



NGO Stakeholder Engagement Workshops

January/February 2017

THE NORTH OF ENGLAND



14,400

SQUARE MILES



16 M

PEOPLE



7.9M

JOB



£290bn

GVA TOWARDS UK
ECONOMY

11

Local
Enterprise
Partners

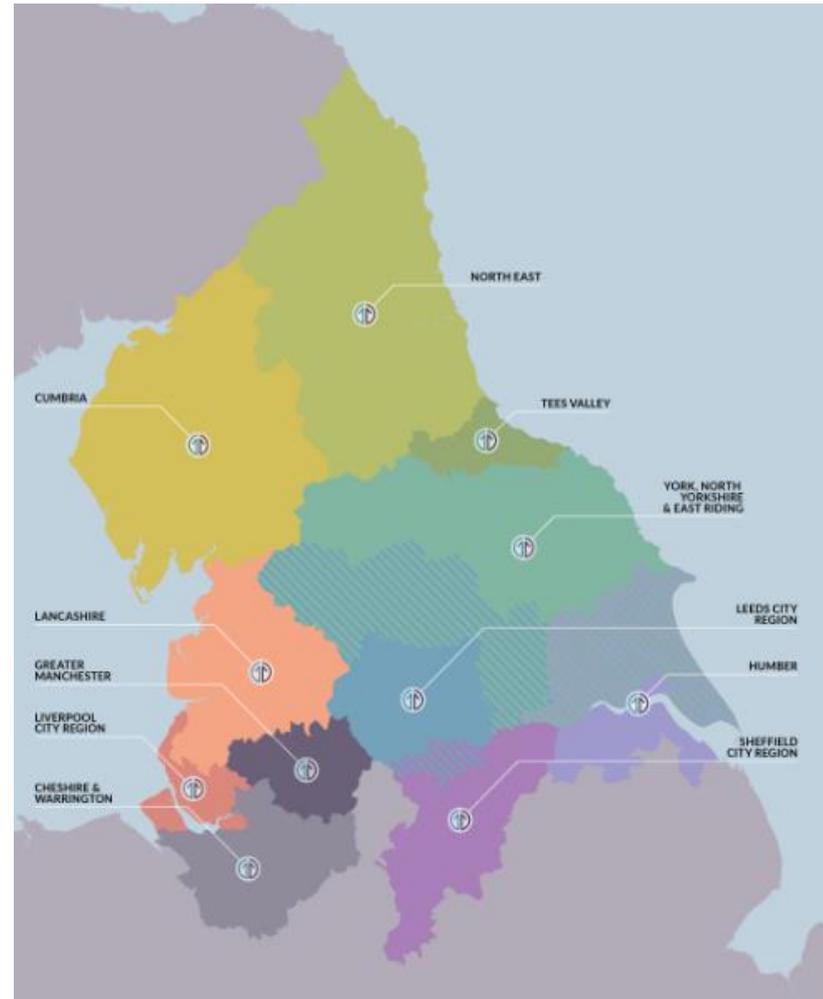
4

Development
partners

19

Local Government
partners

Cross boundary work with Transport
Scotland, Welsh Assembly Government
and Midlands Connect



Devolution and TfN adding value

1

Cities and Local Government
Devolution Act - governance and
funding powers to the North

2

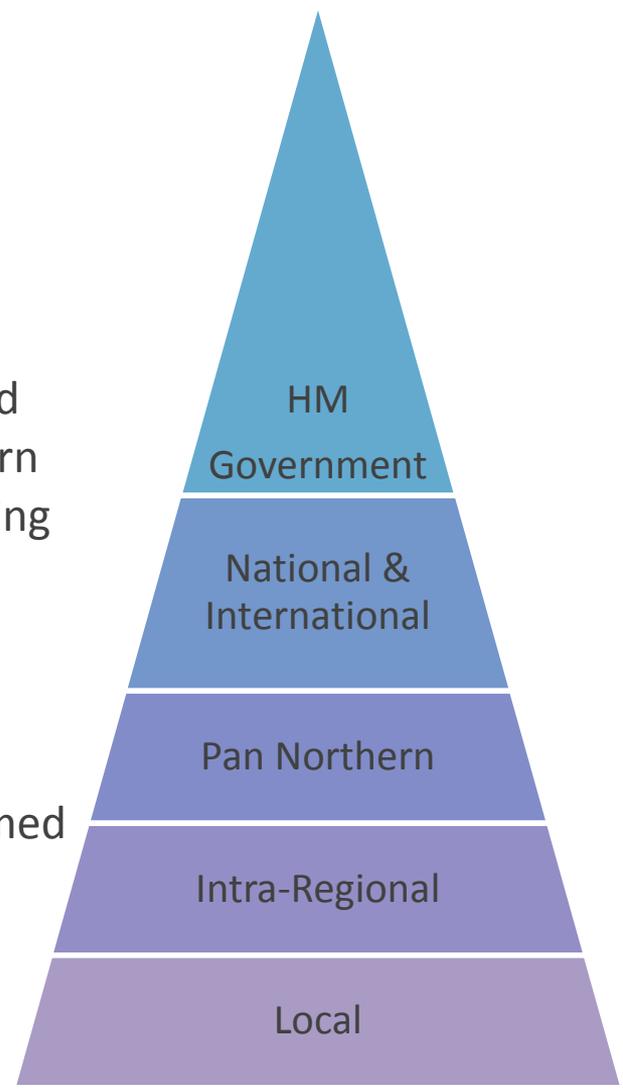
Coherent and integrated
approach to pan-Northern
strategic transport planning

3

Existing strong and inclusive
partnership, driving growth

4

Helping create a transformed
Northern economy



NORTHERN POWERHOUSE

INDEPENDENT ECONOMIC REVIEW

A 'transformational' growth scenario by 2050 could generate:

**£97 billion
GVA**

increase to the
Northern economy

**850,000 more
jobs**

than 'business as
usual'

NORTHERN POWERHOUSE

INDEPENDENT ECONOMIC REVIEW



Four prime capabilities:



Advanced manufacturing



Digital



Energy



Health innovation

Three enabling capabilities:



Financial & Professional Services



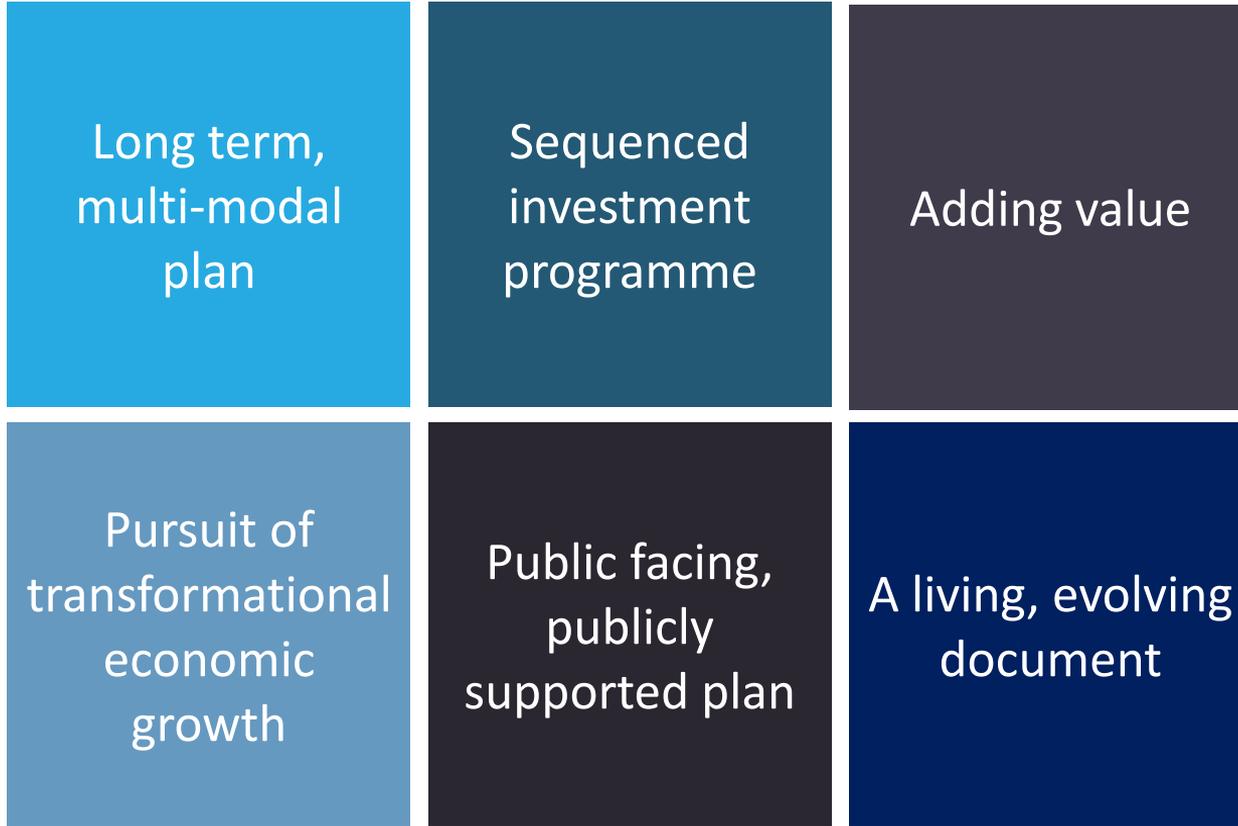
Education (particularly Higher Education)



Logistics

Underpinned by **excellent quality of life**, provided by buzzing cities and stunning countryside

TfN Strategic Transport Plan (STP)



Northern Powerhouse Independent Economic Review (NPIER)



TfN Strategic Transport Plan

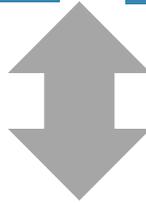


Integrated Rail Report

Integrated Sustainability Appraisal



Major Roads Report



Existing and future evidence

Further National Agencies Evidence

Further TfN Developed Evidence

Further Local Transport Authority Developed Evidence

Pan-Northern Transport Objectives

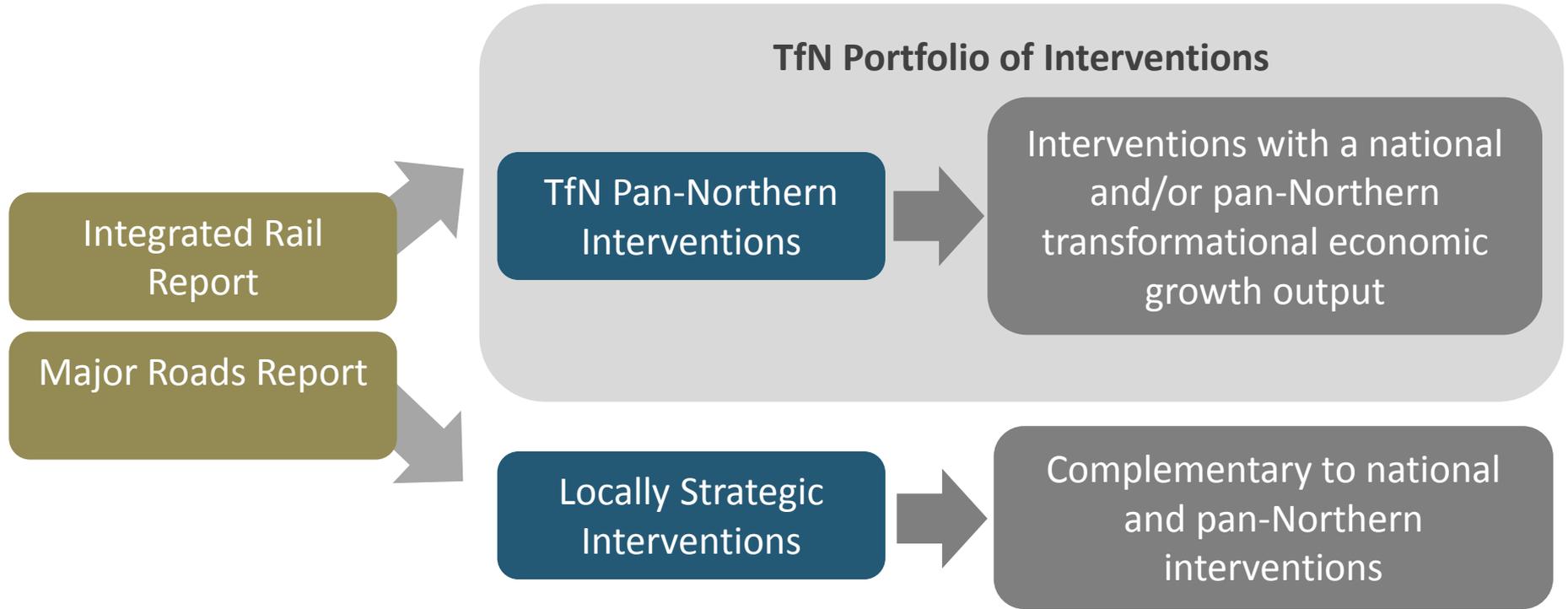
Transforming economic performance

Increasing efficiency, reliability and resilience on the transport system

Promoting and supporting the built and natural environment

Improving opportunities across the North

TfN Portfolio of Interventions



Winter 2016/17

Publication of Independent International Connectivity Commission Report

Spring 2017

Publication of a Position Statement on the Strategic Transport Plan and ISA Technical Note.

Publication of the Initial Integrated Rail and Major Roads Reports

Summer 2017

TfN statutory body status approved

Autumn 2017

Publication of Draft Strategic Transport Plan, Updated Integrated Rail and Major Roads Reports, and Integrated Sustainability Appraisal

Winter 2017/18

Statutory Public Consultation on the Strategic Transport Plan

Summer 2018

Final Publication of Strategic Transport Plan and Sustainability Appraisal

Stakeholder Engagement

Public facing,
publicly
supported plan

- Keen to understand views of a wide range of stakeholders at each stage of the process
- Statutory consultation in Winter 2017
- Continued engagement throughout 2017
- Series of surveys, interviews, workshops with sustainability and transport NGOs

Stakeholder Engagement – joining things up

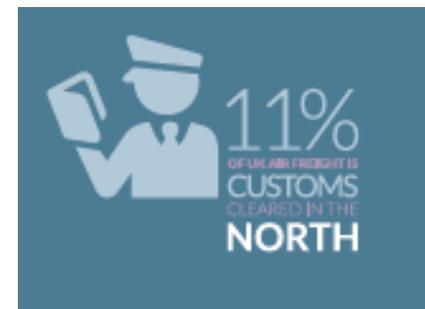
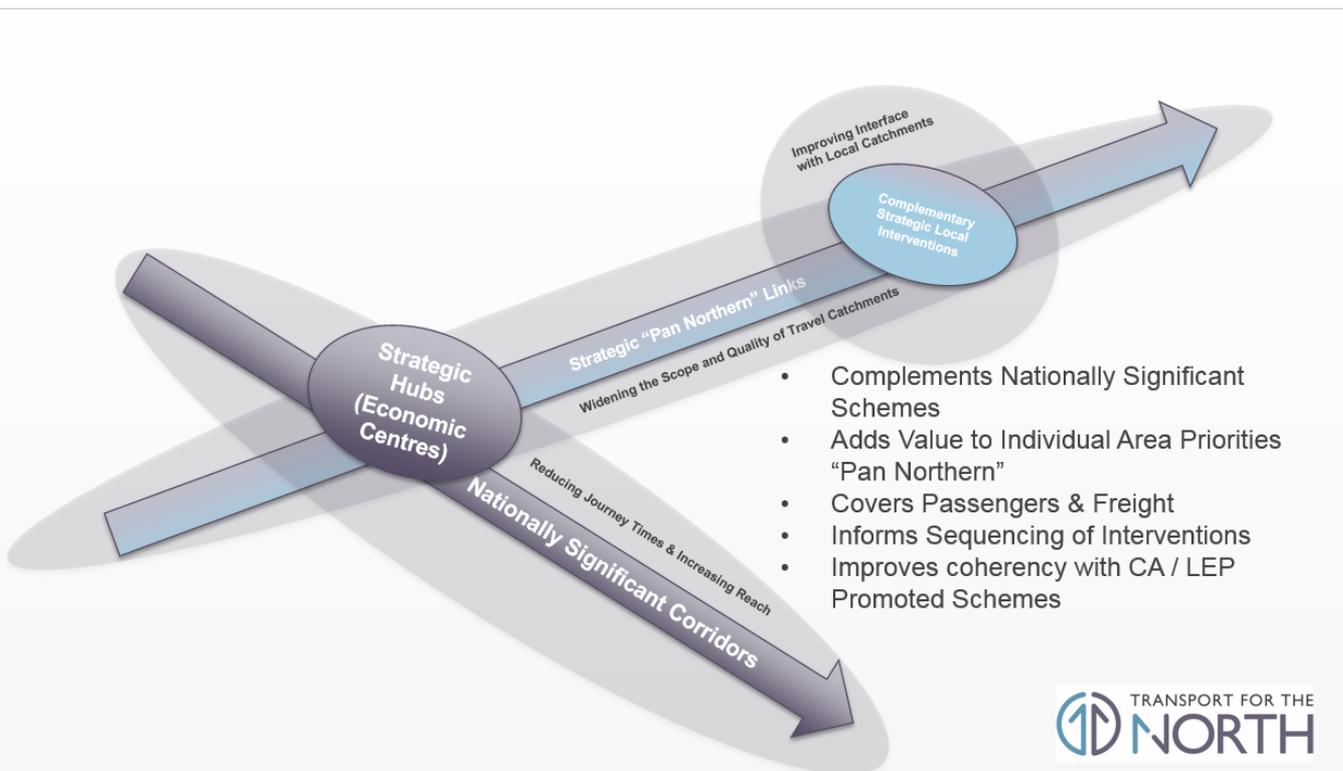
We are:

- Building picture of local priorities: recognise to achieve objective to “*Transform economic performance*”, need to align with local plans
- Identifying where we need to join the gaps
- Using this to develop understanding of where the key transport corridors are, and build solutions that:
 - Make the most of existing infrastructure
 - Are multi-modal and Smart
 - “Connect and protect”
- In turn, giving strategic support to partners to:
 - Strengthen the business case for particular strategic local schemes
 - Plan development around transport links

This means that TfN and the STP can:

- Recognise the importance of local services and connect to local infrastructure
- Look holistically at whole network rather than ‘headline’ projects
- Look at improving existing infrastructure before new
- Support partners in improving walking and cycling facilities
- Encourage development near transport infrastructure

Stakeholder Engagement – joining things up



Stakeholder Engagement – connecting and protecting

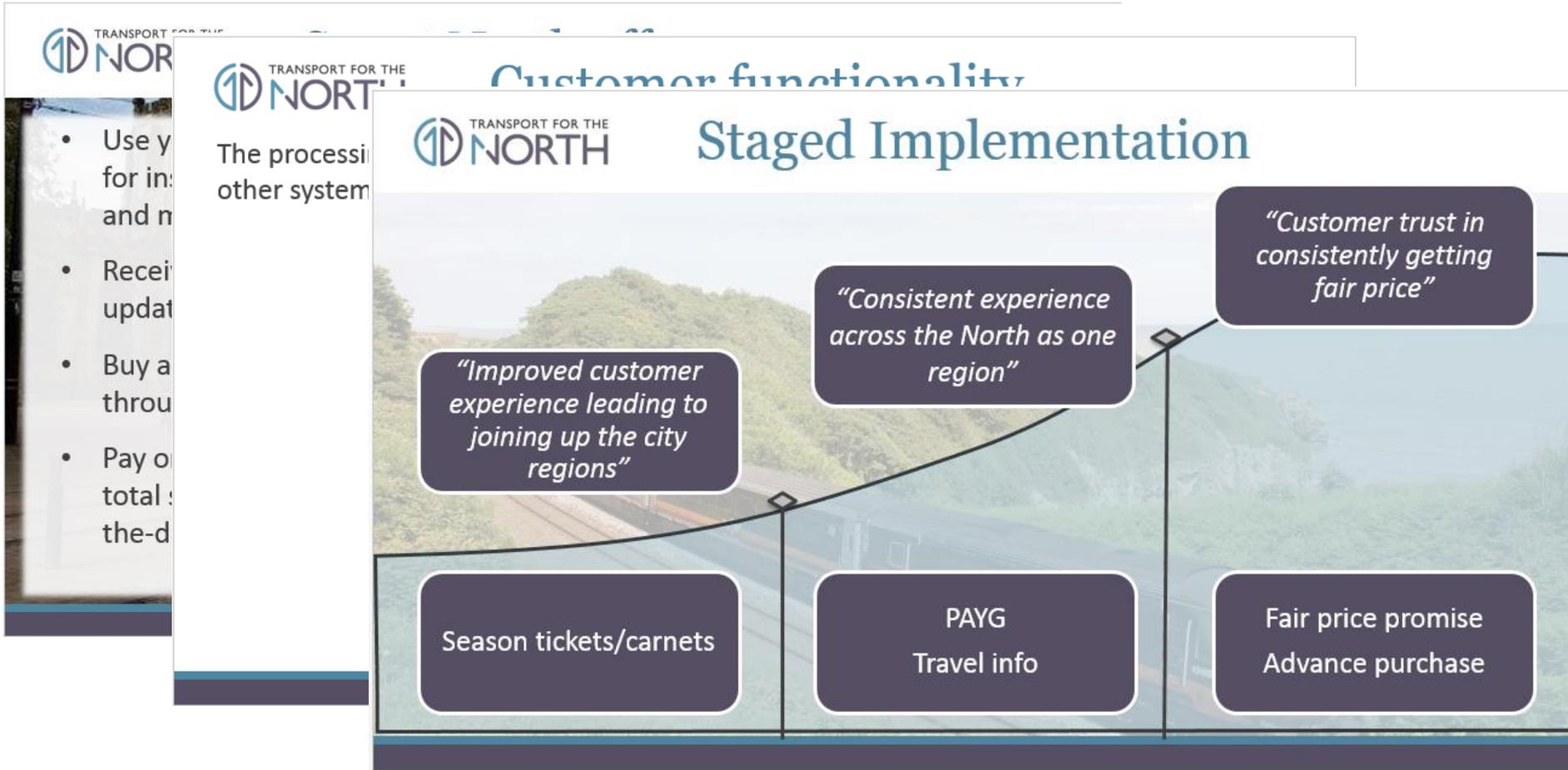
We are:

- Using the key corridors to build solutions that are multimodal: develop best solution for particular gap
- Setting an objective to *“Promote and support the built and natural environment”*: consider particular outputs that achieve this outcome
- Examining better integration across modes, inc:
 - Short-sea shipping and rail freight
 - Strategic Park & Ride
 - Sustainable surface access to airports/ports
 - Smart ticketing and travel information
- Considering biodiversity, landscape, heritage and flooding across corridors

This means that TfN and the STP can:

- Connect and protect heritage and biodiversity assets
- Develop carbon reduction and improved air quality as an outcome of the STP
- Encourage quality of place and good growth
- Support delivery of Smart ticketing and travel info across the North
- Identify sustainability challenges and support “greening” of transport corridors – avoid losing and help improve biodiversity

Stakeholder Engagement – connecting and protecting



Stakeholder Engagement – adding value

We are:

- Sharing views from sustainability engagement with Partners
- Building economic evidence/modelling that:
 - Captures economic benefits across uses
 - Capitalises on local industrial strengths
 - Seeks to understand distribution of growth
- Working with Government departments to develop better appraisal tools and guidance – for example that can consider wider benefits (such as to health)
- Aligning strategy and operation of rail through integration with Rail North (for example through sustainable access to stations)
- Still developing detail of how STP delivered, and TfN's powers as a Statutory Transport Body
 - Potential role as centre for excellence - undertaking research, sharing best practice, developing tools
 - Considering how assessment of schemes happens – including through undertaking Integrated Sustainability Appraisal and discussions with public health partners



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Transport for the North (TfN)