

Transforming the North with a reformed railway

A New Direction?

David Hoggarth 24th October 2024



Strategic Transport Plan



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, near zero-emission, integrated, safe, affordable and sustainable transport system, which will enhance connectivity, support mode shift and resilience and improve journey times for all users.

Our vision is supported by three clear strategic ambitions the North wants to achieve:

- 1 Transforming economic performance
- 2 Rapid decarbonisation of our transport system
- 3 Enhancing social inclusion and health

Figure 1.1

Our strategic ambitions are underpinned by three core TfN strategies that embrace the principles of this plan:



The Northern Powerhouse Independent Economic Review (NPIER), which identifies the economic prize of closing the productivity gap between the North and the rest of England (less London), would mean a Northern economy that is £118bn larger by 2050.



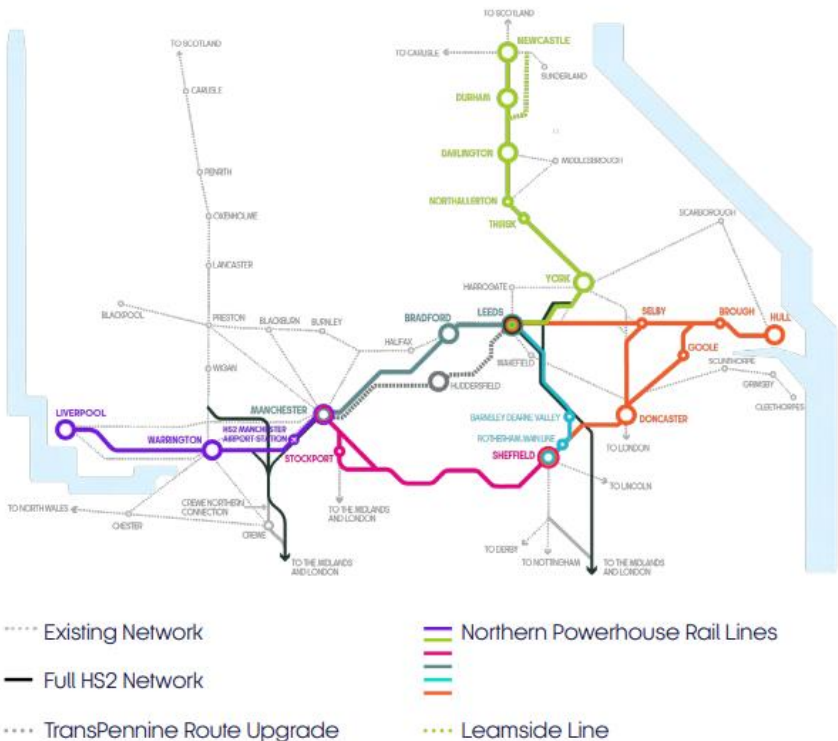
TfN's **Regional Decarbonisation Strategy** which sets the need to achieve near zero carbon emissions of surface transport by 2045*.



Connecting Communities, our **socially inclusive transport strategy** which builds on our ground-breaking work on **transport-related social exclusion (TRSE)**, aiming to remove the risk of TRSE for a million people across the North.

*'Near-zero' for TfN means less than 2% of our 2018 surface transport emissions. You can find more details in TfN's Decarbonisation Strategy, available [here](#).

Figure 5.1: Northern Powerhouse Rail: TfN Preferred Network



The Strategic Transport Plan's objectives



Decarbonisation



Economic Performance



Social Inclusion

The size of the prize if we close the productivity gap... **£118bn by 2050**

What does this mean for rail?



Trebling of rail's mode share for freight by 2050

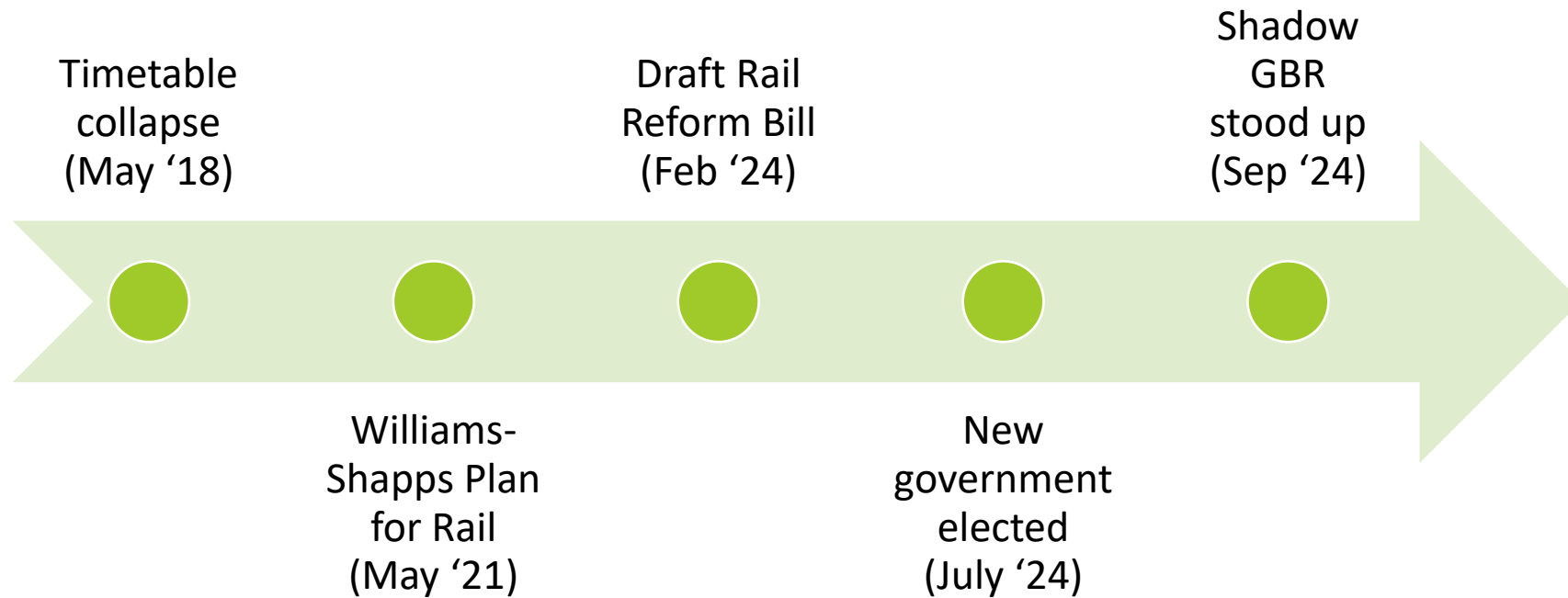


Doubling or trebling of passenger rail trips



Transformational change to network accessibility

Timeline for rail reform



Rail Reform Context

- Clear objectives set out in the Strategic Transport Plan
- Transformational Growth and rapid decarbonisation of transport requires a step change in rail outputs
- Network Capacity Constraints require a clear, prioritised pan-Northern plan
- Devolution to MCAs is essential to deliver local priorities and integrated networks
- There is a need to bridge local arrangements and prioritise across boundaries



Requirements



Prioritisation and Planning by the North (including growth)



Pan-Northern Oversight of Prioritised Delivery Plans



Clear Accountability from GBR



Local Devolution to MCAs



Integration and arbitration at a pan-Northern Level

Rail reform as an enabler...

- To build on existing devolution: the Rail North Partnership agreement and TfN's statutory role
- To better align the railway's decision-making with the North's priorities and Strategic Transport Plan
- To coordinate delivery of infrastructure and services across the whole North in a joined-up way

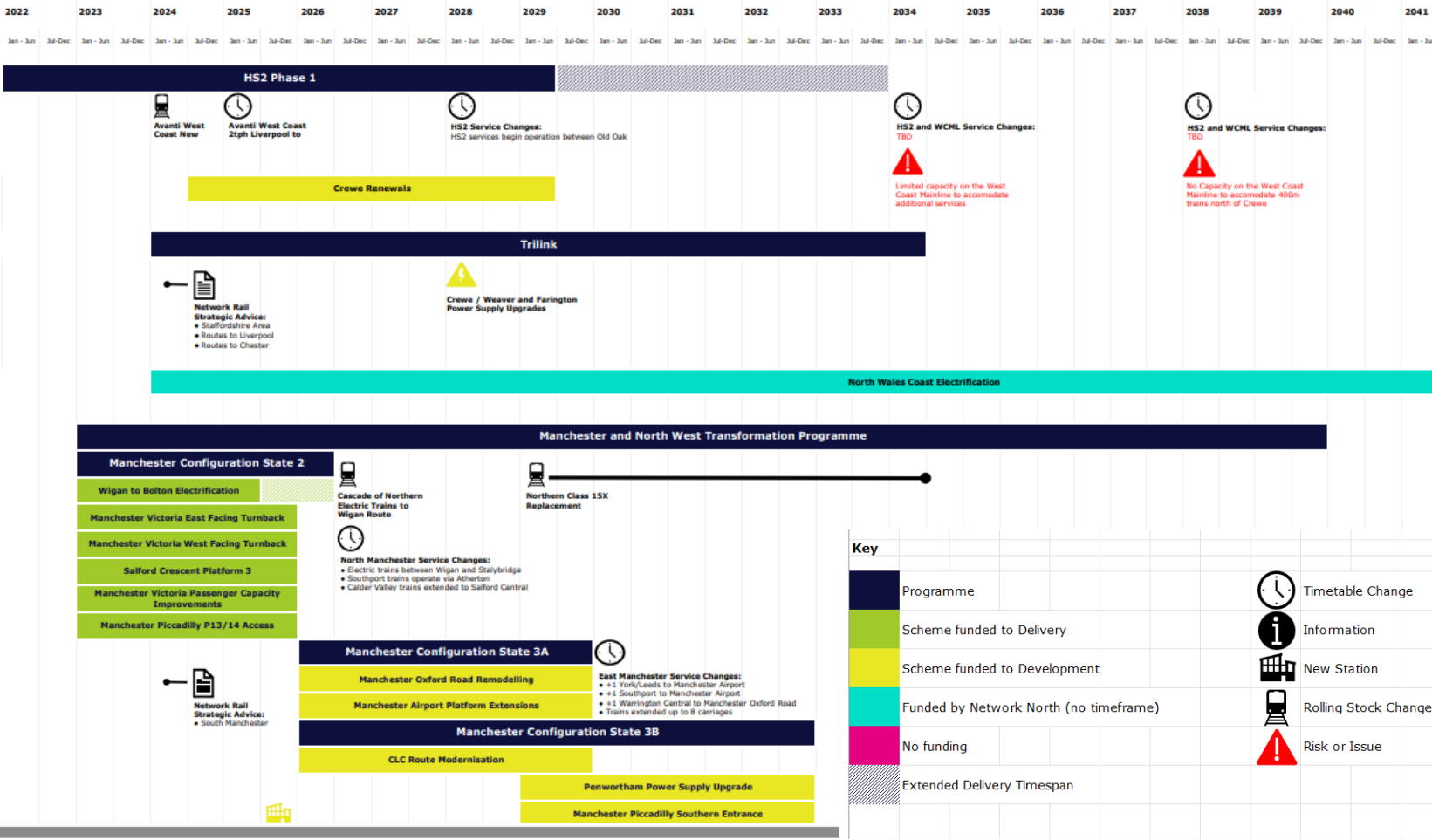
Infrastructure and Services Programme

State of Play for the North



State of Play for the North

Version 1 - Issued September 2024



Thank You

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