

CONFIDENTIAL – NOT FOR PUBLICATION

Integrated Rail Plan

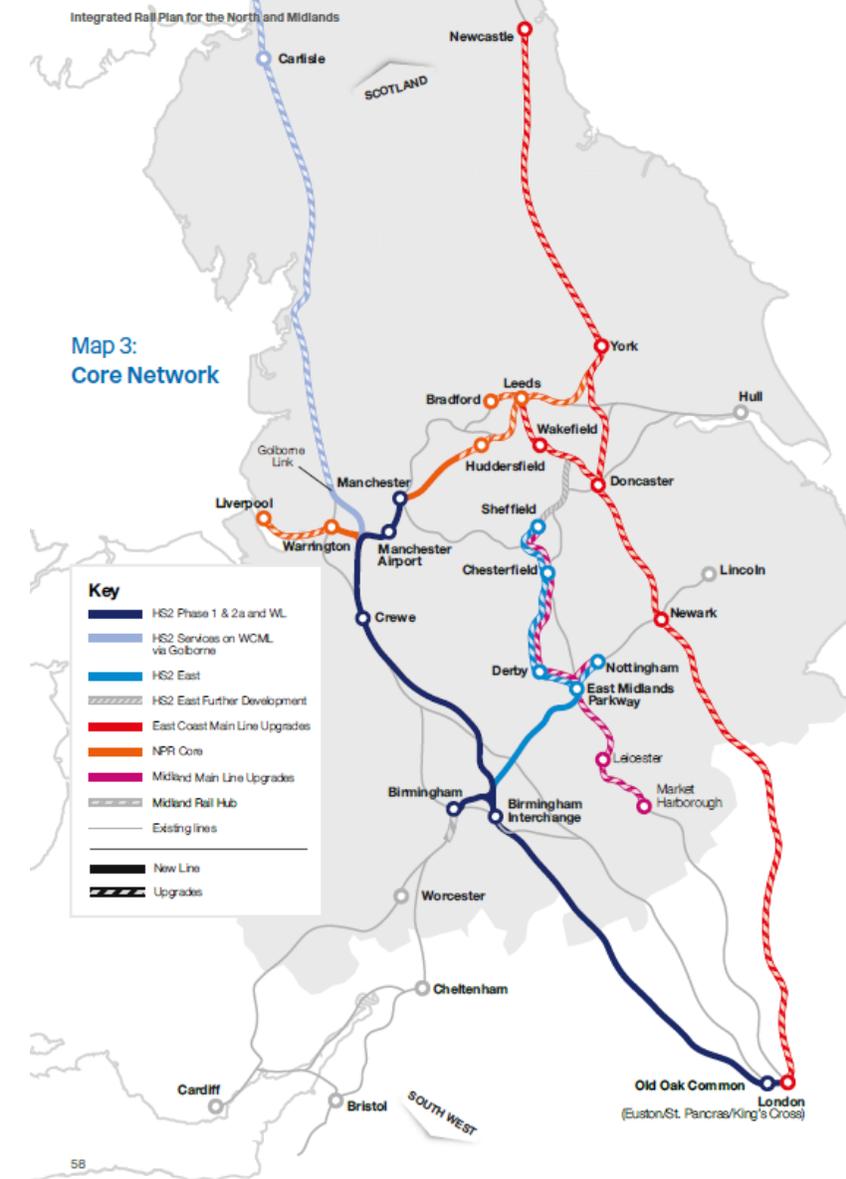
TfN Board
24 November 2021



An *integrated* plan?

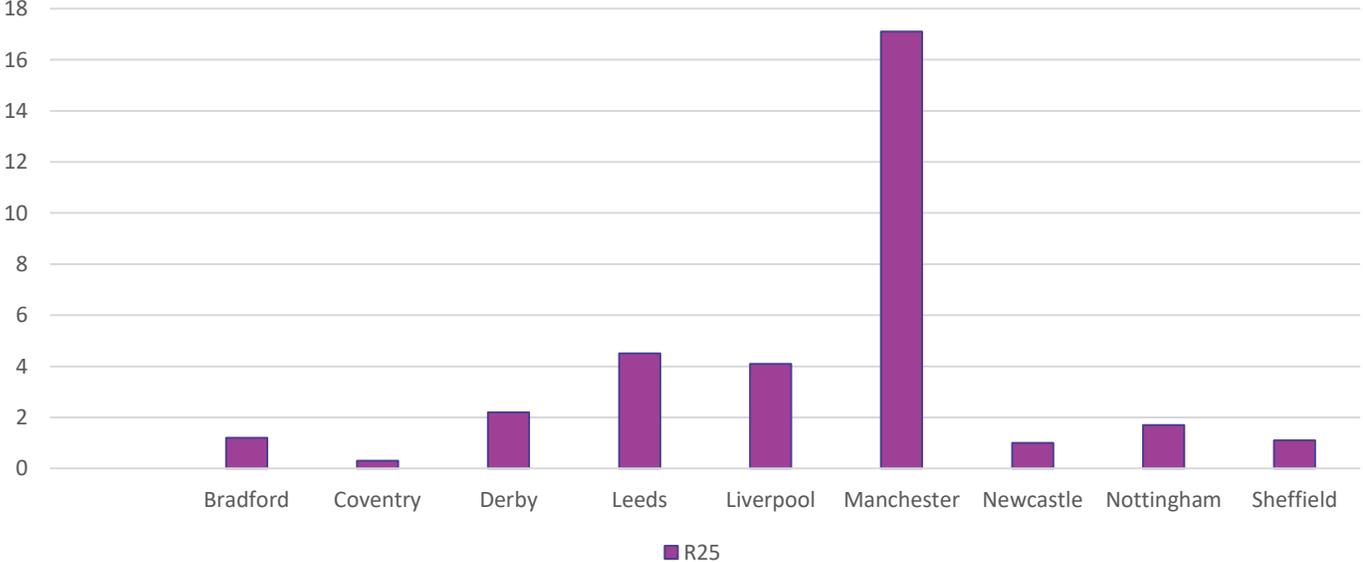
TfN's provisional assessment:

- After a long delay, the IRP offers only limited certainty with stronger commitments in the West and more uncertainty for Yorkshire and the North East.
- Large gaps in connectivity with major omissions including Bradford, Hull and Leeds to Sheffield. NPR investment focused on existing Liverpool to York corridor.
- Fragmented approach raises questions about reliability, resilience and disruption for the travelling public. Is this a network that can work for passengers and freight, and decarbonise transport.
- Unclear if environmental, economic and regeneration impacts have been assessed. Detailed assessment and technical evidence not published.
- Funding envelope lower than recommended by NIC and TfN. Unclear how and when further investment decisions will be taken.



The economic and social implications of the IRP are fundamental...

Rail Needs Assessment: distribution of productivity benefits £bn 60yrs

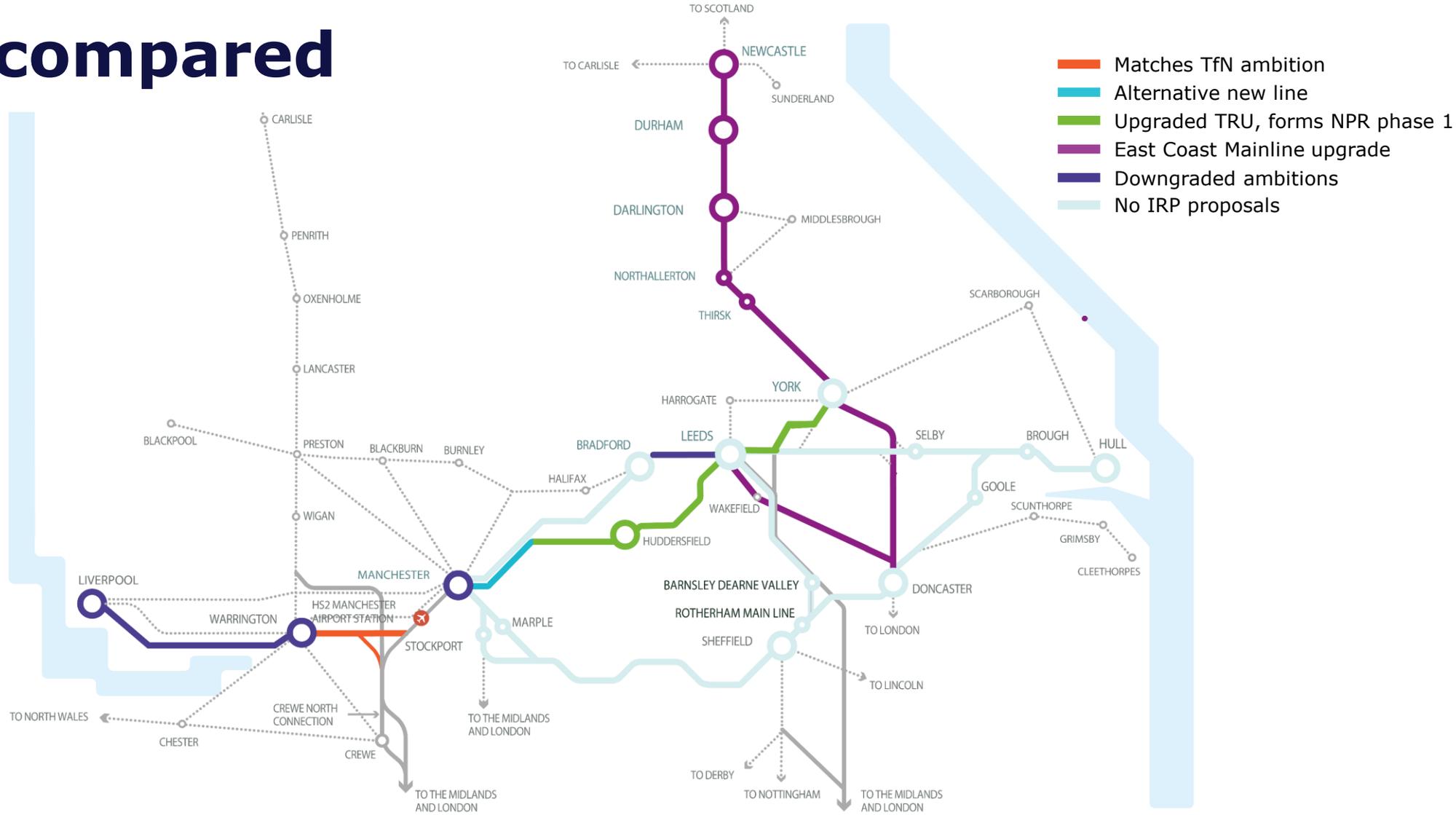


Source: NIC Rail Needs Assessment (Dec 2020); Regional +25% scenario.

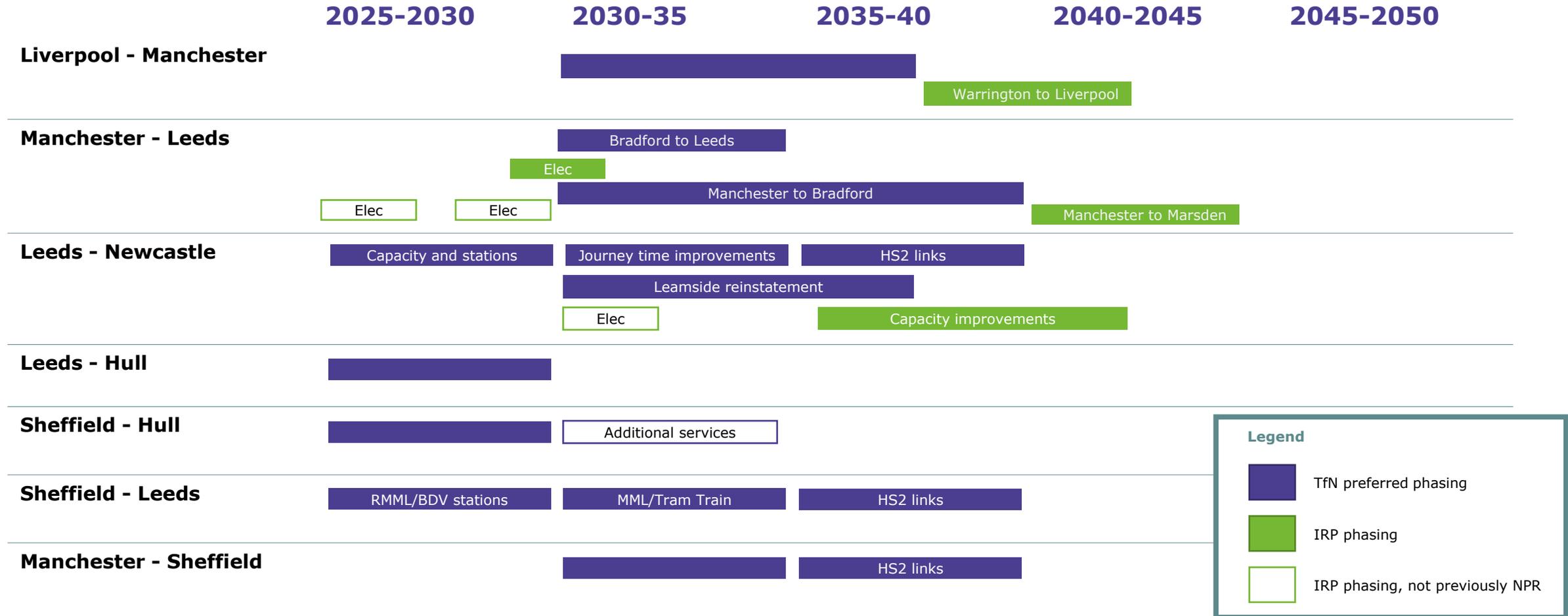
TfN's ambition



The IRP compared



Construction phasing



Legend

- TfN preferred phasing
- IRP phasing
- IRP phasing, not previously NPR

Motion

This Board notes:

- The publication of the Government's Integrated Rail Plan and the announcement of associated investment;
- That the proposals breach the commitments Government had previously made on Northern Powerhouse Rail, and differ from this Board's preferred option, as set out in statutory advice to the Department for Transport.

This Board recognises:

- That the Government acknowledges connectivity East to West is not only about speed but capacity and connection between towns as well as cities;
- That in failing to deal with the capacity constraints, particularly around Leeds and Manchester, the plan is the wrong solution for the whole of the North and does not deliver the long-term transformation required to level up the North's economy;
- That its preferred option for Northern Powerhouse Rail would provide up to 12 fast trains per hour between Leeds and Manchester, compared to 8 through the upgrade option in the Integrated Rail Plan;
- That disruption caused to passengers, freight and the economy by upgrading lines is likely to be significantly more severe than for the construction of new lines;
- That Bradford is the seventh largest local authority area in England by population and its residents currently have no direct rail access to Liverpool, Sheffield, Newcastle, Hull or Manchester Airport;
- The importance of Liverpool as a key destination for business and tourism and the insufficient capacity at Liverpool Lime Street Station to support the desired levels of service.
- That the IRP proposals would present significant operational performance risks with intercity, regional, local, and freight services competing for capacity on critical sections of shared infrastructure across the North.

This Board resolves:

- To ask the Chair of Transport for the North to write a letter to the Secretary of State for Transport;
- To ask the Secretary of State to enter a process of mediation with Transport for the North to investigate funding options, including through harnessing local economic benefits and local contribution, for the delivery of the preferred Northern Powerhouse Rail between Liverpool, Manchester Airport, Manchester Piccadilly, Bradford and Leeds;
- To ask the Chief Executive of Transport for the North to prepare a report to the Board on the impact the Integrated Rail Plan will have on the North's economic ambitions.