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National

Pan-Northern

City Regions and Local Enterprise Partnerships

Local Transport Authorities,  
Combined Authorities

Local District, Planning and Highway Authorities





# A TRANSFORMED NORTH



**£100bn**  
increase in GVA



**850,000**  
additional  
jobs





# AIMS OF THE PLAN



## **Connecting people:**

Creating faster, more reliable transport connections to improve job opportunities, give access to leisure activities & support tourism.



## **Connecting businesses:**

Supporting commerce by improving national and international connections in, out of and across the region.



## **Moving goods:**

Improving links across the North and to our ports and airports to enable freight and goods to move more efficiently.





# PAN-NORTHERN TRANSPORT OBJECTIVES



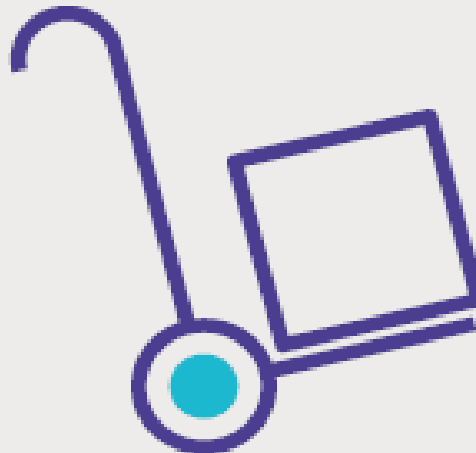
Transforming Economic Performance



Improving Opportunities across the North



Promoting and Supporting the Built and Natural Environment



Increasing Efficiency, Reliability and Resilience of the Transport System



# DISTRIBUTION OF PRIME CAPABILITIES

## Prime Capabilities

- Digital
- Energy
- Health Innovation
- Advanced Manufacturing



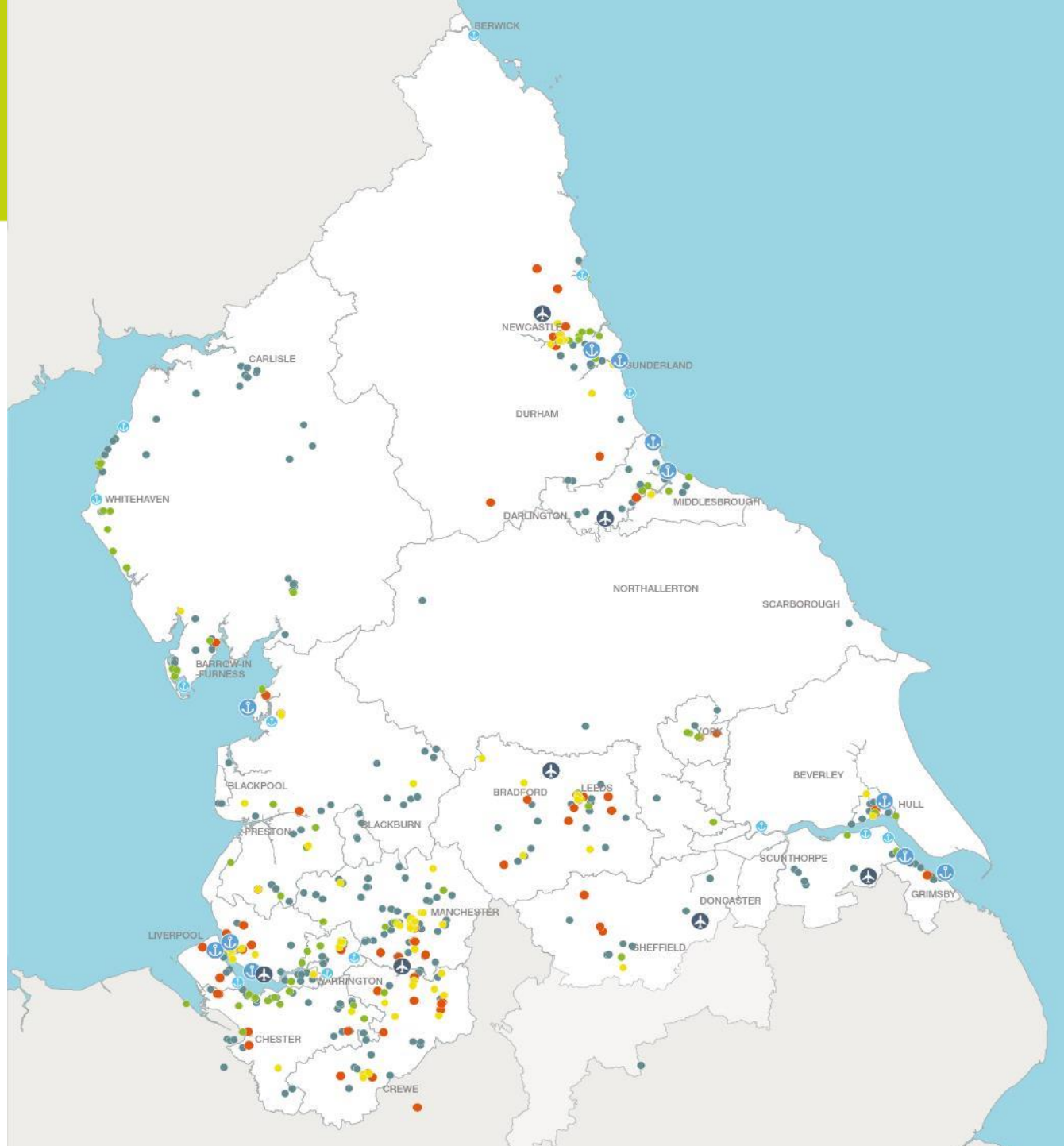
**2.1m jobs**

30% of all jobs are in the North



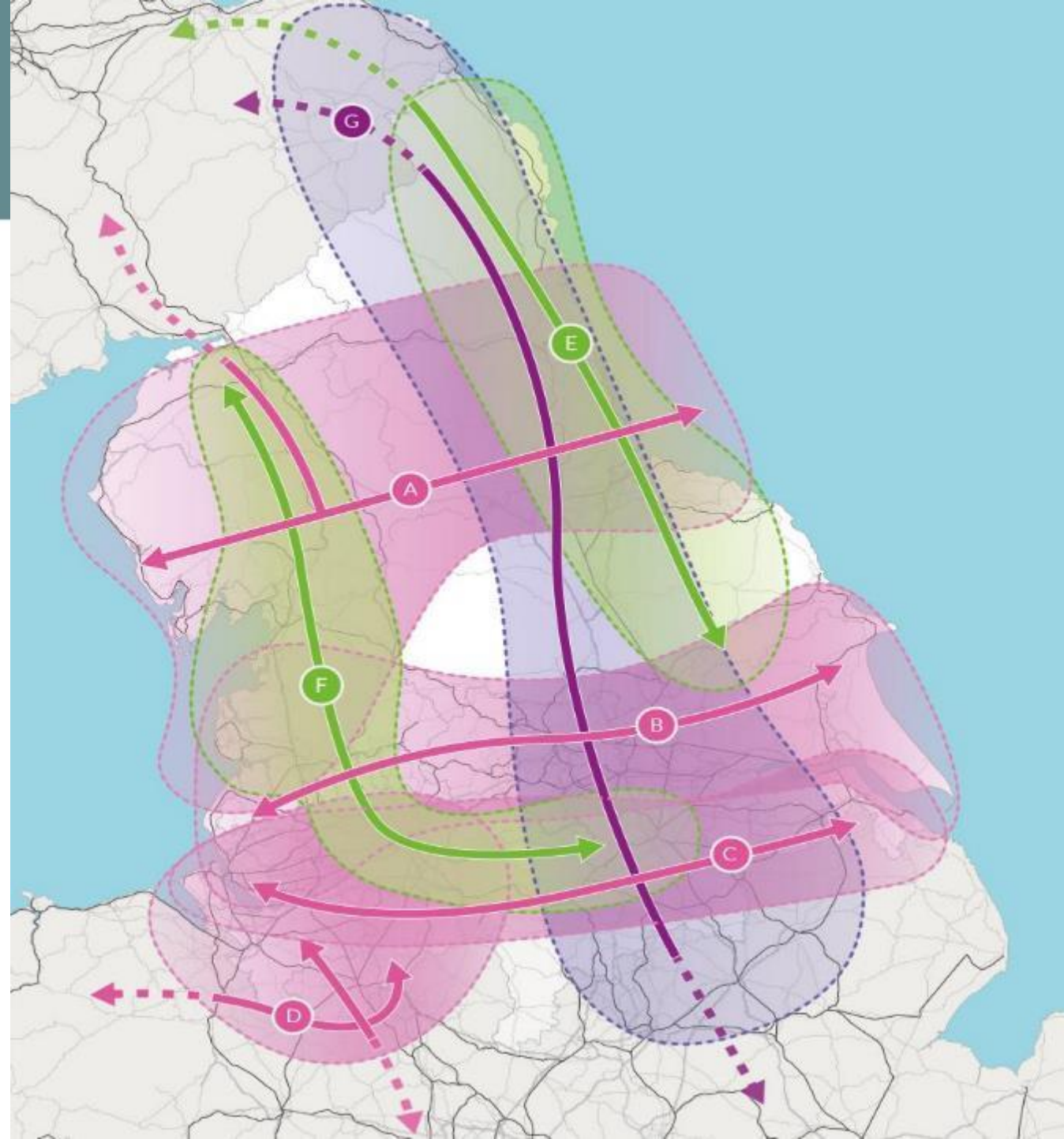
**£100bn+**

Around 35% of the North's GVA












# STRATEGIC DEVELOPMENT 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



# NORTHERN POWERHOUSE RAIL

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

-  Northern Powerhouse Rail - upgrade line
-  Northern Powerhouse Rail - new line
-  Linking Liverpool to HS2
-  HS2 line
-  TransPennine Route Upgrade
-  Existing line
-  Northern Powerhouse Rail hub station
-  Other significant economic centre
-  Northern Powerhouse Rail junctions with HS2







# LONG TERM RAIL STRATEGY

## Connectivity

Improvement in train services to link places people want to travel, and provide better connections and service frequency.

## Capacity

Providing more space for passengers and more rail track to allow more trains.

## Customers

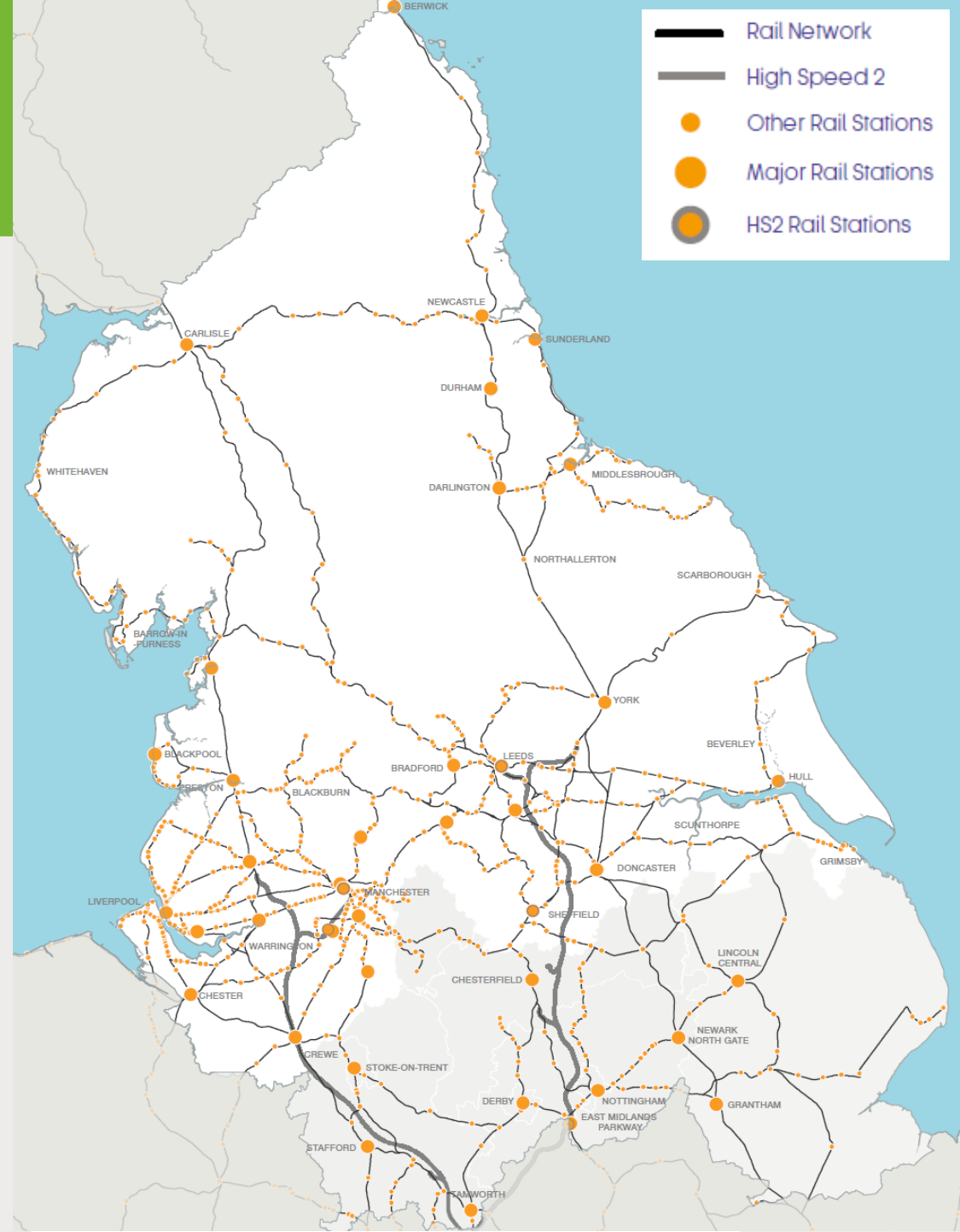
Meeting the needs and expectations of customers (freight and passengers).

## Communities

Involve and integrate with local communities.

## Cost-effectiveness

Support better ways of working and continue improving financial returns through train operators.



# INTEGRATED AND SMART TRAVEL



**Phase 1 (2018)**  
Smart tickets for rail season tickets

**Phase 2 (2018/19)**  
Enhanced real time customer information

**Phase 3 (2019 - 2021)**  
Implementation of multi-modal contactless travel with simpler fare structures



### Journey planning

First the customer decides which journey to make.



### Ticket selection

Then they decide whether to buy a ticket in advance, a ticket for multiple journeys, or simply pay as they go.



### Planned disruption

If there's any disruption they'll know about it, and be able to plan around it by using an alternative transport mode with the same payment method.



### Tap on

They then hop on their chosen public transport with a tap.



### Tap off

When they arrive, they simply tap again and carry on with their day.



### Fair Price Promise

They can trust they'll be charged the best price for all their journeys when it's calculated at the end of the day or week.

# Current patterns in the North

- 66 % of all trips by car or van <sup>1</sup>
- 79% of all trips (50+ miles) by car & van (4% by bus/16% by rail)<sup>1</sup>
- 91% of freight in the North transported by road / 7% rail<sup>2</sup>
- 98% of transport carbon emissions in the North from road / 2% from rail<sup>3</sup>.

1 National Travel Survey 2016 – GB data

2 TfN Enhanced Freight Report

3 TfN analysis



# TfN ANALYSIS ON POTENTIAL CARBON REDUCTION

- Government's Clean Growth Strategy (published October 2017):
  - Electric Vehicles = 30%-70% of car sales by 2030
  - Electric Vehicles = 'up to' 40% of van sales by 2030
  - Electric Vehicles = 100% of car and van sales by 2040
  - New HGVs 15% more efficient by 2030





# Strategic Road Network

- Strategic Road Network mapped against the North's Important Economic Centres (IECs) shows significant gaps, particularly in the "last mile"





# MAJOR ROAD NETWORK FOR THE NORTH

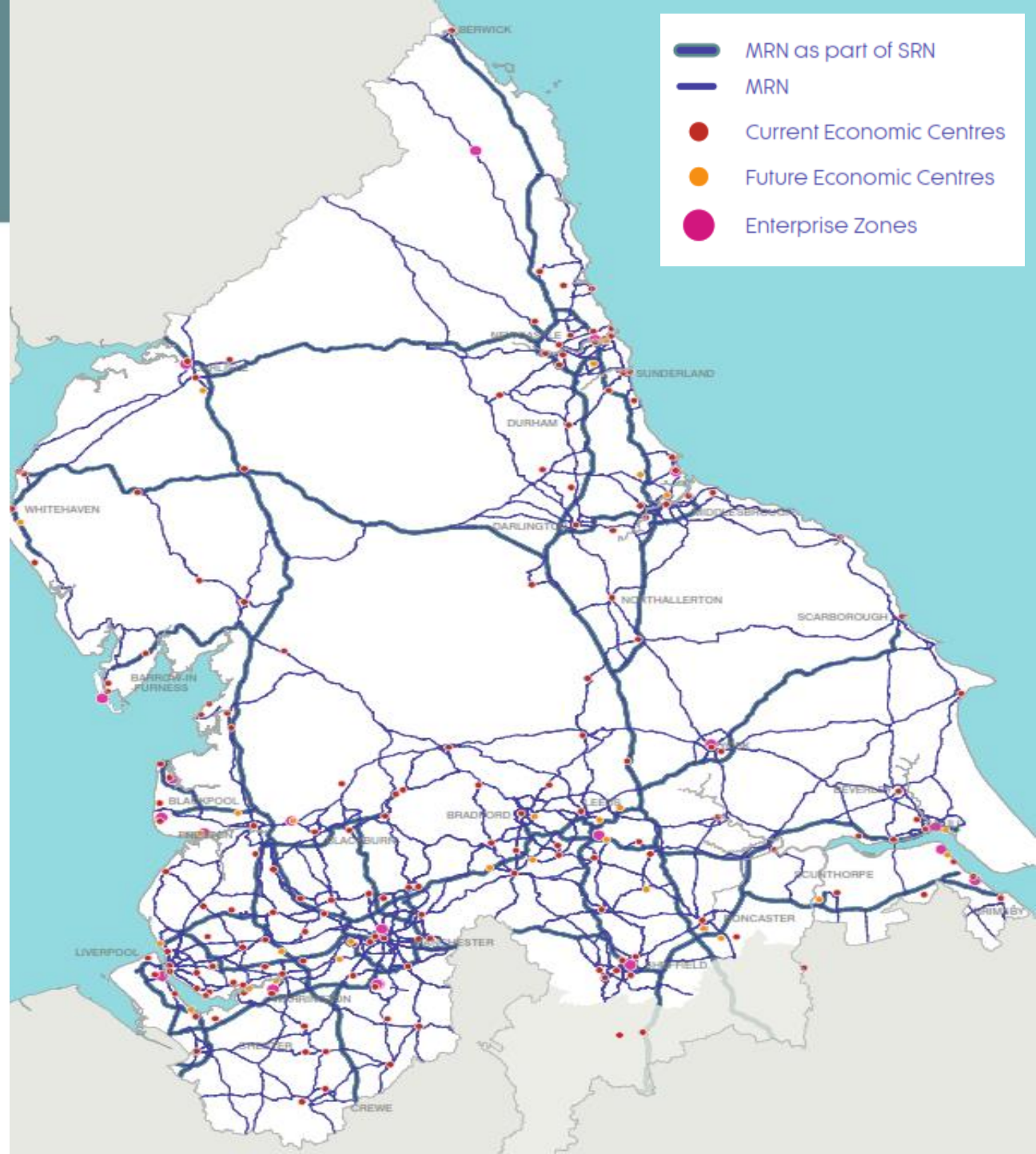


- **Major Road Network for the North is “the road network that is most economically important to securing the North’s productivity and growth, both now and in the future”**



# PROPOSED NETWORK AND KEY OUTCOMES

- Better journey reliability
- Enhanced network efficiency and resilience
- Easier connections with other modes
- Improved journey quality





# RESPONSE TO RECENT DfT CONSULTATION



## **Areas of agreement**

- ✓ Good to see that the role of STBs is to jointly agree priorities and investment
- ✓ Welcome that RIS may commit to investment on the local road network
- ✓ Use of National Roads Fund will create long term funding pipeline and give certainty and assurance to the supply chain





# RESPONSE TO RECENT DfT CONSULTATION



## Areas of concern

- ⚠ Should provide corridor solutions, rather than looking at hotspots, and hence no upper limit on scheme cost
- ⚠ More on how it will work across modes to provide seamless journeys for citizens, business and freight
- ⚠ TfN should define the Major Road Network that is fit for purpose for the North – some key roads are excluded

# PLANNING FOR UNCERTAINTY



# transportforthenorth.com



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