

TRANSPORT THEMATIC BOARD

19th July 2019

TRANSPORT FOR THE NORTH UPDATE

Purpose of Report

This report provides an update on the work of Transport for the North and the implications for the City Region.

Thematic Priority

Secure investment in infrastructure where it will do most to support growth.

Freedom of Information and Schedule 12A of the Local Government Act 1972

The paper will be available under the Combined Authority Publication Scheme

Recommendations

That members of the Thematic Board:

- Note the update
- Provide guidance on future priorities and engagement with Transport for the North.

1. Introduction

- 1.1** Transport for the North (TfN) is a statutory body of elected leaders, and a partnership of business leaders, from across the whole of the North of England. All 20 Local Transport Authorities and 11 Local Enterprise Partnerships across the North are represented, along with the Department for Transport, Network Rail, Highways England and HS2 Ltd.
- 1.2** Active engagement with TfN is crucial for the City Region to realise all of its transport needs, and so this report provides an update on recent activity across TfN's programmes and seeks guidance on future priorities and engagement.

2. Proposal and justification

- 2.1** TfN was originally established in 2015 and became a statutory body on 1 April 2018, building on collaborative working between the core cities across the North through the 'One North' alliance and in response to a call for the North's towns and cities to come together on transport to support the economic rebalancing of the UK. The statutory powers that have been granted allow and require TfN to:
- Develop and implement a Strategic Transport Plan for the North of England.
 - Act as 'one voice' for the North, clearly communicating pan-Northern priorities to the Secretary of State for Transport

- Coordinate and deliver smart ticketing systems across the North
- Become a statutory partner in road and rail investment decisions, through the Rail North Partnership and Highways North Board
- Oversee (jointly with the Department for Transport (DfT)) franchised rail services covering Northern and TransPennine Express franchises
- Promote highways improvements of Northern significance, with the agreement of Government and relevant local transport and highway authorities
- Prioritise investment on the transport network.

2.2 Annex 1 shows the Member boards that make up TfN, essentially comprising the following:

- TfN Board and Rail North Committee – these are both decision-making boards
- Partnership Board – this provides advice to the TfN Board
- Audit & Governance and Scrutiny Committees – these perform similar functions as for the SCR and local authorities.

The SCR is represented on the decision making boards by the Mayor, with Cllr Chris Read as his nominated deputy. Peter Kennan, representing the SCR LEP, is a co-opted (but non-voting) member of the TfN Board, with Alison Kinna as his nominated deputy. Both the Mayor and Peter are members of the TfN Partnership Board, and the SCR provides a further representative on the Scrutiny Committee.

2.3 Annex 1 also shows the current TfN Partner governance structure, headed by the TfN Executive Board. SCR is represented on this Board by the Director of Transport, Housing and Infrastructure, with the Assistant Director (Transport) as their nominated deputy.

2.4 As noted in the Introduction, the primary role of TfN is to develop a **Strategic Transport Plan** (STP) for the North of England – this was approved by the TfN Board in February 2019 and launched formally in Sheffield on 11 February 2019. A summary of the STP itself is attached for information and represents the first time that the North has come together to articulate what is needed in transport to support economic growth.

2.5 The STP sets out the size of the economic prize – an additional 850,000 more jobs and £100 billion Gross Value Added by 20250 if the North's transport infrastructure is improved. The focus of the STP is joining up key sectors across the North to reduce costs, improve reliability and widen supply chains and labour markets. The SCR was fully involved in its development and the approach taken is mirrored within the SCR's own Transport Strategy. The first review/update of the STP is expected in 2021/22.

2.6 The STP is accompanied by an initial 30 year Investment Programme for Strategic Transport across the North, that sets out in four sections what interventions are needed to address current and future transport and connectivity issues. The anticipated cost of the Investment Programme as it stands is around £60-70 billion up to 2050, although it is also acknowledged that there needs to be a complementary increase in local transport funding to accompany this.

2.7 Again, the SCR was fully involved in the development of the initial programme and all of the SCR's key priorities are included somewhere within it. It is intended that the programme is a 'live' document, with an update planned for early 2020.

2.8 The next update will be informed by further work on the seven priority 'Strategic Development Corridors' identified in the STP (see pages 18 and 19 of the summary). Much of our work to date has concentrated on the identification of future priorities for the Southern Pennines Corridor, which links the economic centres, industries and ports within Liverpool City Region, Greater Manchester, Cheshire, SCR, Hull and northern Lincolnshire.

- 2.9** This is linked to the work currently being led by Highways England with TfN to investigate improved TransPennine connectivity, particularly an upgraded road connection between the SCR and Greater Manchester through the Peak District National Park. More importantly for the SCR, this work also considers improved links between the M1, A1/A1(M) and the M18. Should development work proceed to the next stage in the latter part of 2019, the SCR will need to influence these wider connections to ensure that they benefit the City Region as well as strategic, long distance traffic.
- 2.10** The SCR also has an interest in the work that has just started on the two east coast corridors and the West Coast to SCR Corridor that seeks to strengthen rail links between the advanced manufacturing sites in Cheshire East, Warrington, Cumbria, Lancashire, Greater Manchester and the SCR. This will be informed by work recently commissioned in the SCR to consider a number of possible rail line re-openings.
- 2.11** TfN's flagship programme is **Northern Powerhouse Rail (NPR)** – see pages 12 and 13 of the summary – a transformational programme of rail investment that will radically improve journey times and service frequencies between some of the major cities and economic areas in the North, which unlocks capacity and capability to deliver a much more effective rail network overall.
- 2.12** The Strategic Outline Business Case for NPR was agreed by the TfN Board in February 2019 and submitted to DfT shortly afterwards. The NPR proposals include the following key elements related to the SCR:
- Provision of the 'Northern Loop' from Sheffield to join HS2 Phase 2b at Clayton junction
 - Use of HS2 Phase 2b between Sheffield to Leeds
 - Capacity and linespeed improvements to the Hope Valley Line between Sheffield and Manchester over and above those currently committed
 - Capacity and linespeed improvements between Sheffield and Hull via Doncaster, including improvements at Doncaster station
 - New stations in South Yorkshire – at Barnsley Dearne Valley and a mainline station in Rotherham
 - Journey time and reliability improvements between Sheffield and Leeds via Barnsley.

The next steps in the NPR programme are to identify a single preferred concept for each of the corridors within the network, leading to an updated business case in late 2020. The SCR needs to ensure that the single concept developed meets the needs of the City Region's local rail network as well as regional and national connections. It will also be important to ensure that options for a more extensive package of works on the Sheffield to Manchester corridor remain open in case the preferred single concept does not move significantly towards the target journey time of 30 minutes.

- 2.13** Delivery of the NPR network will reduce journey times from Sheffield across the North, such as 40 minutes to Manchester, 28 minutes to Leeds (using the eastern leg of Phase 2b of HS2) and 50 minutes to Hull (via Doncaster). Onward connections to York and the North East via HS2 and the East Coast Main Line (ECML) will bring Newcastle within around 80 minutes. It is estimated that over 100,000 more businesses and three million more people will be within 90 minutes' reach of Sheffield with the completion of HS2 Phase 2b and NPR.

- 2.14** TfN continues to develop its **Long Term Rail Strategy** (LTRS), which sets out a set of agreed guiding principles for transforming the rail network across the North that the SCR helped to shape. The LTRS formed the basis of TfN's recent response to the call for evidence for the Williams Review into the future of rail franchising as well as a more wide ranging look at how the rail industry operates. The development of future local rail investment programmes and future franchise specifications will be mindful of these principles, as will the work done with the SCR in relation to the Integrated Rail Plan.
- 2.15** TfN has identified a **Major Road Network** (MRN) which includes the North's economically important roads (see pages 14 and 15 of the summary). This network, which includes both strategic and important local roads, represents about 7% of the roads in the North, and links the North's important centres of economic activity. It includes the economically important roads in the SCR that link the urban centres and key growth areas identified in the Mayor's Vision for Transport
- 2.16** In July 2019, TfN will be submitting a MRN Regional Evidence Base (REB) – its formal advice to Government as to its priorities for funding on the MRN up until 2023/24. In the SCR, this includes the Shalesmoor Gateway scheme (which includes the Penistone Road/Inner Ring Road and Penistone Road/Rutland Road junctions). This scheme has also been submitted as part of a Housing Infrastructure Fund bid. The REB also includes a 'long' list of schemes – four are in the SCR, including improvements to the A57, A628 and A635. The SCR will continue to develop further proposals for those roads within the North's MRN in the next year, particularly in relation to the A635 between Barnsley and Doncaster. This will ensure that the SCR is ready to put forward its key priorities to TfN when future calls for MRN schemes are made.
- 2.17** TfN's **Integrated and Smart Travel** (IST) programme is an ambitious four year programme to widely introduce contactless payment for travel on public transport across the North (see pages 16 and 17 of the summary). This programme will transform the passenger experience in the North by working in partnership with the rail, bus and light rail sectors, and key transport organisations. SCR input to develop the proposals has been, and continues to be, provided by South Yorkshire Passenger Transport Executive Officers, building on the experience within the SCR on smart ticketing and better public transport information.
- 2.18** Overall, the SCR has had a very active involvement with TfN, both at a Member level and at an Officer level, and this should continue, with frequent updates and decisions being brought back to this Board as required. Key decisions likely to affect the SCR in the coming months include:
- Submission of the REB for the MRN
 - Procurement of Phase 3 of the IST programme (which creates the ability for smart and integrated ticketing across the North)
 - Development of an Indicative Train Service Specification for the NPR programme – this will assume the types and numbers of services that will run post-opening
 - Completion of the high level business cases for the two east coast Strategic Development Corridors and the West Coast to SCR corridor
 - First update of the TfN Investment Programme.

Influencing the development of the NPR network over the next 15 months, particularly given its relationship to the Integrated Rail Plan, will be crucial in the coming months, and so the Board's views on how to best achieve this would be welcomed.

3. Consideration of alternative approaches

- 3.1 The only real alternative approach to that taken to date would be to reduce the level of engagement and involvement with TfN, but this brings a significant risk that the SCR's influence on TfN will wane and that the SCR's priorities will not be reflected in future TfN work programmes and updates of its STP and Investment Programme.

4. Implications

4.1 Financial

There are no direct financial implications as a result of this report.

4.2 Legal

Sheffield City Region Mayoral Combined Authority (MCA) is a constituent member of Transport for the North (TfN), with representatives on the relevant governance boards.

4.3 Risk Management

There are no direct risk implications as a result of this report.

4.4 Equality, Diversity and Social Inclusion

There are no equality, diversity or social inclusion implications as a result of this report.

5. Communications

- 5.1 SCR work closely with colleagues at TfN to promote and communicate issues of common importance.

6. Appendices/Annexes

- 6.1 Annex 1 – TfN Partner Governance
Annex 2 – Summary of the Strategic Transport Plan

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Background papers used in the preparation of this report are available for inspection at: 11 Broad Street West, Sheffield S1 2BQ

Other sources and references: