

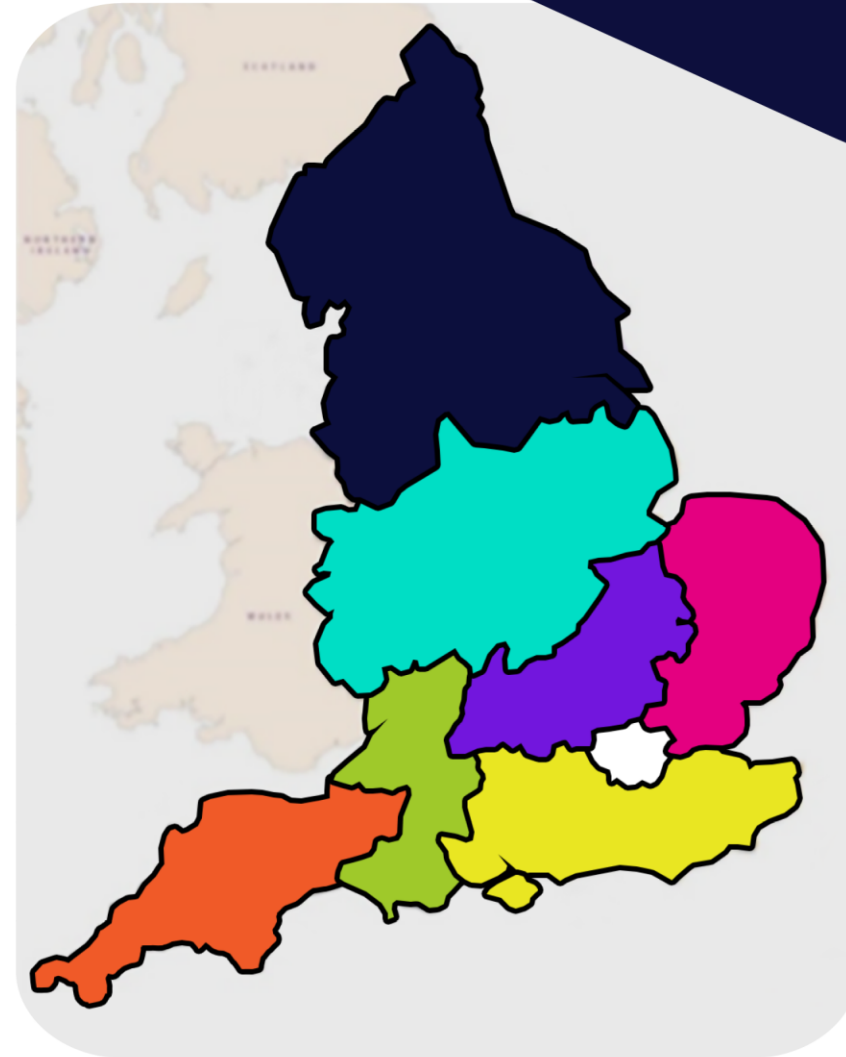
# Working towards our transport priorities in the North

Peter Cole – Head of Policy, Strategy and Research,  
Transport for the North



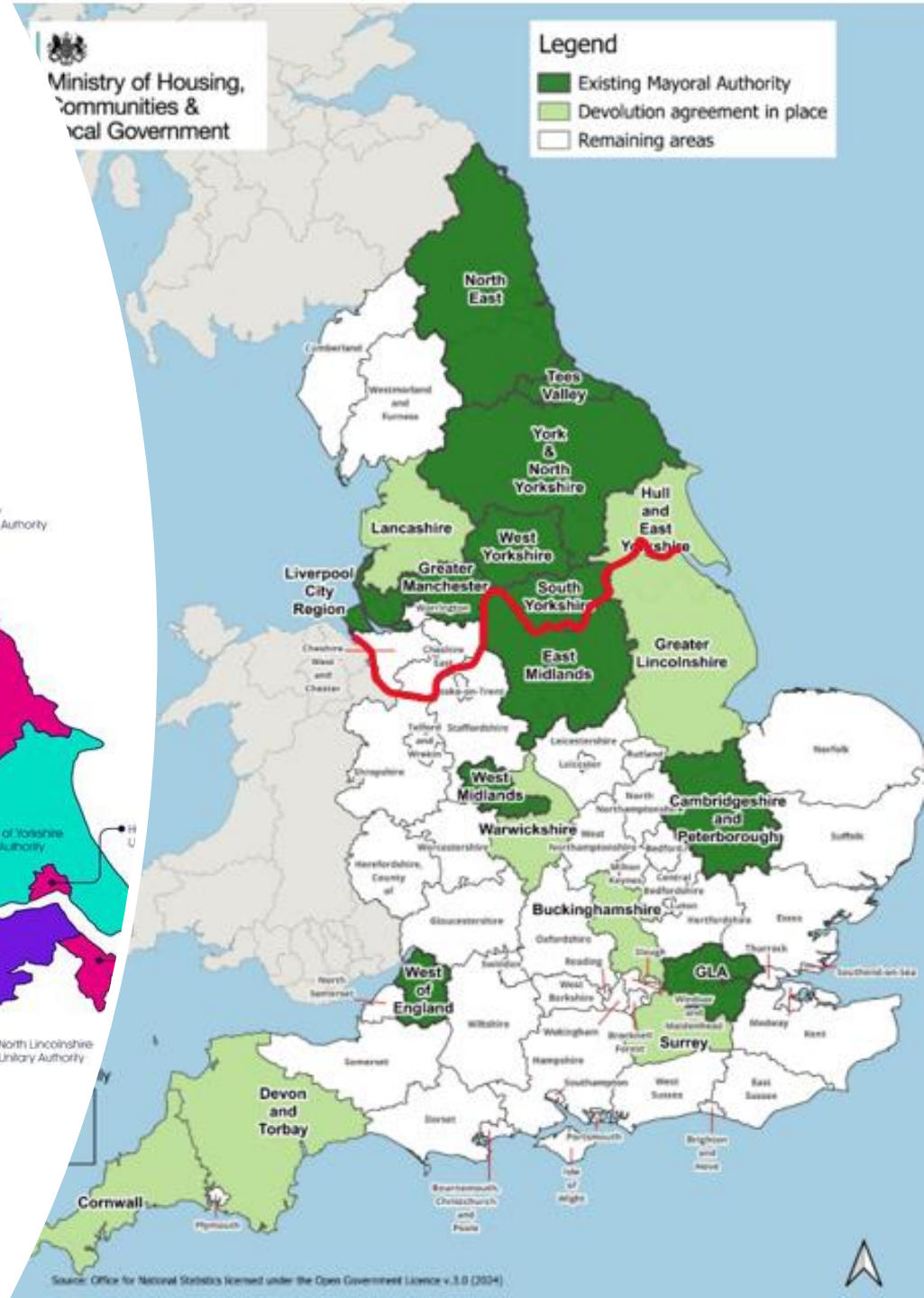
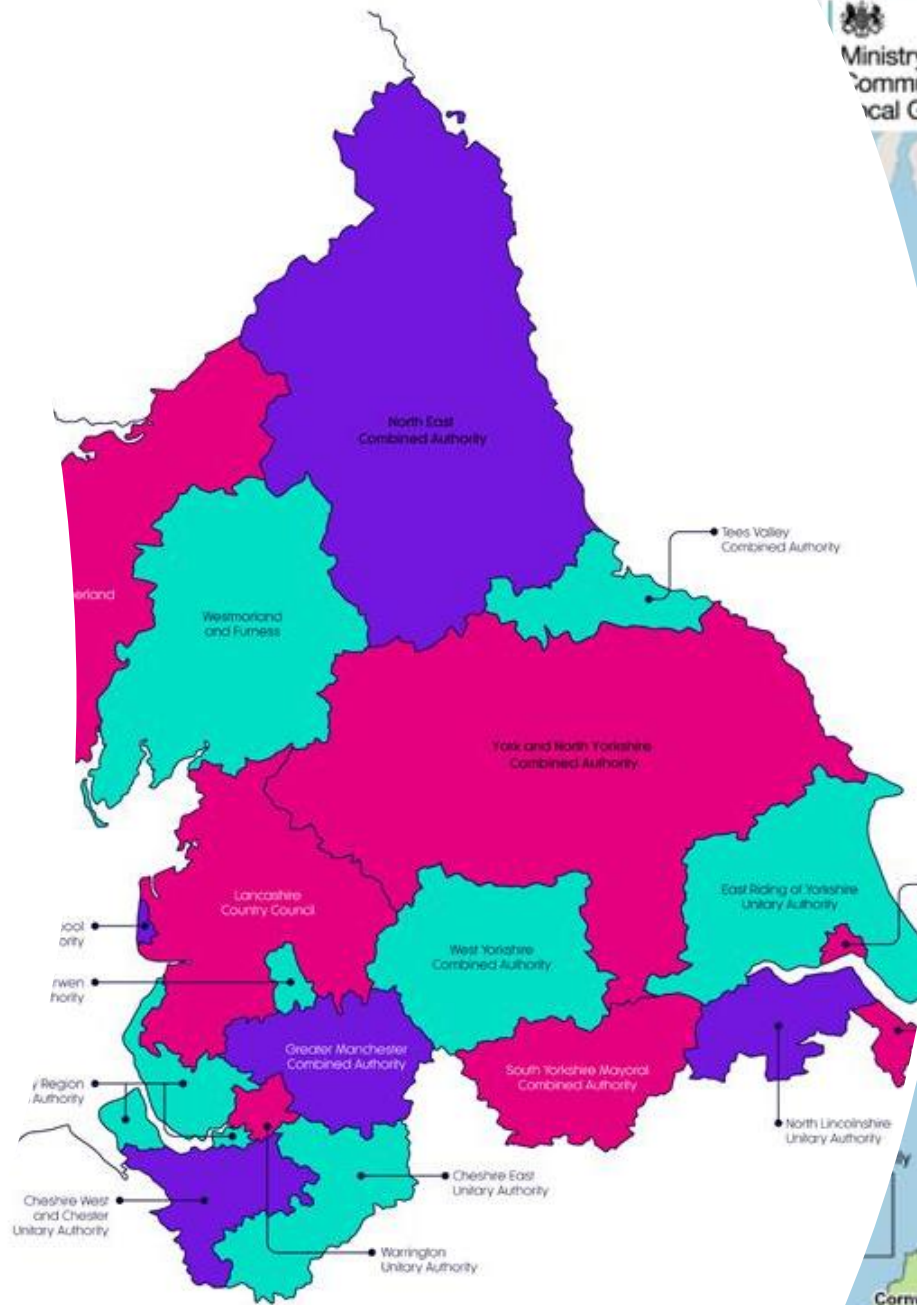
# Sub-National Transport Bodies in England

- Transport for the North
- Midlands Connect
- Englands Economic Heartland
- Transport for the East
- Transport for the South East
- Western Gateway
- Transport for the South West Peninsula



# Transport for the North

- Mayoral Strategic Authorities
- Established Mayoral Strategic Authorities
- Foundation Strategic Authorities
- Investment Priorities will be shaped by the Corporate Spending Review – June (?) 2025!



# What we do, and for who..



**Advocate for our Partners and influence investment priorities**



**Convene the collective voice of our Partners on Pan Regional Schemes and Policy**



**Influencing drafting and delivery of the National Highways RIS and Network Rail Control Periods**



**Support our Partners with evidence, tools and data**

# TfN's Strategic Transport Plan (STP)

# The Strategic Transport Plan



March 2023



Dec 2021



April 2023



Jun 2024



Dec 2021



Nov 2022



May 2023



March 2022



May 2022



Sept 2022



Sept 2022



Dec 2020

TRANSPORT FOR THE  
NORTH

Strategic  
Transport Plan

## Transforming the North



# 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

# Economic Growth



# A Transformed North

The Northern Powerhouse Independent Economic Review identified four prime capabilities areas where the North is highly skilled and globally competitive.

## Prime Capabilities



Advanced  
Manufacturing



Digital



Energy



Health  
Innovation

## Enabling Capabilities



Education  
(Particularly  
Higher Ed)



Financial &  
Professional  
Services



Logistics

# Northern Powerhouse Independent Economic Review

## **A transformed Northern economy by 2050:**

- The transformational scenario sees £118bn additional GVA by 2050 compared to the baseline case
- It supports an additional 1 million jobs
- It boosts productivity by £6,000 per job, and closes the productivity gap with the rest of England, less London, while halving the productivity gap with the rest of the UK
- Requires £700bn public sector spending over and above current commitments for the North

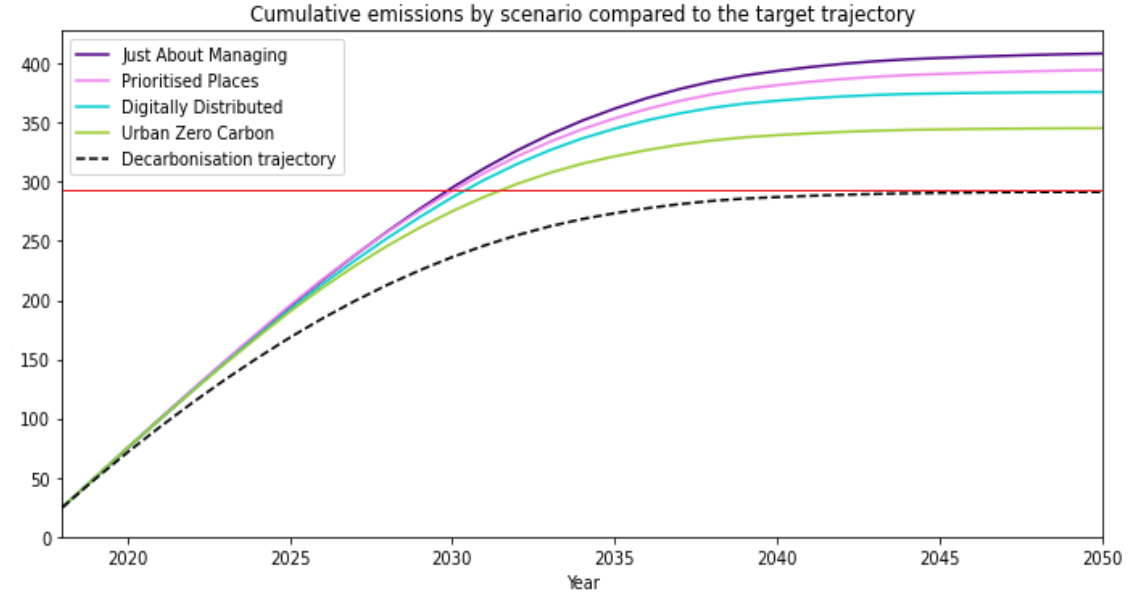
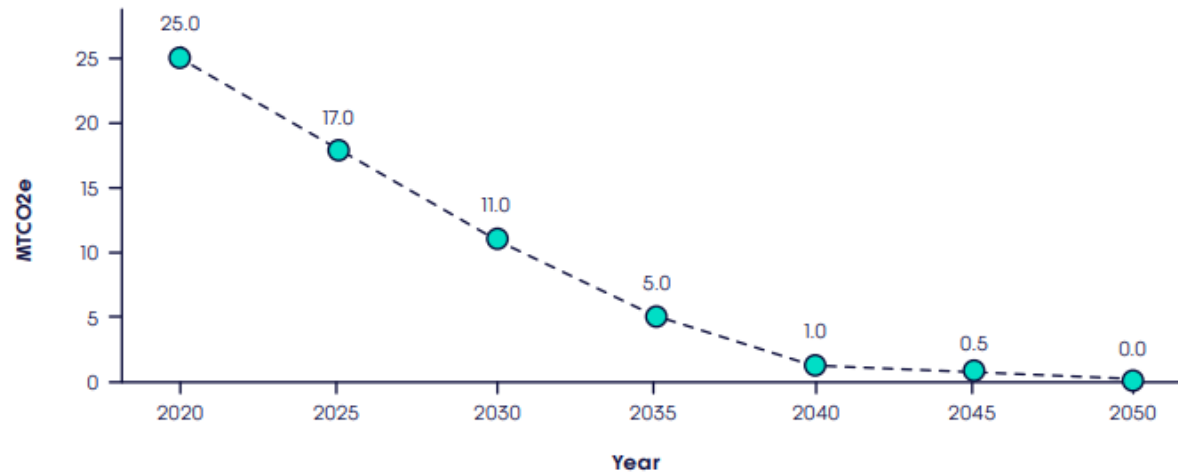
## **Benefits of a transformed North:**

- New transformational scenario achieves a benefit cost ratio of 2.8
- The package of interventions pays back £720bn to government by 2050; it pays for itself
- Crowds in £685bn private investment
- The new transformational scenario also achieves positive wider outcomes including higher life expectancy, higher wages, reduced worklessness, and achieving net zero carbon emissions by 2050

# Decarbonisation

# TfN's Decarbonisation Trajectory

Figure 2: TfN's Decarbonisation Trajectory



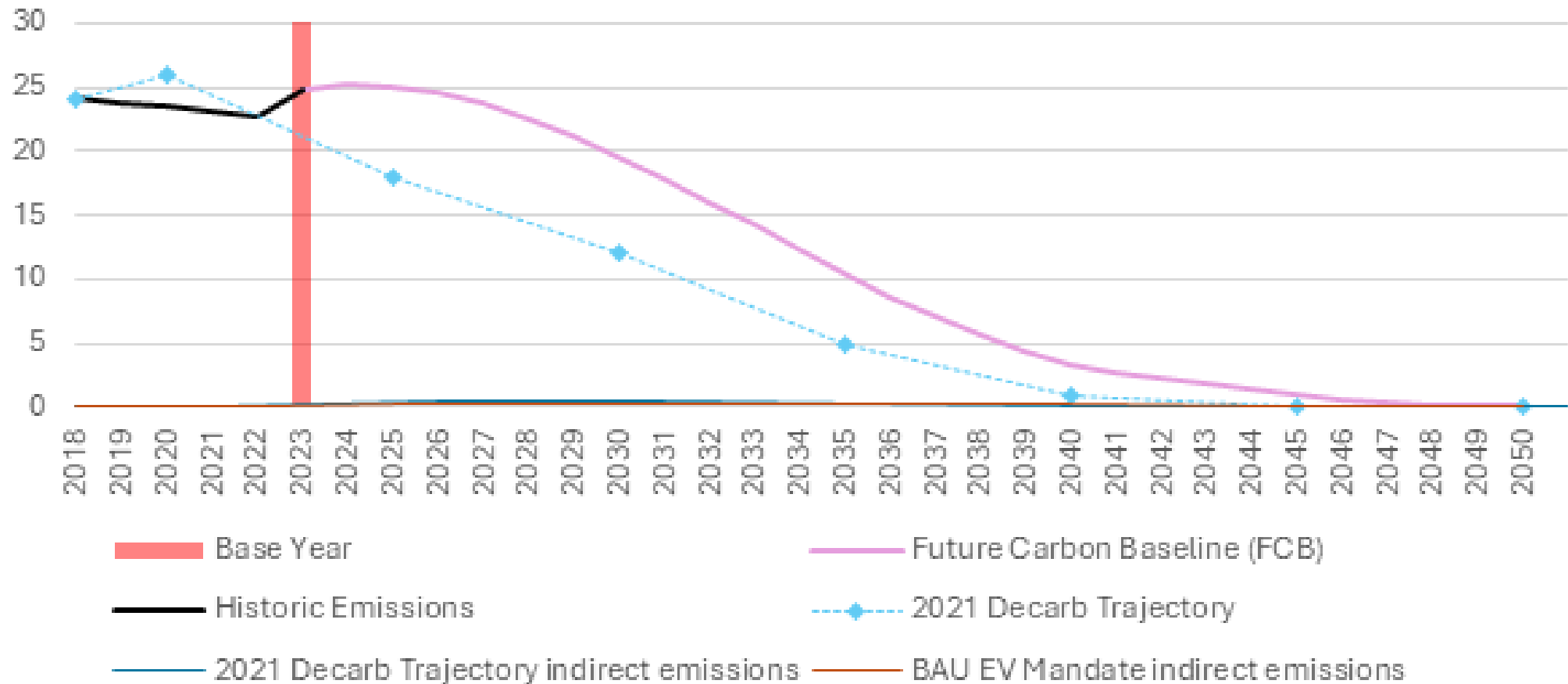
56% reduction in emissions from 2018 to 2030

96% reduction in emissions from 2018 to 2040

Close to zero by 2045

A total carbon budget of approximately 300 mega-tonnes of CO<sub>2</sub>e

## Historic, FCB scenario & Decarbonisation trajectory total and indirect emissions (Mt CO<sub>2</sub>e)



# Decarbonisation - Level of commitment needed

Our indicative pathways have highlighted the significant challenge that the region and its places face to achieve our Decarbonisation Trajectory.

The levels of commitment needed to stay within a carbon budget set within our 2021 strategy and on track in terms of our decarbonisation trajectory, may require:

- a level of car and van ZEV sales more than doubling the current ZEV mandate requirements in the short term;
- additional focus on the transition for high mileage vehicles like taxis and fleet cars;
- a step change in ZEV HGV sales in the next 5 years so that by 2030, they would make up nearly 50% of total sales;
- an almost immediate reduction in car, taxi and van mileage from 2023 levels of 5% followed by a more profound reduction of 15% by 2030.



# Decarbonisation – Policy and Advocacy Priorities

1. Elevated funding for local and combined authorities for measures to drive EV adoption and modal shift at the levels required to meet our trajectory.
2. Focus on improvements to bus services critical to achieving wider socio-economic goals – and revenue funding key to this.
3. Local action on modal shift and managing car demand has to be supported by a stronger national policy framework on the same, and a funding environment which reflects those priorities too.
4. The need for change is not just driven by an *obligation* to reduce carbon emissions but just as much by the *opportunity* for the North to benefit from increased social inclusion and economic growth.

# Social Inclusion



## “Transport issues that limit **full** and **meaningful** participation in society”

**When getting to work, education, healthcare, and basic shops & services...**

Costs so much it forces people to cut back on everyday essentials

Damages people’s wellbeing or contributes to poor mental health

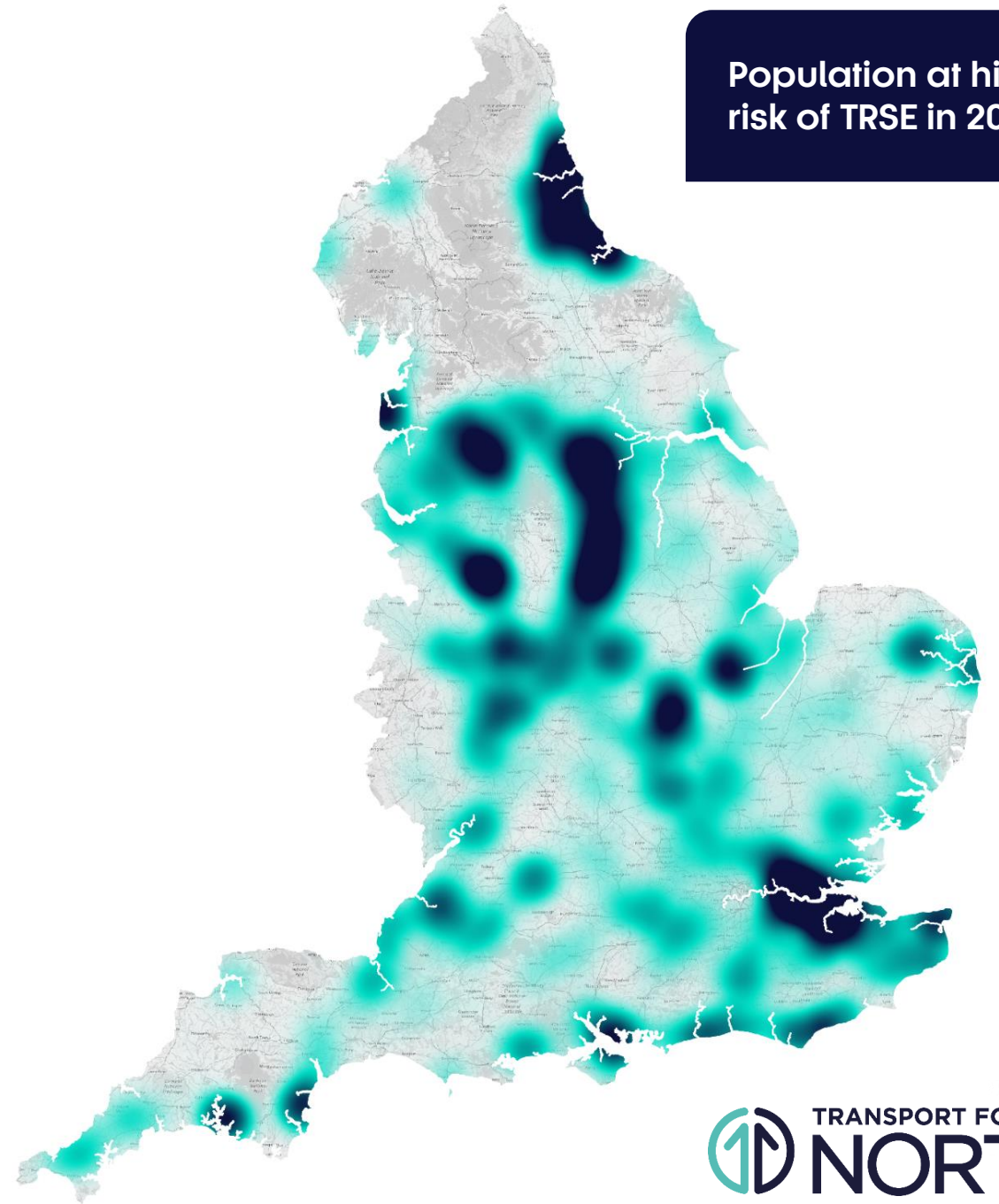
Takes so long that it leaves no time for leisure, family, and community life

Is impossible at some or all of the times when its needed

**... it causes transport-related social exclusion**

**11.2  
million**

Population at high  
risk of TRSE in 2024



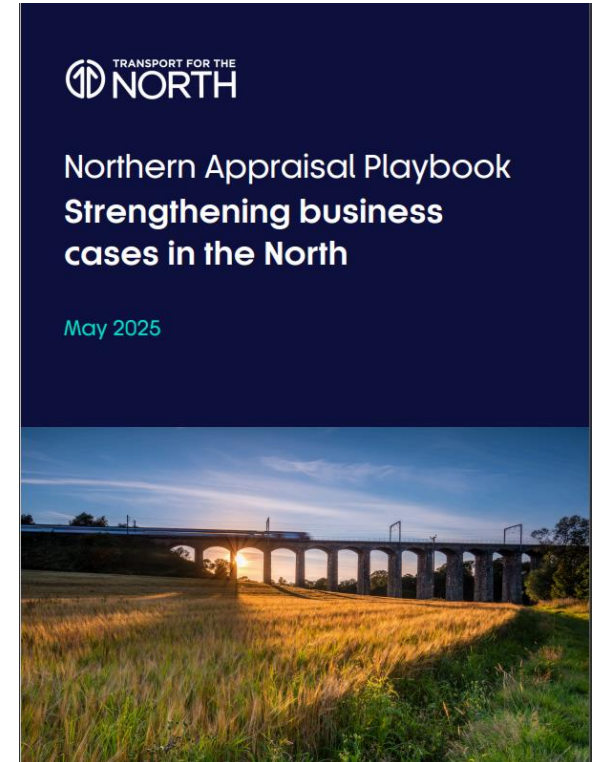
# How are we implementing the STP?

## Northern Appraisal Playbook (NAP)

Phase 1: Testing existing flexibilities in the green book and development of 'Tips and Best Practice' guide.

Phase 2:

- Research (alongside academics/industry) around areas of more fundamental change which could make a bigger difference to Northern business cases e.g. Value of Time Savings, Job Displacement and Enabling Housing.
- Engagement with DfT & HMT officials to discuss, and convening a forum for them to engage with local partners.
- Applying the NAP findings to live northern business cases.




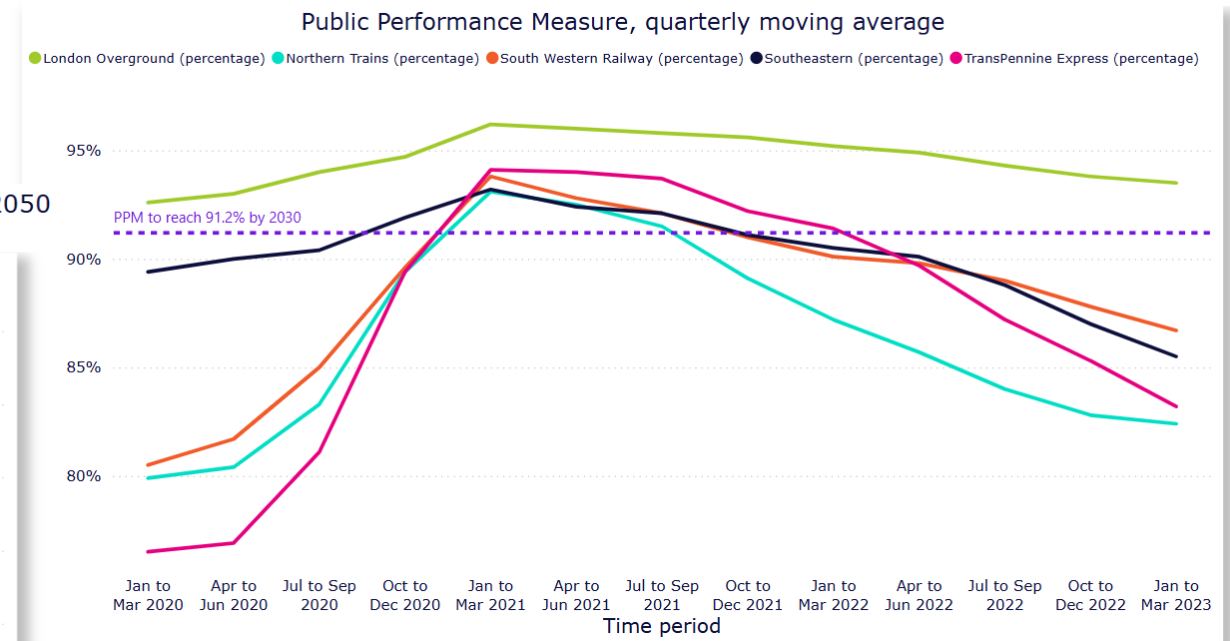
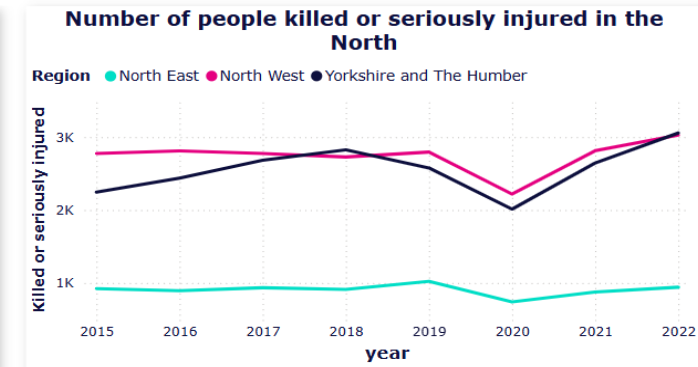
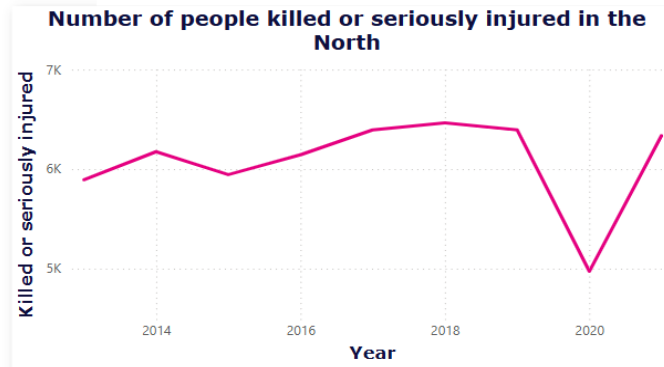
# Evaluating Progress

## STP Monitoring and Evaluation Dashboard

• Monitoring & Evaluation (M&E) Strategy identifies a framework of metrics that will be used to measure progress towards achieving our STP strategic ambitions and associated targets

• Progress over time for the headline metrics is presented in an online M&E dashboard, used to track and monitor performance

Vision zero: reduce the number of people killed and seriously injured in traffic incidents to zero by 2040 



Zero overall increase in car and taxi vehicle mileage on the North's road network to 2030 and 2050

