

# Northern Powerhouse ?

The Background to Devolution  
and

Transport for the North



# We're building a Northern Powerhouse

Autumn Statement  
2014 announces

## £7 billion

further investment  
in the North



We're connecting up the North to create a Powerhouse by:



investing **£6bn** in the north's roads, to reduce jams



introducing **new modern trains**, and **20% more capacity** to end overcrowding



developing **HS3** to make east-west travel faster



**doubling** the number of northern cities to benefit from the government's superfast broadband programme

To build on the North's strength in science, we're funding:



a new **Sir Henry Royce Materials Research Institute** based in Manchester, with centres in Leeds, Liverpool and Sheffield



a new **Innovation Centre for Ageing**, in Newcastle



a new **Cognitive Computing Research Centre** in Daresbury, Warrington



a new **National College for Onshore Oil and Gas** in Blackpool, with centres at Chester, Redcar and Cleveland

**Civic leadership**

In November we announced a groundbreaking devolution deal with Greater Manchester, as well as the first metro-wide elected mayor outside London.

**Culture**

We're committed to developing the thriving cultural heritage of the North, so we're announcing:



a **GREAT Exhibition in the North** to showcase the best northern art, culture and design



**£78m funding** for a major new **theatre and exhibition space** in Manchester

# The Northern Powerhouse

**One economy, £290bn GVA, 15 million residents...**

- Our shared aim is for economic growth in the North to be at least as high as the rest of the country, to complement and act as a balance to the economic weight of London.
- Looking forward to the next 20 years and beyond, transport is a fundamental part of achieving these goals.

# Vision

**The vision and objectives for TfN and the Northern Transport Strategy, as set out in the March 2015 report are to:**

- **Rebalance the economy:** economic growth in the North to be at least as high as the rest of the country, to complement and act as a balance to the economic weight of London. To increase productivity to meet the levels currently only seen in London and the South East.
- **Create a single economy in the North of England:** world class transport system must better link up the individual cities and towns in the North, to allow them to function as a single economy and be stronger than the sum of their parts.

# Objectives

- Better connections between economic centres allowing clusters to develop even where companies are located apart; supporting more trade, more interactions between businesses and the generation of more products and ideas; and allowing businesses to specialize in their core business and become more efficient;
- Better commuting opportunities to the centres of economic activity, allowing businesses to access ever more of the skills that they need to have a competitive advantage, and empowering people to derive most benefit from their individual talents through their career;

# Objectives

- Better capacity and reliability for freight and logistics infrastructure that supports the region's businesses; and
- Better travel information and ticketing systems that can expand travel horizons for businesses and individuals, multiplying the benefits offered by infrastructure and investment alone.



**‘A world class transport system must better link up the individual cities and towns in the North, to allow them to function as a single economy and be stronger than the sum of their parts.’**

## Transport for the North

- Transport for the North (TfN) brings together local authorities and combined authorities across the North of England to allow the North to speak with a single voice to Government.
- While TfN will evolve, currently the Northern city regions are acting collectively as TfN, working with the Local Enterprise Partnerships, Government, Highways England, HS2 Ltd and Network Rail through the [TfN Partnership Board](#) to develop a Northern Transport Strategy.

## Transport for the North

TfN is developing a portfolio of strategic prioritised transport investment opportunities to support economic growth at both a national and local level. To allow this to happen, our new approach is for the North to take a lead in prioritising and planning transformative transport interventions, right across and beyond the North to:

- Transform connectivity
- Improve journey times
- Improve capacity and resilience
- Simplify the user experience.

# Transport for the North

## Partnership Board

Chairman: John Cridland

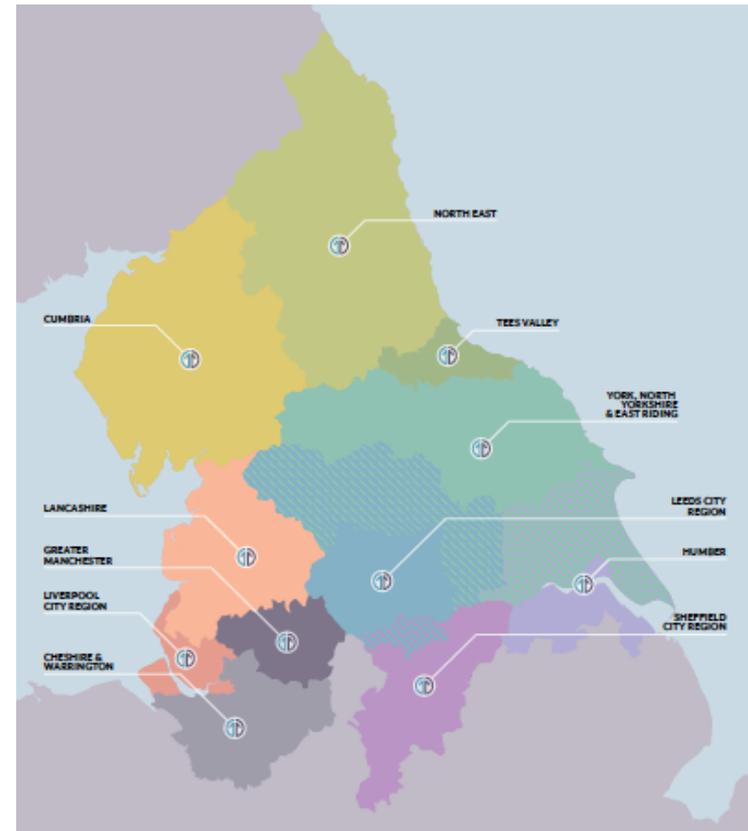
Chief executive: David Brown

10 Local elected representatives and 10 LEP  
(Local business) representatives from -

Cheshire & Warrington; Cumbria & Lancashire;  
Greater Manchester; Hull & the Humber; Leeds City  
Region; Liverpool City Region; North East; North  
Yorkshire; Sheffield City Region; Tees Valley

Representatives from –

DfT; Highways England; HS2 Ltd; Network Rail and  
the Secretary of State for Transport



# Reports and updates

**Autumn 2015 and Spring 2016  
Reports on progress**

**Independent Economic Review**

**Northern Freight and Logistics  
Report**



<http://www.transportfornorth.com>

# Post - EU Referendum



- Changes in government
  - PM - Theresa May
  - Chancellor – Phillip Hammond
  - Transport Secretary – Chris Grayling
  - Minister for Northern Powerhouse – Andrew Percy
- What they have said (courtesy of Infrastructure Intelligence)
  - 8 August: Secretary of state for transport, Chris Grayling, has indicated the new government will continue a commitment to infrastructure in the north of England, with a subtle shift. During a visit to the North West on 5 August, Grayling made clear that investment in the north will be maintained, but as part of a policy aimed at treating every area of the country the same way.
  - 10 August: The red hot favourites to become Greater Manchester and Liverpool mayors have both called on the government to follow through on its promise of a Northern Powerhouse.
  - 15 August: Chancellor Philip Hammond has issued assurance that levels of funding for businesses and public projects remain certain while the UK remains a member of the EU, despite the Brexit vote.
  - 19 August: Theresa May has pledged that her government remained committed to the Northern Powerhouse strategy to give wider powers and resources to city regions.

# The way forward

## Some progress

- Manchester and Liverpool progressing with process for electing Mayors
- West Yorkshire Combined Authority will proceed without a Mayor
- North East Combined Authority has split
- Tees Valley starting to see funds coming through
- Manchester framework procurement has commenced
- Continuing support for infrastructure investment from Chancellor and the Opposition
- Northern Trans-Pennine, Trans-Pennine Tunnel and Manchester NW Quadrant Studies published

# The way forward

**23<sup>rd</sup> June 2016 – EU Referendum**

**23<sup>rd</sup> November – Chancellor's Autumn Statement**

**5 Months of uncertainty – let's not lose momentum**

## **CECA Messages:**

- **Visible, realistic pipeline**
- **Efficient cost-effective procurement**
- **Appropriate terms and conditions**
- **Opportunities for the full range of contractors**



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