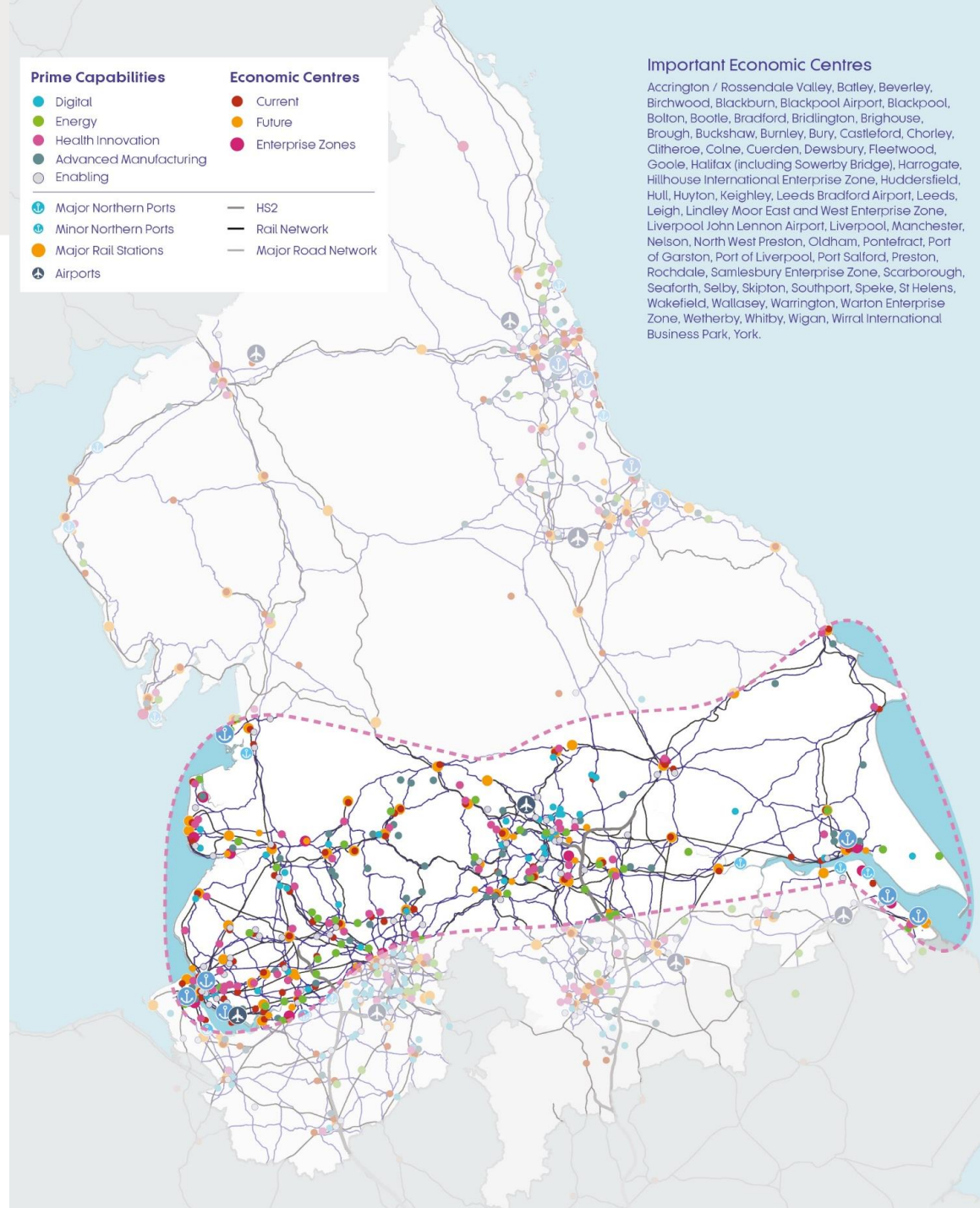
Strengthening rail connectivity along the West Corridor, through the West Coast Partnership and infrastructure upgrades, connecting the advanced manufacturing clusters and assets in Cumbria, Lancashire, Greater Manchester, Cheshire, and Sheffield City Region, with improved connectivity from the North in to Scotland and the Midlands.





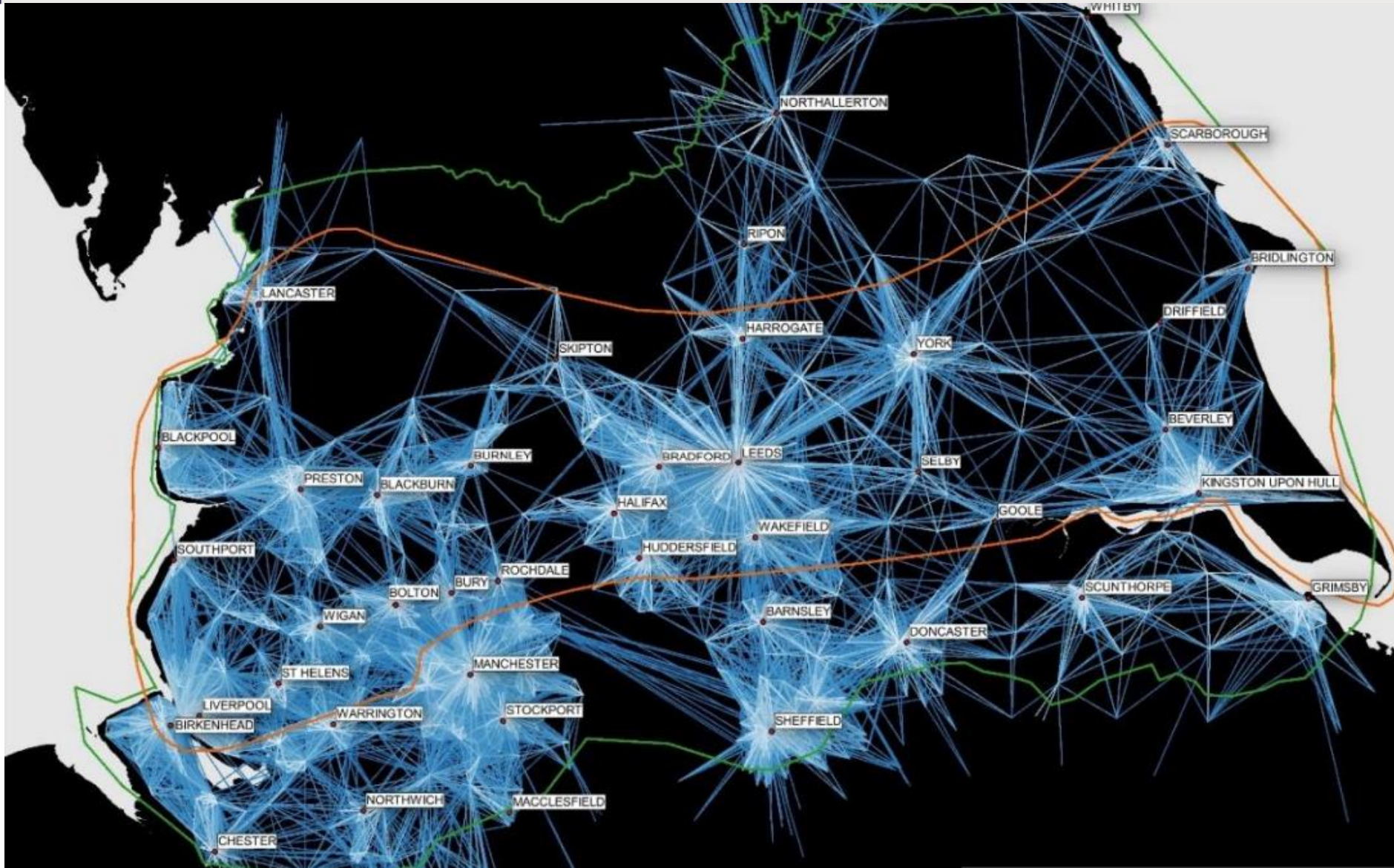
Central Pennines Strategic Development Corridor

Improving strategic East-West connectivity for some of the North's important economic centres and assets in North Yorkshire, West Yorkshire, East Riding and Hull and Humber through to Greater Manchester, Lancashire and Liverpool City Region.



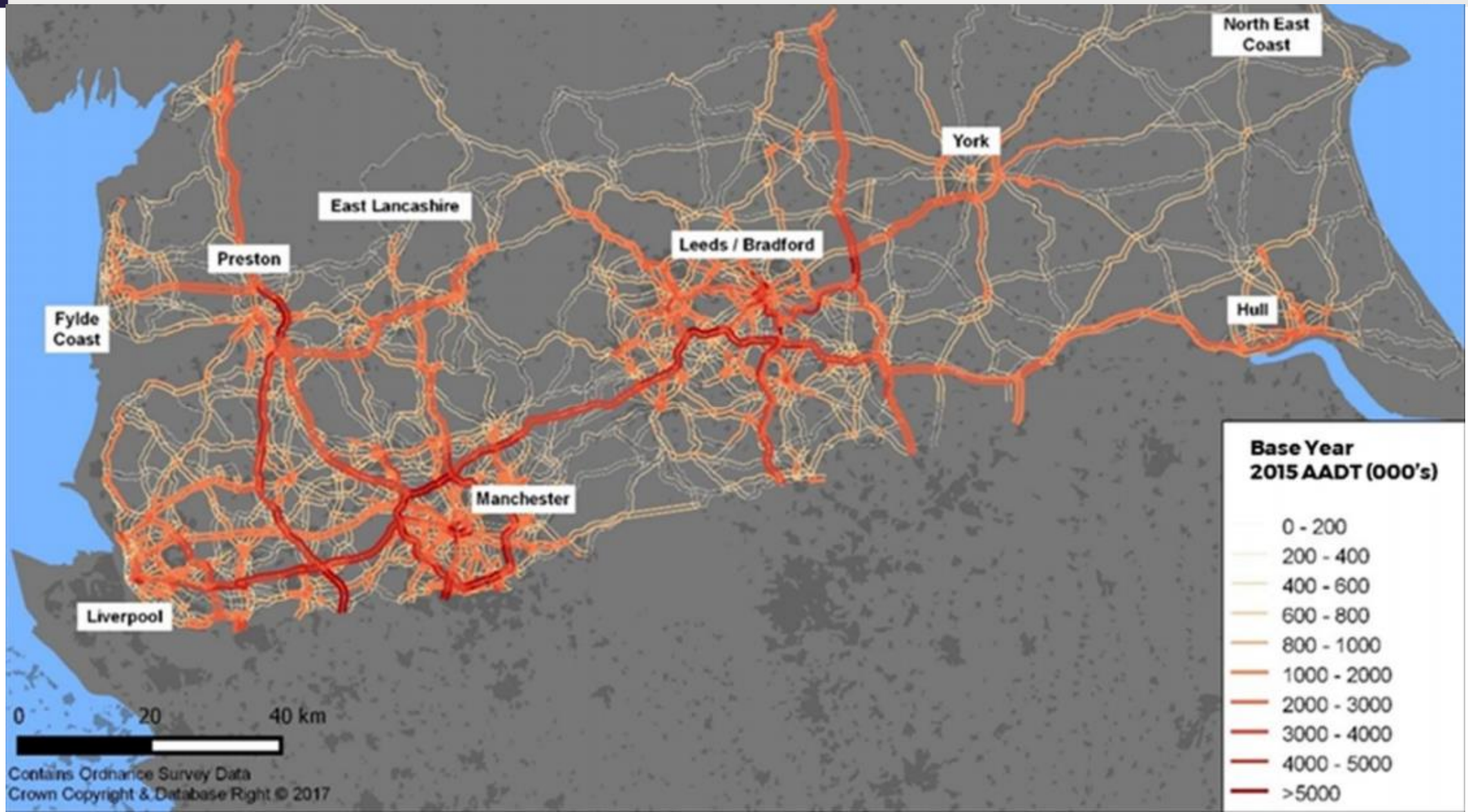


Travel to work movements





Daily Traffic Volumes





Average Road Speeds

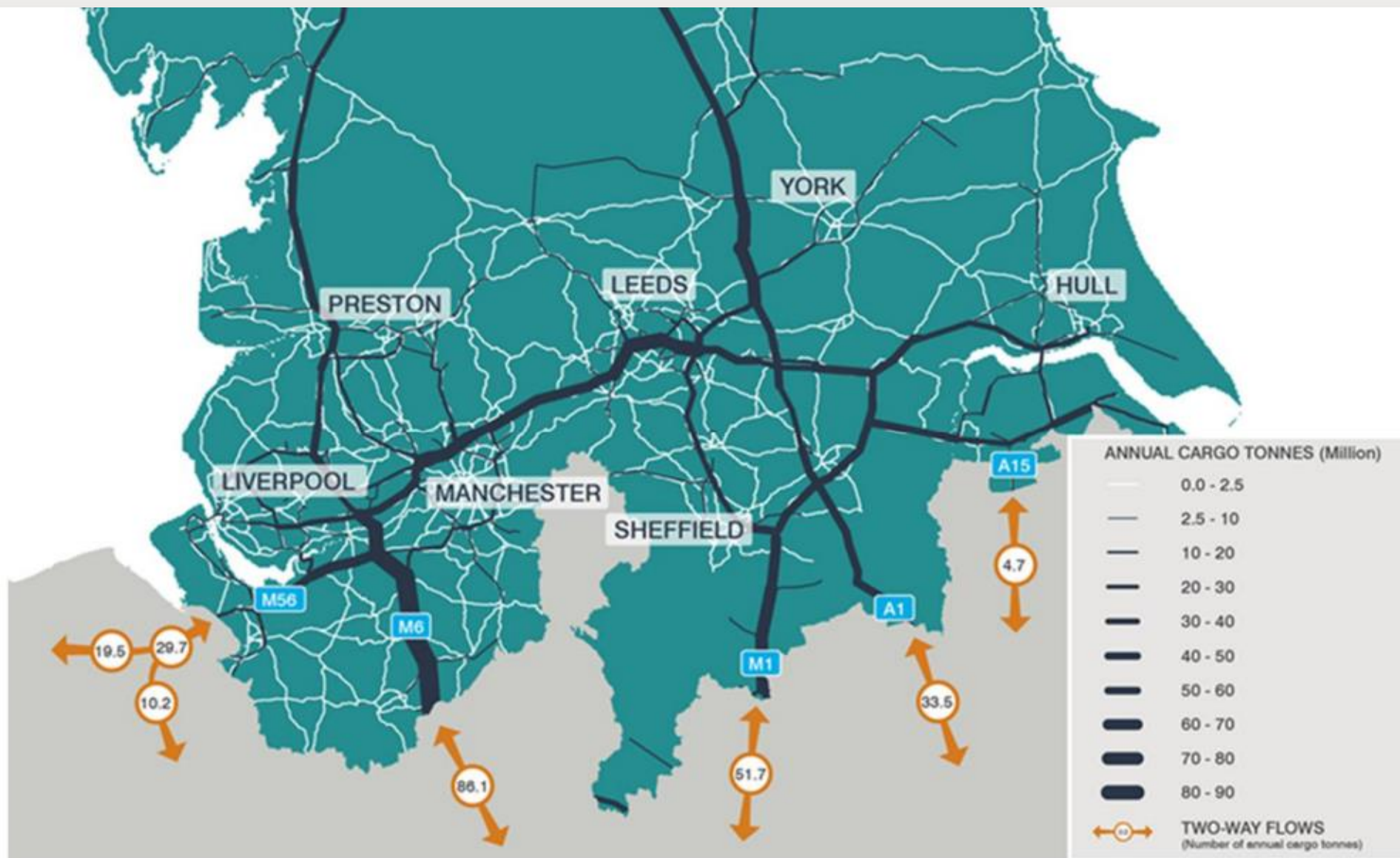


Intercity and Interurban Services Average Speed





Road Freight Annual Cargo Tonnes



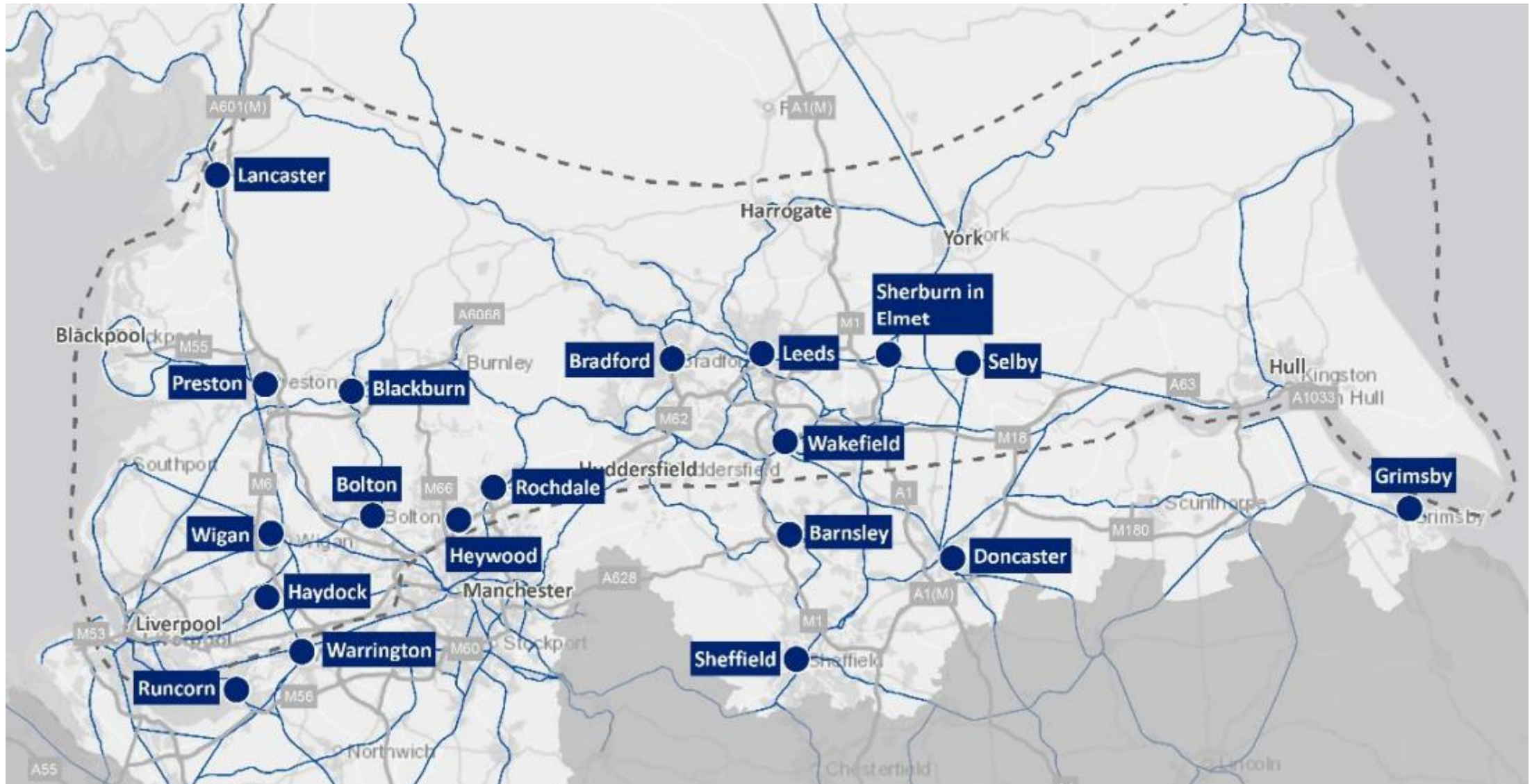


Rail Freight Annual Cargo Tonnes





Logistics Hubs



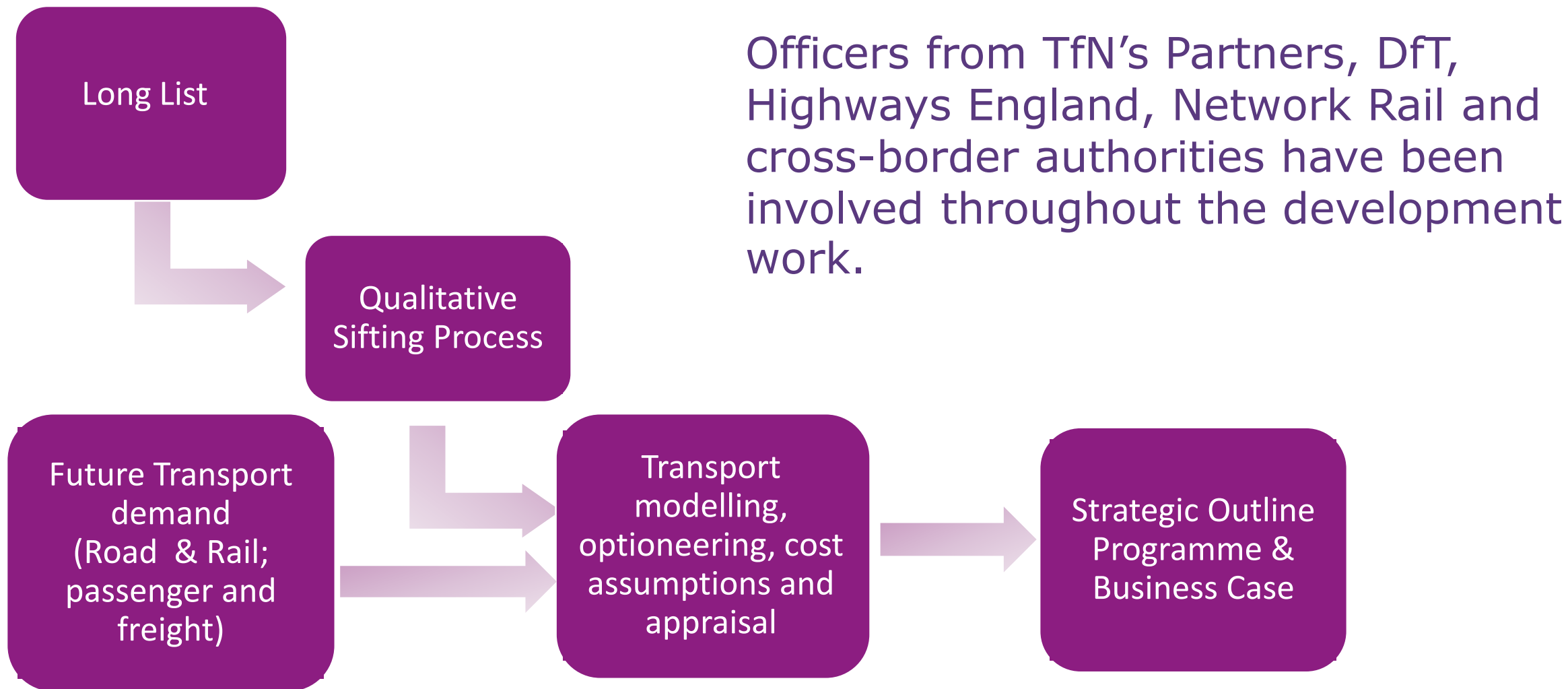


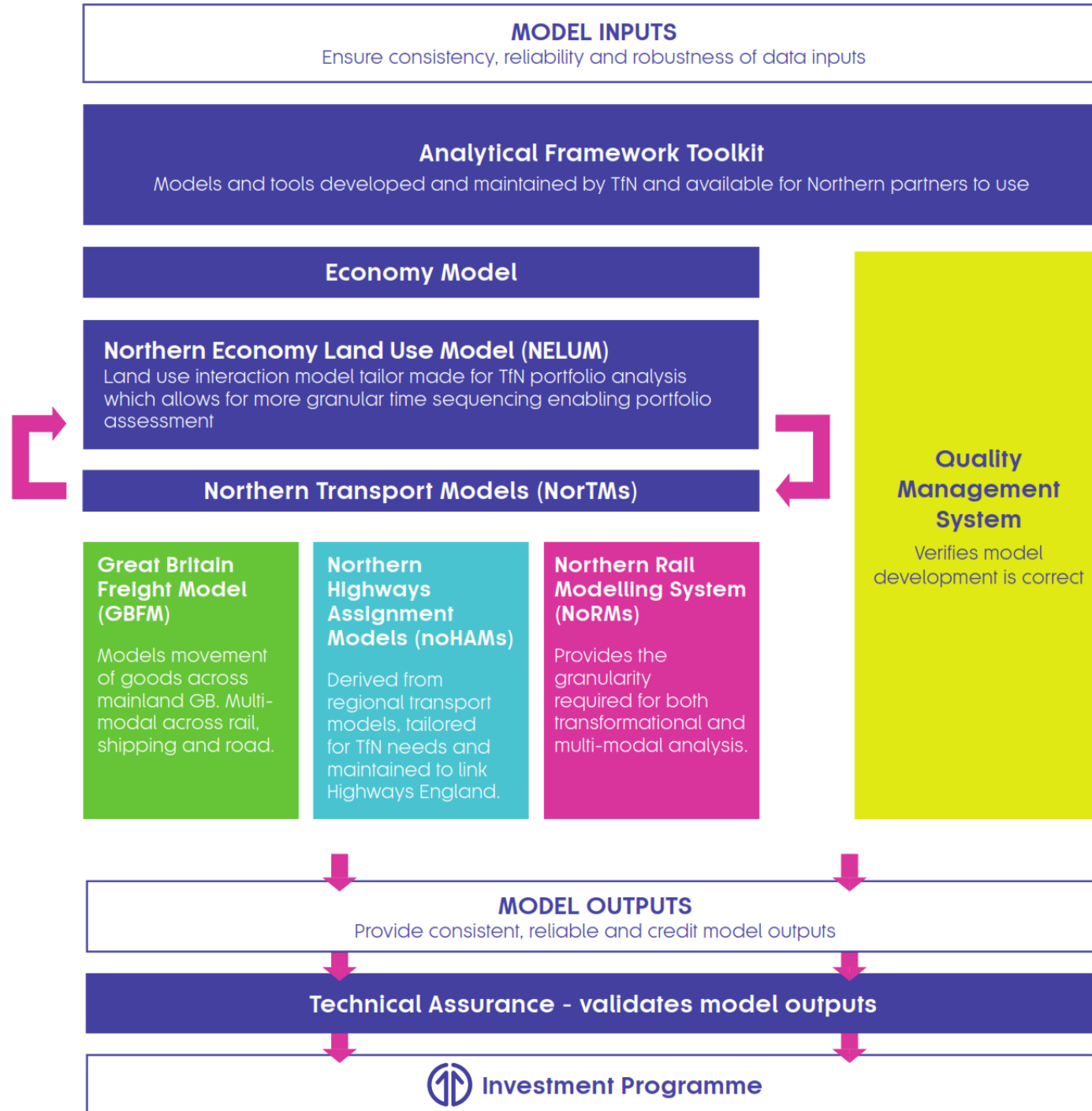
BAE Systems' procurement spending by local authority district





SDCs – Development of Strategic Outline Programme





Significantly improving capacity, frequency, speed and services between the North's main economic centres

Signal their full commitment to Northern Powerhouse Rail and ensure that the Treasury and Infrastructure Projects Authority assign the necessary long-term capital investment through the Spending Review.



Commit the long-term development funding to ensure NPR develops towards the consultation and consents stage by the early 2020s, enabling the first phase of construction from 2024.

Consider a significantly strengthened role for Transport for the North in the design and implementation of HS2 Phase 2b, TransPennine Route Upgrade and the Network Rail renewals programme for the North, to ensure all rail investment can be designed and delivered in a cohesive fashion.

Recognise the critical role of NPR in regeneration and growth, working with the NPTI (eleven Local Enterprise Partnerships from across the North) to refresh the Northern Powerhouse Strategy and provide funding to develop NPR Growth Strategies.



HS2 and Northern Powerhouse Rail

	Corridor concepts under consideration 	Best JT today		Best direct potential JT with NPR	
		(tph)	(mins)	(tph)	(mins)
Newcastle - Leeds	Infrastructure upgrades	3	82	4	58
Leeds - Hull	Infrastructure upgrades	1	57	2	38
Sheffield - Leeds	Infrastructure upgrades and use of HS2	1	43	4	28
Sheffield - Hull	Infrastructure upgrades	1	87	2	50
Manchester - Sheffield	Infrastructure upgrades	2	49	4	40
Leeds - Manchester	A new line serving Bradford via Parkway or Centrally Diggle Upgrades Akin to New Line	4	46-58	6	25
Liverpool - Manchester*	A new line via Warrington Southern Parkway of Centrally A Fiddlers Ferry upgrade	4	37-57	6	26*





The North's rail network long term ambition

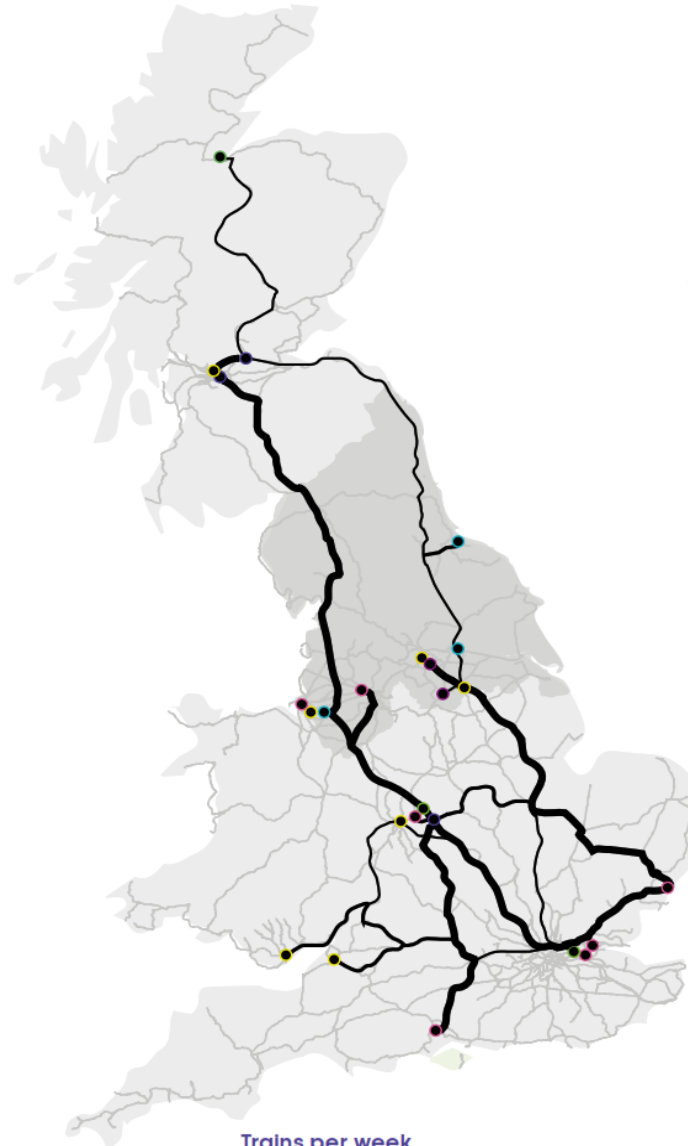
- **All passenger routes to be served by a minimum two trains per hour.**
- Long distance services to achieve average journey speeds of at least 80mph.
- Inter-urban services to achieve average journey speeds of at least 60mph.
- Local and suburban services to achieve average journey speeds of at least 40mph.
- **The North's rail network to accommodate the evolving needs of the freight market (50% improvement in the average speed of freight services by 2028).**
- Rail to directly serve each of the North's international airports, with direct services to economic centres within the airport's catchments.
- **Direct connectivity between tourist destinations and economic centres in their catchments.**
- Infrastructure to be available to enable a weekday inter-peak level service on Sundays and public holidays.
- Major ports in the North to be served by a network that will support movement of rail freight.



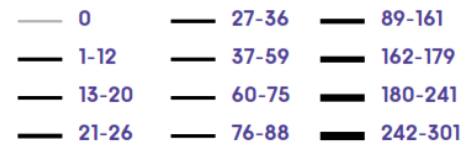


Freight on rail

Rail freight services

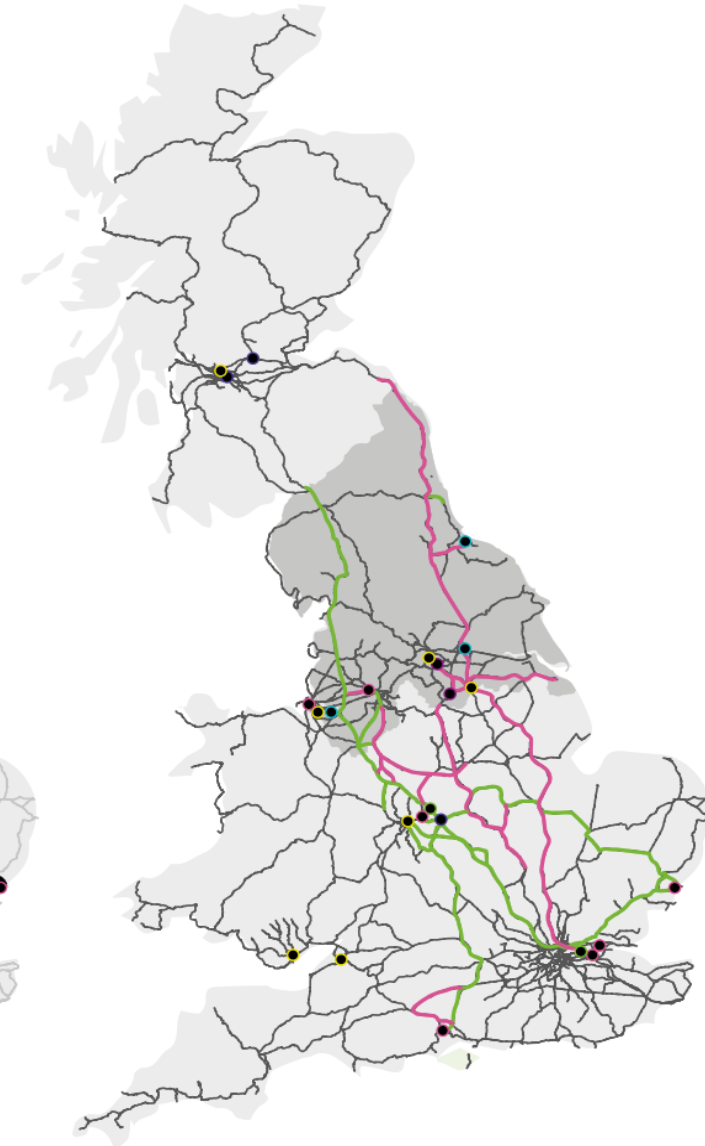


Trains per week



● Intermodal Terminals by Operators

Rail freight gauge



Major Road Network for the North



Journey reliability

where 90% of journeys of 15 miles or more on the Major Road Network should be delayed by no more than 15 minutes for a journey of 60 minutes expected travel time.



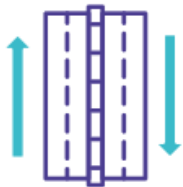
Network efficiency

aiming to optimise the efficient flow of passengers and goods on the Major Road Network and through the improved flow of traffic, and support for new technologies to reduce emissions of pollutants and greenhouse gases.



Network resilience

aiming to reduce the number of incidences of closure of Major Road Network routes leading to severe journey delay.



Journey quality

improving the customer experience of using the Major Road Network, including the quality and availability of travel information.

The Major Road Network for the North

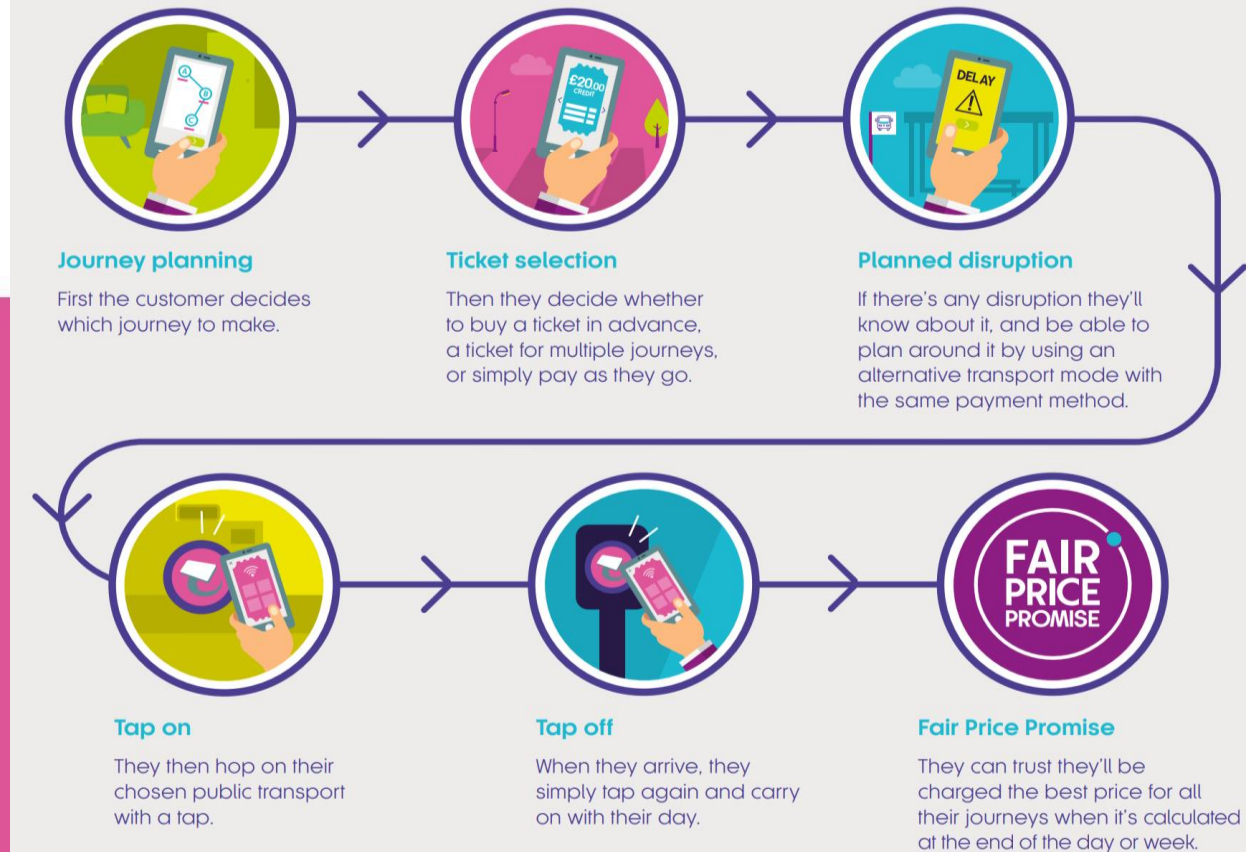




Integrated And Smart Travel

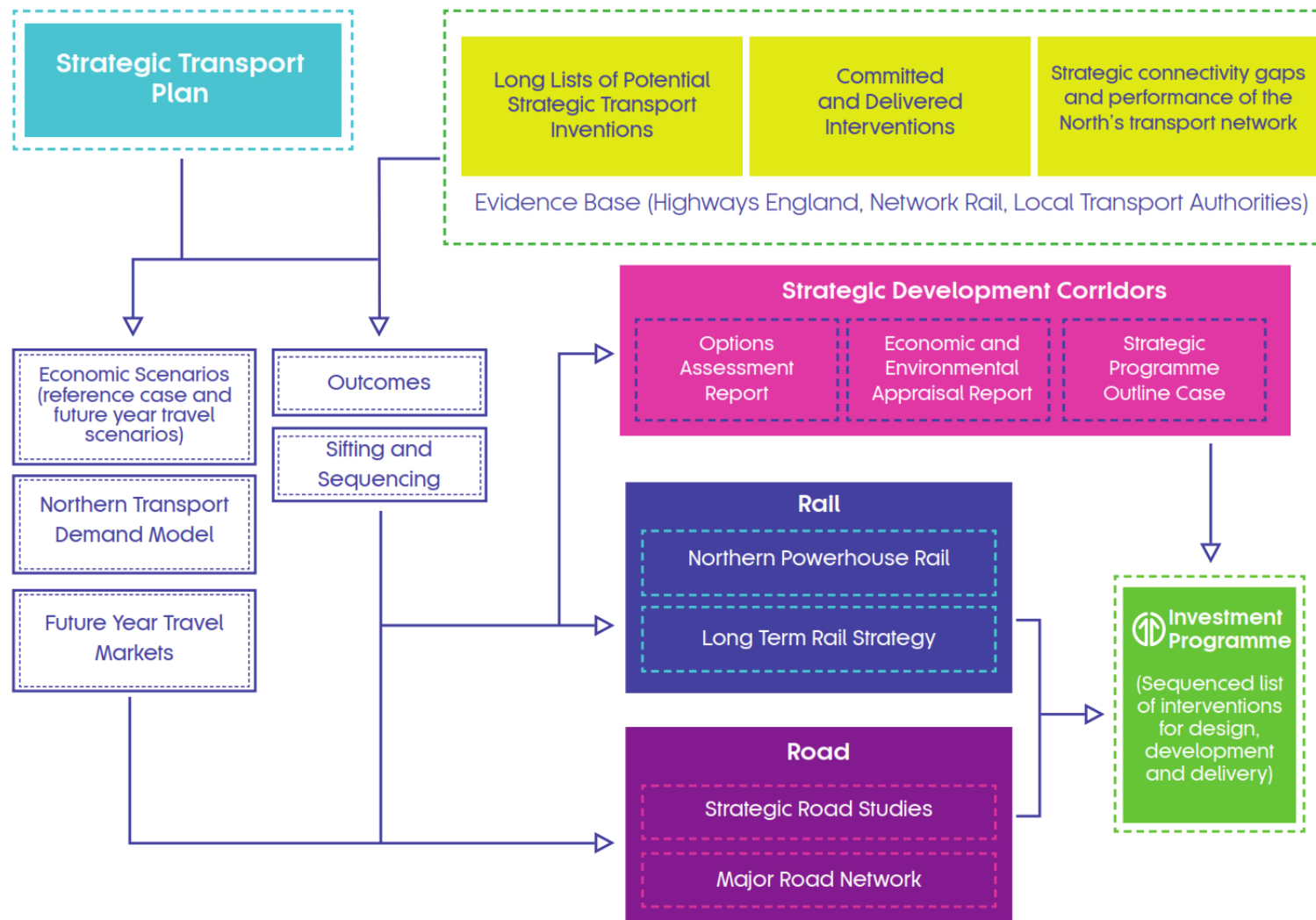


- **Phase 1:** Smart tickets for rail season tickets
- **Phase 2:** Enhanced real time customer information
- **Phase 3:** Roll out of multi-modal contactless travel with simpler fare structures





TfN Investment Programme

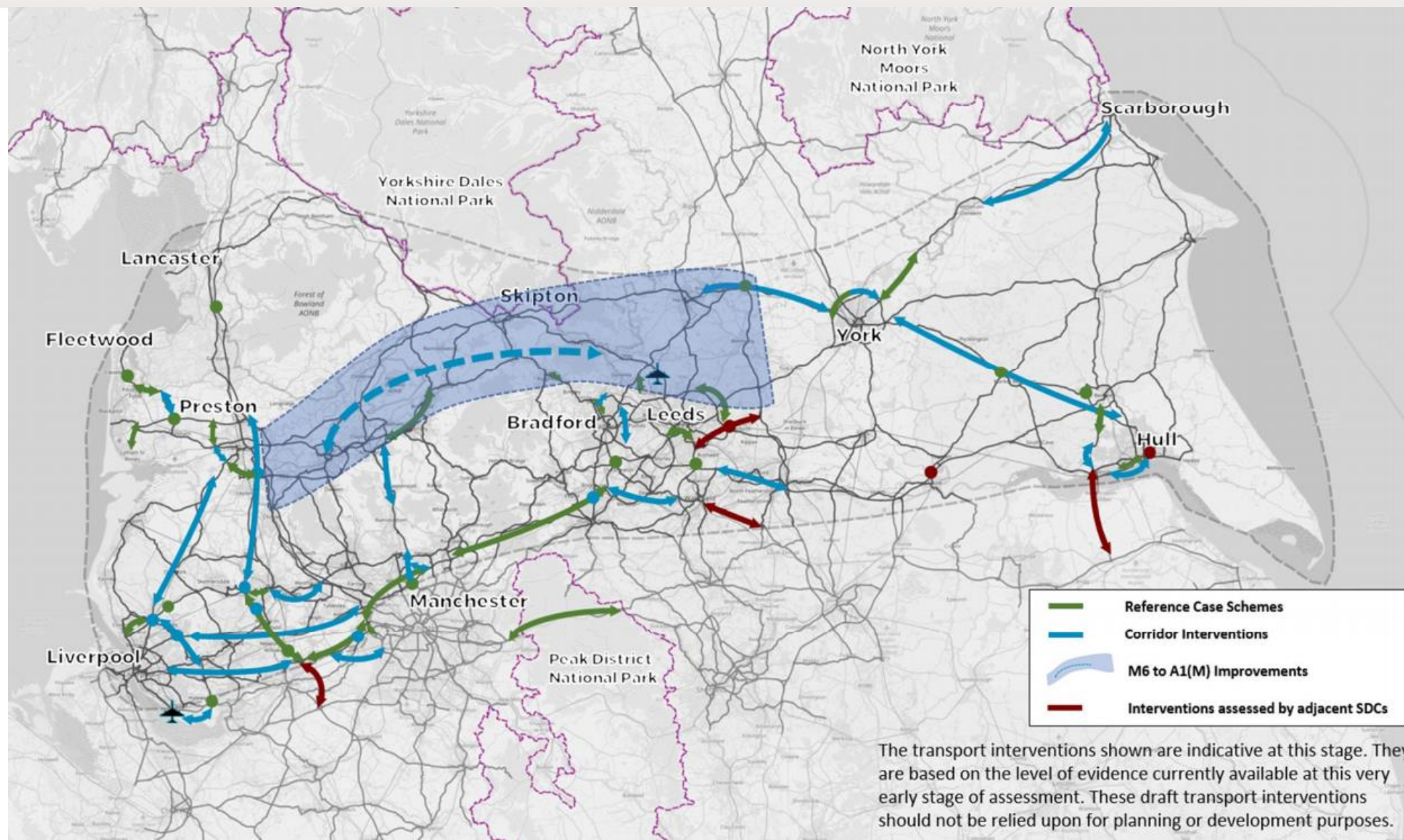


Four components of the Investment Programme:

- Committed Interventions
- Specific Interventions before 2027 – Already in Industry Processes
- Specific Interventions before 2027 – Additional TfN Priorities
- Further Potential Interventions



Road interventions



The transport interventions shown are indicative at this stage. They are based on the level of evidence currently available at this very early stage of assessment. These draft transport interventions should not be relied upon for planning or development purposes.

Rail interventions

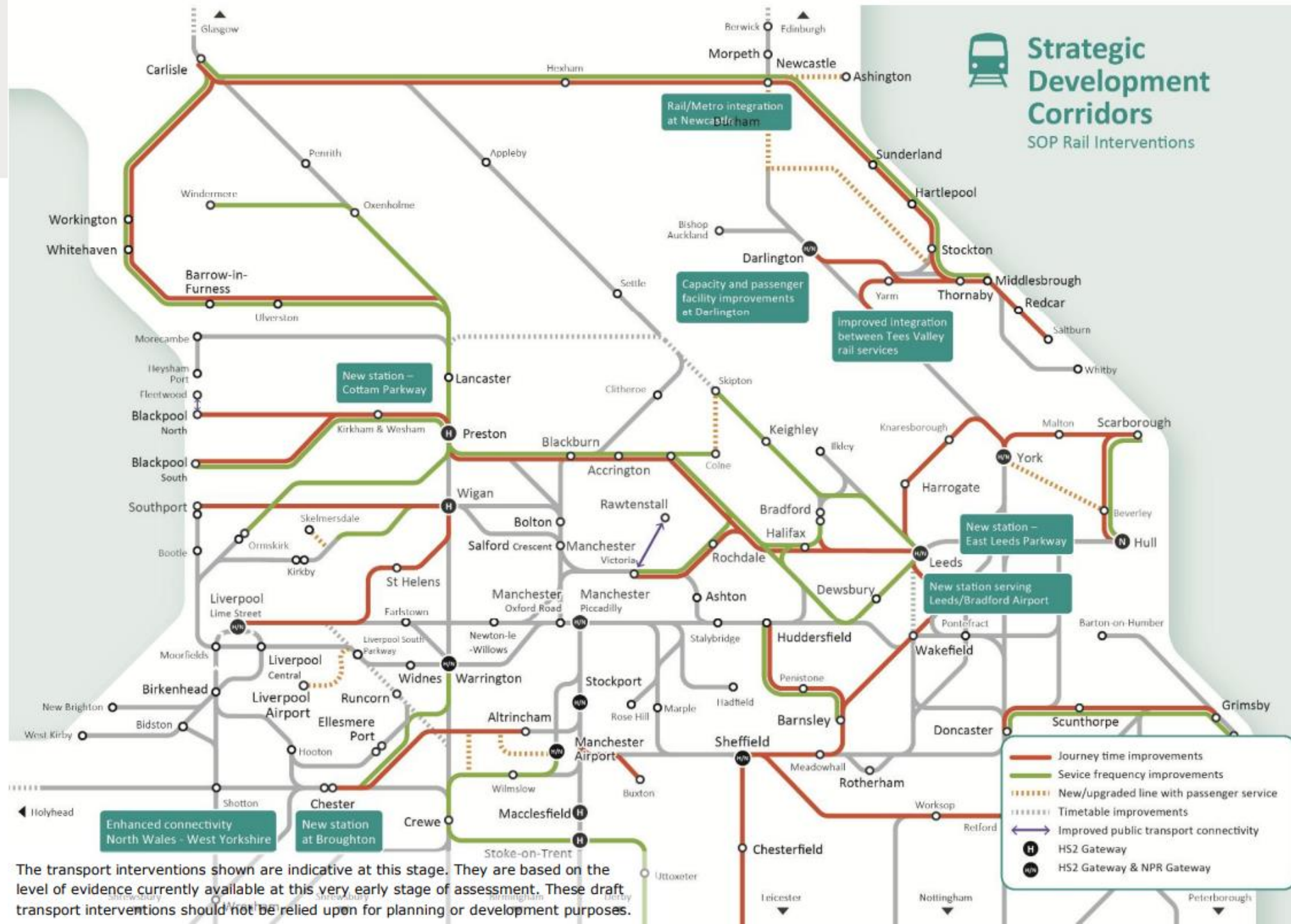




Table 1 – Previously Announced Interventions

Outcome	Intervention
Multi-modal, integrated, contactless ticketing across the North	<ul style="list-style-type: none">• Smart tickets for rail season tickets• Enhanced real time customer information• Roll-out of multi-modal contactless travel with simpler fare structures
Provision of high speed rail services across the North to the rest of the UK, radically reducing journey times and providing enhanced connectivity beyond the HS2 network	<ul style="list-style-type: none">• High speed rail line extending Phase 1 to Crewe• High speed rail line to Manchester and Leeds, connecting to the West and East Coast Main Lines
A package of improvements to stimulate economic growth in the North through better connections between towns and cities, enabling 2,000 extra services each week and allowing 40,000 more passengers to travel each day	<ul style="list-style-type: none">• Northern and Transpennine Express rail franchises (New and refurbished rolling stock, new service patterns, frequency and journey time improvements)• Liverpool City Region upgrades (Infrastructure improvements to increase capacity on the Chat Moss route and remodelling of Lime Street station)• Transpennine Route Upgrade Intermediate Interventions (Calder Valley Line upgrade)• Cross Manchester Capacity and Reliability• Transpennine Route Upgrade (Improved journey times, increased capacity and high level reliability for services across the North, with an increased number of freight paths across the Pennines)
Facilitating the delivery of housing growth and Enterprise Zone sites	<ul style="list-style-type: none">• A582 Preston Western Distributor



Table 2 – Specific Interventions before 2027 – Already in Industry Processes

Outcome	Intervention
Provision of high speed rail services across the North to the rest of the UK, radically reducing journey times and providing enhanced connectivity	<ul style="list-style-type: none">• Crewe Hub (High speed rail hub at Crewe, including Crewe North Junction, to link to the existing classic network, enabling 5 to 7 high speed services to call at Crewe (the option known as 'Scenario 3')
Enhancing East-West strategic connections across the North to support UK competitiveness	<ul style="list-style-type: none">• Northern Transpennine - Upgrade to complete dual carriageway standard connection along the A66 between the M6 and the A1(M)
Enabling the delivery of rail franchise commitments and accommodating forecast passenger growth	<ul style="list-style-type: none">• Electrification between Lostock Junction and Wigan North Western



Table 3 – Specific Interventions before 2027 – TfN Additional Priorities

Outcome	Intervention
Ensuring the North is ready for HS2 to maximise the benefits of this nationally significant project	<ul style="list-style-type: none">• Preston Station - Improvements to accommodate HS2 services, support onward connectivity and enhance interchange facilities for passengers and rail services
Enhancing East-West strategic connections across the North to support UK competitiveness	<ul style="list-style-type: none">• Skipton – Colne - Route re-instatement to improve connectivity between East Lancashire and North/West Yorkshire
Facilitating the delivery of housing growth	<ul style="list-style-type: none">• Skelmersdale Rail Link - New rail link and town centre station connecting Skelmersdale to Liverpool and Manchester, as well as the national rail network• A582 South Ribble Western Distributor• M6 Junction 33 Link Roads



Table 4 – Further potential interventions

Outcome	Intervention
Accommodate HS2 and Northern Powerhouse Rail services running north to Scotland	<ul style="list-style-type: none">West Coast Main Line – Wigan and Preston to Scotland (journey time and capacity improvements)
Ensure that the West Coast Main Line stations are ready for HS2 and Northern Powerhouse Rail	<ul style="list-style-type: none">Wigan North Western station (or integrated station at Wigan)Lancaster station
Enhance North-South strategic connections across the North to support UK competitiveness	<ul style="list-style-type: none">M6/M65 interchangeM6 improvements (Junctions 16 and 17, Junctions 19 to 21A and Junctions 26 to 32)
Enhance East-West strategic connections across the North to support UK competitiveness	<ul style="list-style-type: none">Roses Line (journey time and capacity improvements)Preston to York and Sheffield (journey time improvements)M65 Junctions 2 to 6Central Pennines M6 to A1(M) capacity and journey time improvements (potential options include M65 improvements, a new/ upgraded route between the M65 and Skipton/A629/A650, A59 improvements, A671 improvements (M65 to A59), a new/upgraded route between Skipton/Harrogate and the A1, Shipley Eastern pinch point improvements and Leeds North West Quadrant improvements)



Table 4 – Further potential interventions

Outcome	Intervention
Ensure that the needs of freight operators can be met	Port of Liverpool to West Coast Main Line enhancements West Coast Main Line freight capacity enhancements Port Salford rail freight access Freight prioritised gauge cleared route across the Pennines
Improve connectivity and resilience to the Fylde Coast economic cluster	<ul style="list-style-type: none">• South Fylde Line (journey time and capacity improvements)• Enhanced public transport links to Fleetwood• A585 corridor improvements (M55 to Fleetwood)• New Ribble road crossing
Improve connectivity and resilience to the Liverpool City Region economic clusters	<ul style="list-style-type: none">• Southport to Wigan (journey time improvements)
Improve connectivity and resilience around the Lancashire economic clusters	<ul style="list-style-type: none">• Liverpool to Preston (journey time and service improvements)• Burnley to Manchester (journey time and service improvements)• Rossendale to Manchester public transport connectivity• East Lancashire Line (journey time and capacity improvements)• Colne to Accrington (journey time and service improvements)• Blackburn to Manchester Victoria (journey time improvements)• A59 corridor improvements (Liverpool to Preston)• M58/M6 interchange• A56 corridor improvements (M65 to M66)• M6 Junction 25 slip roads



Funding the Investment Programme



Additional funding

Further funding may be required once work programmes have completed

£21 – 27 billion

Additional required for transformational strategic transport

£39 – 43 billion

Continued levels of strategic transport funding



TfN is seeking to move to the position where it becomes responsible for a combined transport settlement for the North

By the North
For the North

#onenorth
@transport4north
transportfornorth.com

