

**AGENDA ITEM 11**

**REPORT TO THE TEES VALLEY  
COMBINED AUTHORITY CABINET**

**5 FEBRUARY 2018**

**REPORT OF THE  
HEAD OF TRANSPORT**

**TRANSPORT**

**TRANSPORT FOR THE NORTH STRATEGIC TRANSPORT PLAN**

**SUMMARY**

On the 16<sup>th</sup> of January Transport for the North (TfN) published a draft Strategic Transport Plan for consultation. The national launch of the document was held in Darlington and generated significant media interest. Using information from the Northern Powerhouse Independent Economic Review, the plan has identified seven priority development corridors, as well as some pan-Northern priorities, where TfN believe strategic transport investment should be targeted. As a result of active engagement by the Tees Valley in TfN, at political and officer level, the report fully reflects and endorses the Tees Valley's own priorities for greater connectivity.

**RECOMMENDATIONS**

It is recommended that the Combined Authority Cabinet:

- i. Note the content of the report
- ii. Delegate authority to the Managing Director, in consultation with the Tees Valley Mayor, the Chair of the LEP and the Chair of the Transport Committee, to submit a response to TfN's transport plan consultation on behalf of the Tees Valley, in line with our established priorities.
- iii. Note that TfN will hold its AGM on 8<sup>th</sup> February, to approve its constitution, including the establishment of a new TfN Scrutiny Committee.

**DETAIL**

1. The Tees Valley has played an influential role in the creation of TfN's transport plan and the plan is reflective of our strategic transport priorities. The objectives of the Strategic Transport Plan are to:
  - Increase efficiency, reliability and resilience in the transport system

- Transform economic performance
  - Improve access to opportunities across the North
  - Promote and support the built and natural environment
2. The Plan sets out the strategic case for significant transport infrastructure improvements, for people and goods, across the North. It outlines a framework for transforming the transport infrastructure of the North over the next thirty years, in order to enable and support substantial economic growth. The document contains a number of sections identifying the major strategic interventions TfN believes are necessary to deliver transformational economic change. These are intended to complement local investment rather than replace it.
  3. Using the evidence of economic assets from the Northern Powerhouse Independent Economic Review, TfN have identified seven strategic corridors, where improving transport links will help link these economic assets.
  4. The corridors are:
    - *Connecting the Energy Coasts*: enabling people and goods to move more easily between advanced manufacturing and energy assets on the coasts of the north-east and north-west.
    - *West & Wales*: improving connectivity from and through the important economic centres and assets of Cheshire, Warrington, Liverpool City Region and Greater Manchester to North Wales and the West Midlands.
    - *Central Pennines*: better connecting the Local Enterprise Partnership areas of North Yorkshire, West Yorkshire and Hull & the Humber to Lancashire, Greater Manchester and Liverpool City Region.
    - *Southern Pennines*: improving multi-modal connectivity across the southern Pennines from the Port of Liverpool to the Humber Ports, via Cheshire, Greater Manchester and Sheffield City Region, as well as strengthening cross-border movements into the East Midlands.
    - *North West to Sheffield City Region*: strengthening rail connections between the advanced manufacturing clusters in Cumbria, Lancashire, Greater Manchester and Sheffield City Region, alongside improved connections up into Scotland.
    - *East Coast to Scotland*: improving rail services along the East Coast Main Line corridor, as well as via other key rail lines, such as the Durham Coast Line, to improve connectivity in the North East, Tees Valley and North Yorkshire.
    - *Yorkshire to Scotland*: strengthening road links between the Midlands, South Yorkshire, West Yorkshire, Tees Valley, the North East and Scotland.
  5. The strategic corridors of most interest to the Tees Valley are 'Connecting the Energy Coasts' 'East Coast to Scotland' and 'Yorkshire to Scotland'. When summarising these corridors the document acknowledges the importance of improvements to the A66 corridor to Teesport, the need to improve the East Coast and Durham Coast railway lines, the importance of delivering our 2025 vision for Darlington Station, and the need for a new crossing of the River Tees. The other corridors also identify a number of potential investments across the North of England, which will help connect the Tees Valley to wider destinations and markets in Northern cities and beyond.

6. Whilst TfN have already worked with partners to identify some of the emerging investment priorities in each corridor, identifying all the long-term schemes which will be required is ongoing. By looking at all the individual interventions collectively, and developing Strategic Outline Programme business cases, TfN can identify the programmes of work that deliver the maximum benefit. TfN expect to provide more detail on emerging investment priorities in the final version of the plan.
7. Over the coming year we will continue to work closely with TfN to bring forward these strategic studies and to develop these and other strategic transport priorities for our area.

#### **Other sections of the plan**

8. **Northern Powerhouse Rail (NPR)** defines a rail network which would link the major economic centres of the North with rapid, reliable and resilient rail links, offering much faster journey times than are currently possible. The aspirations of Northern Powerhouse Rail would be delivered with a range of investments, including significant upgrades to existing railway lines, the building of new lines and making best use of the planned HS2 infrastructure.
9. A **Long Term Rail Strategy** that has been prepared alongside the Plan sets out the vision for the rest of the rail network in the North, drawing on the significant work done to date by Rail North in co-managing the Northern and Trans Pennine rail franchises. This is a plan to transform rail across the North for both urban and rural communities. It sets out to deliver high quality rail services right across the north, with more frequent and better integrated services, faster journeys and good reliability, on modern trains with high quality facilities.
10. **The Major Road Network (MRN)** TfN has worked closely with its partners in local authorities to map out a Major Road Network for the North. This network identifies all the roads crucial to driving economic growth in the North. It connects both current economic centres and future economic growth locations, as well as major transport hubs to enable multi-modal journeys. With local connections alongside strategic roads, it accounts for about 7% of the roads in the North.
11. Suggested Interventions on the MRN will include junction improvements at key points, improvements at specific locations, including bypasses, and new links that will support economic growth opportunities.
12. **Integrated & Smart Travel** the document outlines a plan for developing an integrated and smart travel system for the whole of the North, with the first phase of this (smart for rail season tickets) due to begin roll-out early in 2018. Once completed, the integrated and smart travel system will deliver a scheme that will enable passengers to travel seamlessly using their preferred payment method, with a goal to deliver the fairest possible price on the day, with a walk-up fare for a journey.

## **Consultation**

13. TfN are holding a public consultation for 13 weeks ending on the 17<sup>th</sup> of April. An independent report of the consultation results will be produced to aid refinement of the Plan. This report will allow the final STP to be updated to reflect feedback from the consultation.
14. All the information on the consultation, including electronic versions of the Strategic Transport Plan and its accompanying documents, are available on the TfN website ([transportforthenorth.com](http://transportforthenorth.com)). TfN will hold stakeholder engagement events across the North including in the Tees Valley.
15. Once TfN have considered the feedback from the consultation, they will be publishing a final version of the Plan later in 2018. Work continues to further understand the interventions required in each of the strategic development corridors, with final recommendations for all of these due by the summer.

## **Oversight and Scrutiny of the Transport for the North process.**

16. TfN Member authorities will attend an annual meeting on 8<sup>th</sup> February to approve its new constitution. Following achievement of statutory sub-national transport body status TfN is required to establish a Scrutiny Committee. Each constituent member of TfN is entitled to appoint one member and one deputy to the TfN Scrutiny Committee. This committee will play an important role in monitoring the activities of the statutory sub-national transport body. Although there is no specific requirement that the member should also be a member of the Combined Authority's Overview and Scrutiny Committee, it would clearly be desirable to secure a clear link between scrutiny of TfN and the scrutiny of transport priorities within Tees Valley.
17. The criteria for membership of the Scrutiny Committee will be considered at the meeting on 8<sup>th</sup> February; including any provision for political balance, and whether executive members are eligible. Following its establishment, Cabinet will need to make an appointment from the Tees Valley. It is recommended that, following discussion between Cabinet members, an appointment is made at the next Cabinet meeting.

## **FINANCIAL IMPLICATIONS**

18. This report has no financial implications for the TVCA.

## **LEGAL IMPLICATIONS**

19. None.

## **RISK ASSESSMENT**

20. The TfN Strategic Transport Plan is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

## **CONSULTATION**

21. A consultation process will take place between the 16<sup>th</sup> of January and the 17<sup>th</sup> of April.

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