

# Strategic Transport Plan

## North Yorkshire Transport, Economy, Environment and Enterprise O&S Committee

*10<sup>th</sup> July 2023*



# Our remit

In April 2018, Transport for the North became England's first ever Sub-national Transport Body. Our 2019 Regulations 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
- 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 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

# The North's Strategic Transport Plan 2 (STP)

The STP is our opportunity to speak with one voice on behalf of the north by providing statutory advice on **our strategic transport priorities** to **ensure a transport network fit for the future**.

It sets out the unique opportunities and challenges facing the North's economy, people and communities, **showing how transport investment can enable regional economic growth, support decarbonisation and reduce social exclusion**.

It is **pan-regional and place-based**, focusing on common issues and providing the strategic 'case for change' for our local partners (LTAs/MCAs) and national delivery bodies to prepare and prioritise their plans.

Signals the **strategic investment needed** by public and private sector partners, and is clear about the need for **further devolution and system reform** – but agnostic about how that is delivered.



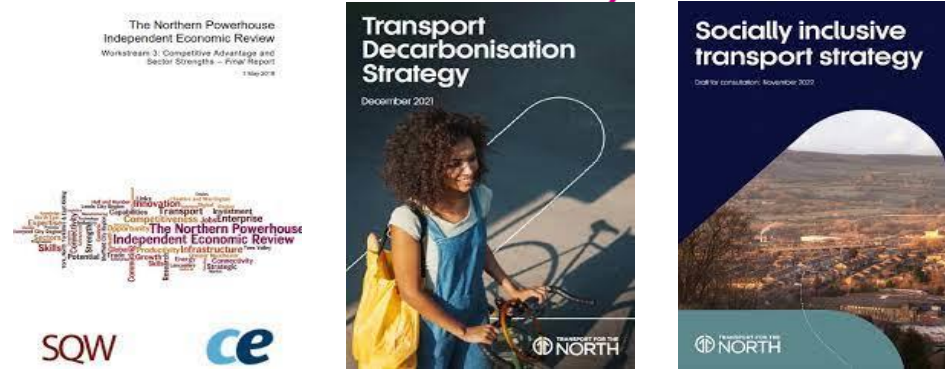
# 5 principles of our plan

- Evidence led:**  
Grounded in robust evidence
- User centric:**  
Recognising people and businesses have different needs
- Outcome-focused:**  
Being clear on the outcomes needed to achieve our vision.
- Place based:**  
Recognising unique and diverse geography of the North.
- Systems approach:**  
An innovative and collaborative approach to implementations.



# Building the new STP

Three core “strategies”



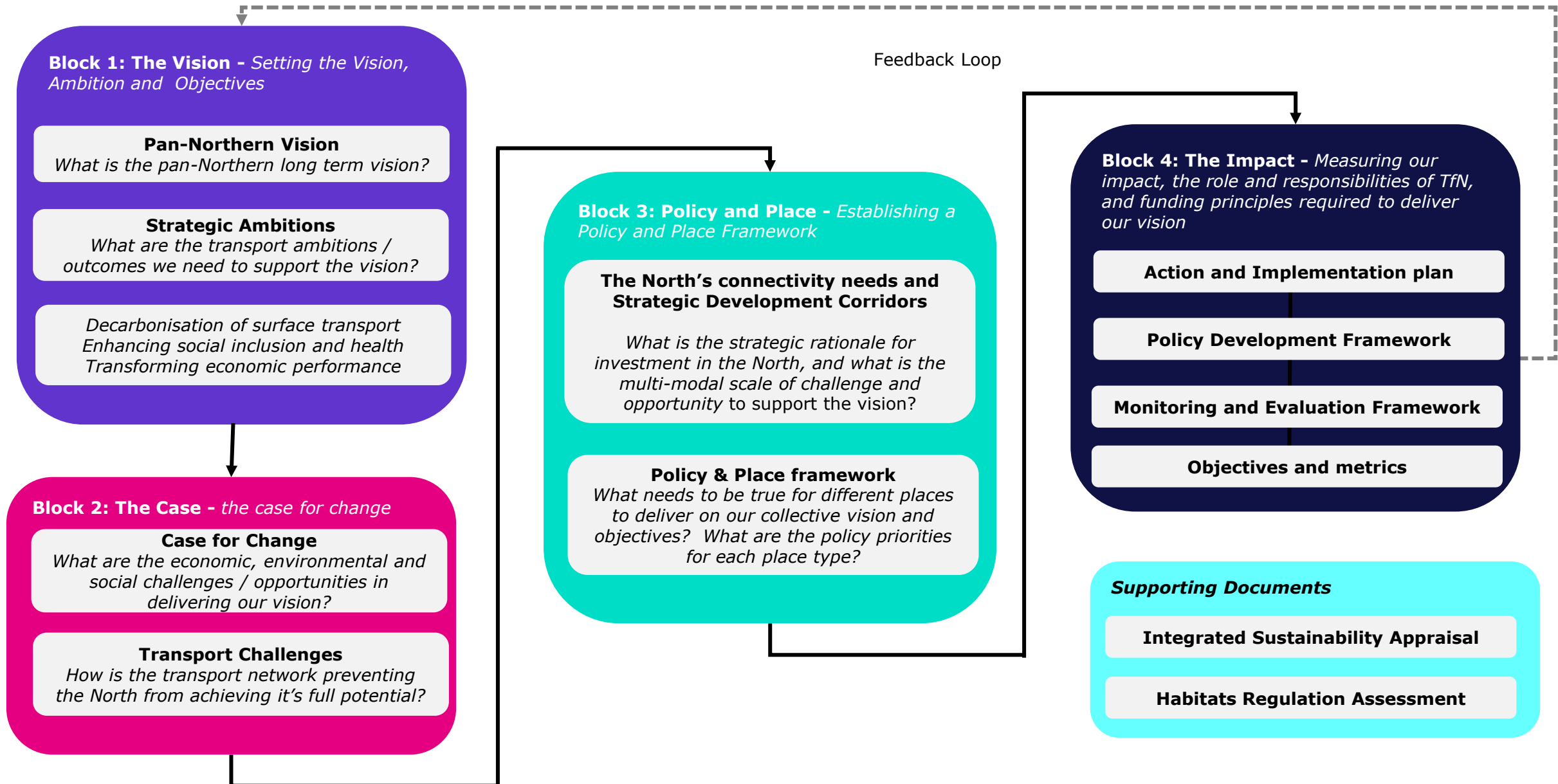
Three “mode specific reports” and the Future Travel Scenarios



Policy positions and evidence base



# Our plan at a glance



# Our vision

By 2050 the North of England will have become a thriving, socially inclusive region. Our communities, businesses and places will all benefit from sustainable economic growth, improved health and wellbeing, and access to opportunities for all. This will be achieved through a transformed zero emission, integrated, safe and sustainable transport system, that will enhance connectivity, resilience, and journey times for all users.

## Strategic Ambitions

***Transforming economic performance***

*£118bn more GVA by 2050*

***Decarbonisation of surface transport***

Near zero by 2045

***Enhancing social inclusion and health***

*1 million people fewer at risk of TRSE by 2050*

## Supporting metrics

Reliability

Access to jobs

Rail Freight

Road Safety

Access to stations

"Right share"

Air quality

# Strategic Transport Priorities



## Rail Investment

Developing new capacity (NPR in full, HS2, TPR upgrade); 7-day railway, greater reliability, improved fares and ticketing; freight capacity



## Sustainable Roads

Resilience, safety, targeted investment where needed, enabling modal shift



## Decarbonisation

Greater use of public transport and active travel, alternative fuels and transport, EVCi roll-out, improving biodiversity, rail electrification



## Enhancing Social Inclusion and Health

Reduce by 1million the number of people in the North at risk of transport related social exclusion by improving safety and accessibility, enabling connectivity for all and improvements to public transport.



# 5 changes required

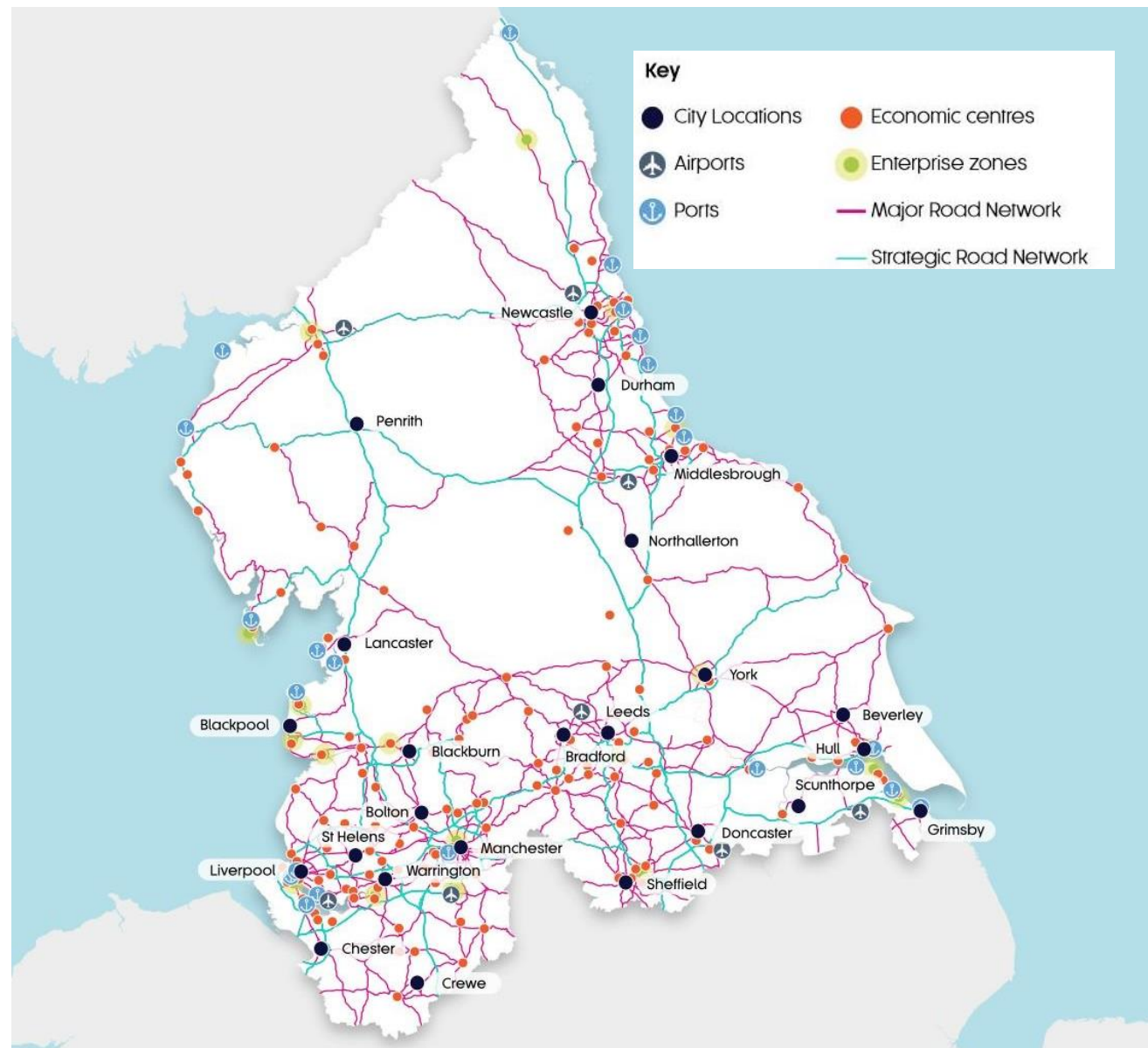
- Increase total investment infrastructure
- Holistic 'whole journey' approach
- Clarity & flexibility of funding
- Continue & extend devolution
- Need to work together



# Roads

Investment in new road capacity should be targeted only where the evidence shows it is essential. Our priorities are:

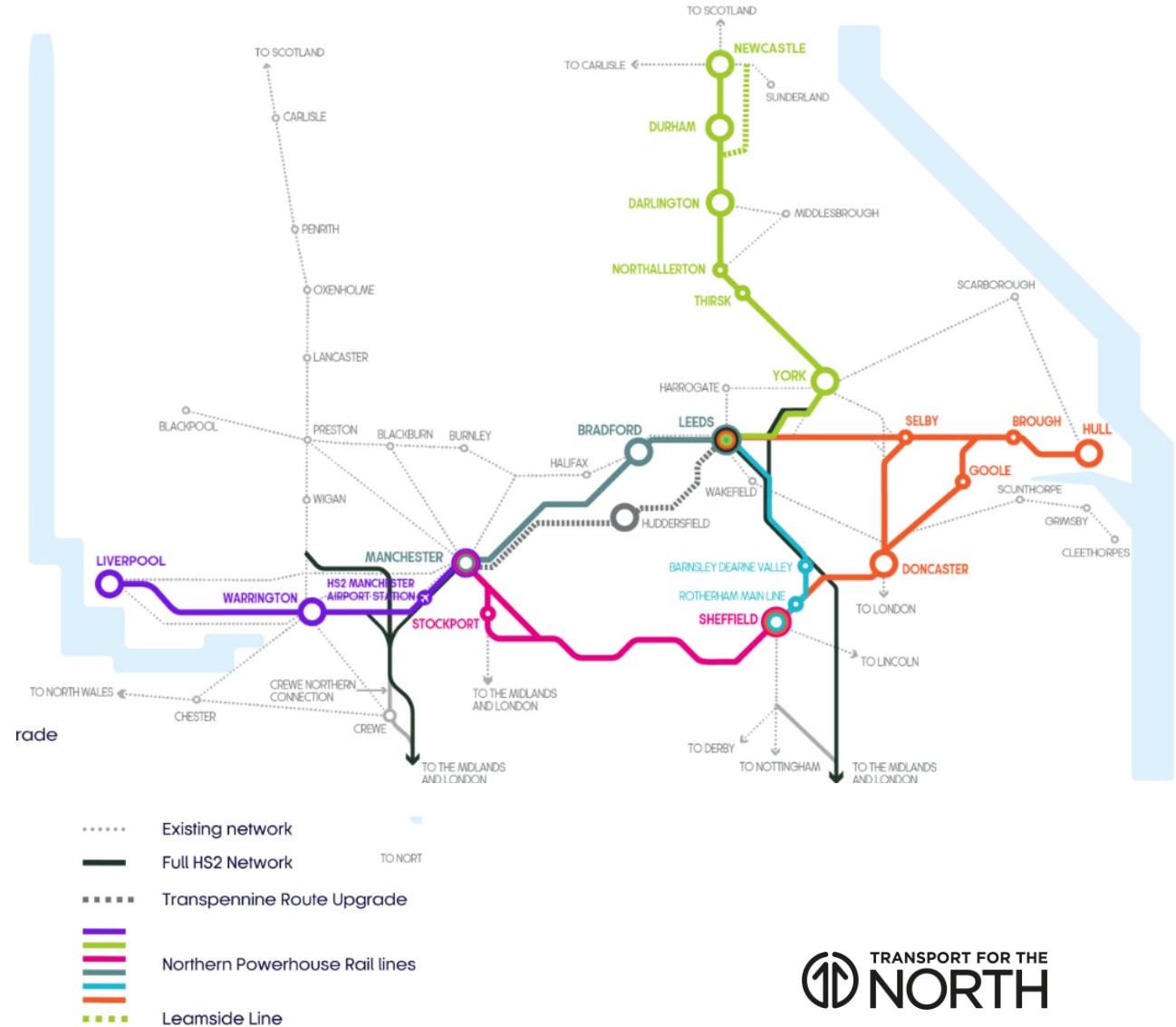
- to enable sustainable growth in key employment and housing areas;
- efficient journeys across multiple transport modes;
- the transition to low and zero emission vehicles;
- and international connectivity to airports, ports and economic clusters;
- Greater focus on supporting freight
- Encourage mode shift to sustainable modes;
- be resilient and adaptive to climate change;
- deliver a safe road network.



# Rail

Our priorities are:

- To make the case for TfN's preferred full NPR, HS2 and TRU.
- Better connectivity with improved reliability, punctuality, frequency and journey times
- Integration with other transport modes.
- A 7-day railway with more capacity, capability and flexibility.
- To support of communities, addressing TRSE and enhancing public realm.
- To offer a cost-effective alternative, that is equitable, inclusive and affordable.
- An electrified and sustainable North's rail network.
- Physical accessibility in all stations by 2050.
- An improved customer experience



# In summary - what is needed

- A **'whole-system' approach** to enable more choice, manage demand on the road network and deliver modal shift.
- Transformational upgrade of the rail network.
- Continued investment in our roads, so they are **safe for all users**, and more **resilient** in the face of a **changing climate**.
- Greater focus on investment in supporting infrastructure to **support increased use of alternative fuels** (both electric and hydrogen).
- A focus on offering **increased choices** to enable customers to travel differently, and acknowledging that it is only after this that you would consider providing more road capacity through technology or physical space.
- Recognition and acceptance that investment in new housing and economic development has to be connected to markets and hence there will **continue to be a need for investment** in new highways.
- **Simplification of funding** streams and funding silos and greater devolution of decisions/funding.
- **Vision led 'Decide & Provide' approach** – shaping policy choices & investment to best meet the desired outcomes

# What is the consultation?



The public consultation for the STP and the ISA is a process that we are undertaking to seek and gather feedback, opinions and suggestions from the public and stakeholders, before its publication.

This consultation will run for 12-weeks and is a statutory requirement.

The consultation aims to seek views on the draft strategy and seek feedback on areas for improvement before adoption.

Please, leave your comments in our Virtual Engage Room at: [tfn-stp.virtual-engage.com](https://tfn-stp.virtual-engage.com)

# Thank You

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