

Northern Powerhouse ?

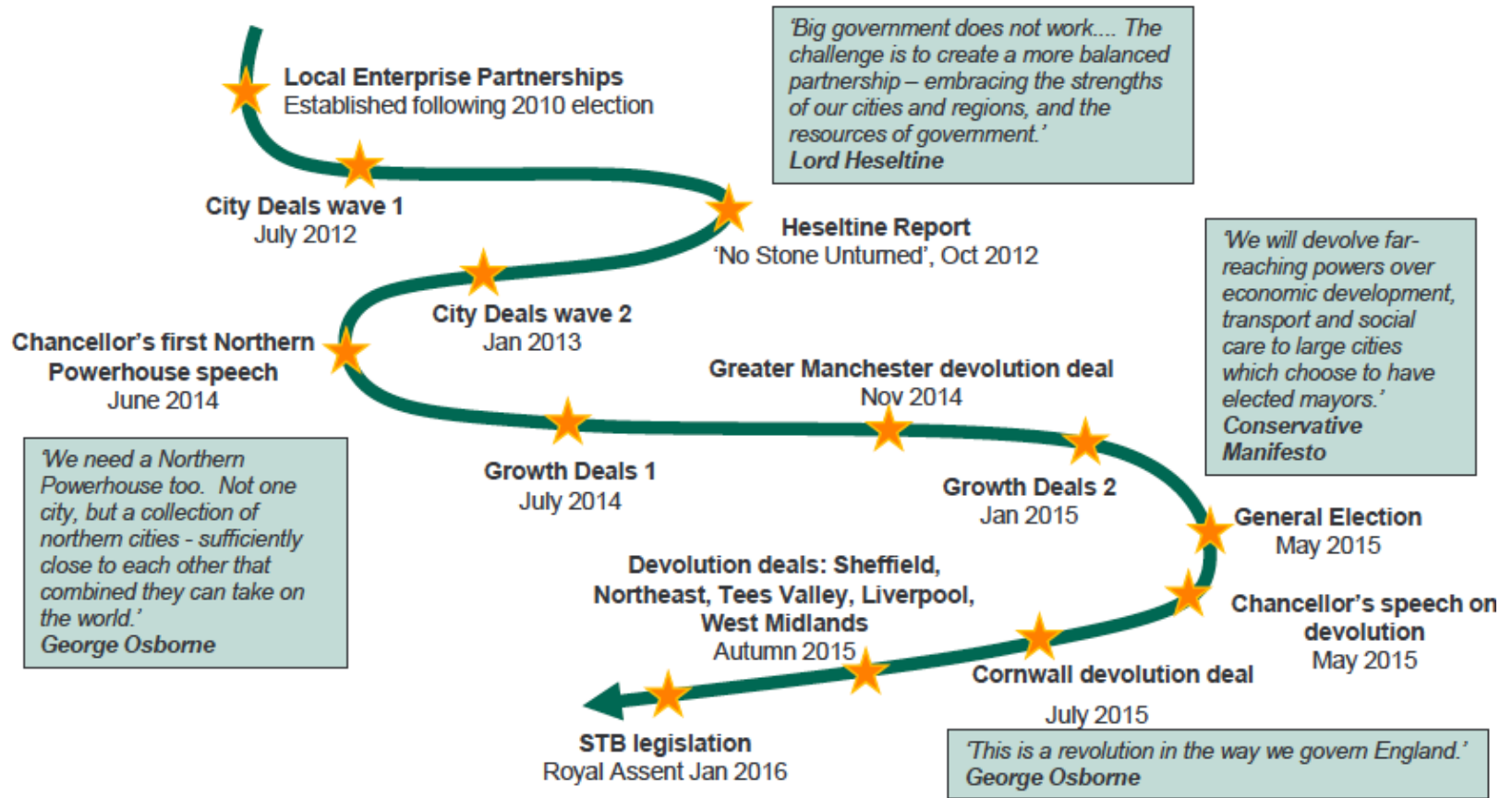
The Background to Devolution
and

Transport for the North



ceca

Road to Devolution



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

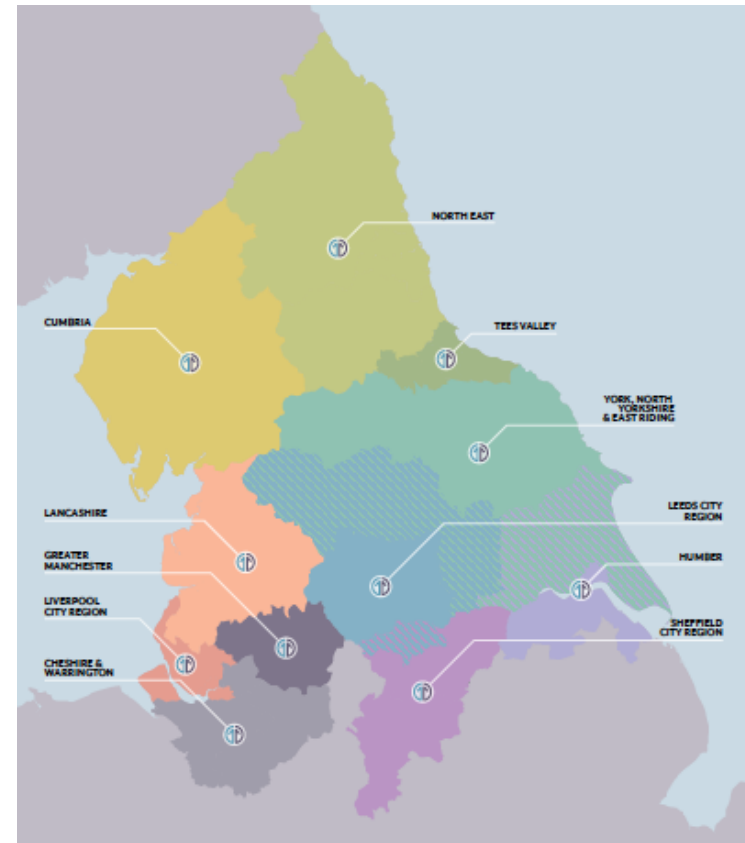
Chief executive: David Brown

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

23rd June 2016 – EU Referendum

23rd 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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