

WISP Call for Evidence

- B.1 The WISP call for evidence lists five strategic objectives which will be covered and asks 19 questions which will inform these. The paragraphs below demonstrate how the WISP strategic objectives closely relate to goals to which TfN is committed, as outlined in either our *Strategic Transport Plan* or *Long Term Rail Strategy*; this is why we are able to answer the WISP call for evidence with information and analysis drawn from our existing workstreams. The alignment between these plans will enable the achievement of the objective which has been cited in our response to the Williams-Shapps Plan and the formation of the Great British Railways Transition Team, namely that the rail element of Transport for the North's refreshed *Strategic Transport Plan* should effectively be interchangeable with the North of England element of the WISP.
- B.2 The first WISP strategic objective is "Meeting customers' needs", which relates to Questions 2a to 2d. It covers topics such as the perceived value for money and safety of rail travel, train reliability and performance, multi-modal connectivity and journey times. It is thus most closely aligned with the "Increasing efficiency, reliability, integration, and resilience in the transport system" pan-Northern transport objective from the *Strategic Transport Plan* and the "Customer" objective from the *Long Term Rail Strategy*.
- B.3 The second WISP strategic objective is "Delivering financial sustainability", which relates to Question 3. It covers topics such as reducing the industry subsidy from government, and improving the efficiency of operations, capital investment and asset management. It is thus most closely aligned with the "Increasing efficiency, reliability, integration, and resilience in the transport system" pan-Northern transport objective from the *Strategic Transport Plan* and the "Cost-effectiveness" objective from the *Long Term Rail Strategy*.
- B.4 The third WISP strategic objective is "Contributing to long-term economic growth", which relates to Questions 4a to 4c. It covers topics such as boosting economic growth and improving economic efficiency through reducing transport costs, labour market agglomeration, business to business contacts, and the spill over from the industry's direct investment in skills and infrastructure. It is thus most closely aligned with the "Transforming economic performance" pan-Northern transport objective from the *Strategic Transport Plan* and the "Connectivity" objective from the *Long Term Rail Strategy*.
- B.5 The fourth WISP strategic objective is "Levelling up and connectivity", which relates to Questions 5a to 5c. It covers topics such as catalysing growth in deprived areas, maximising the social benefits from improved connectivity, and connections across the nations of the UK. It is thus most closely aligned with the "Improving inclusivity, health, and access to opportunities for all" pan-Northern transport objective from the *Strategic Transport Plan* and the "Communities" objective from the *Long Term Rail Strategy*.
- B.6 The final WISP strategic objective is "Delivering environmental sustainability", which relates to Questions 6a to 6c. It covers topics such as encouraging modal shift from road, decarbonisation (of traction and infrastructure), biodiversity, air quality, and resilience of the transport network in the face of climate change. It is thus most closely aligned with the "Promoting and enhancing the built, historic, and natural environment" pan-Northern transport objective from the *Strategic Transport Plan* and the "Communities" objective from the *Long Term Rail Strategy*.
- B.7 Additionally, there is a summary section intended to explain how goals will be achieved and prioritised, which relates to Questions 1a to 1e. Transport for the North can respond to this by referring to our whole suite of initiatives, including the

recent *Freight Strategy*, *Decarbonisation Strategy* and *Future Travel Scenarios*, as well as our *Strategic Transport Plan* and *Long Term Rail Strategy*. Overall, our response will emphasise that ultimately the many objectives of the Whole Industry Strategic Plan and Transport for the North's various policies are highly self-reinforcing; transforming the railways to be more attractive, quicker, safer, cleaner and better value for money will encourage modal shift from road to rail (for both passenger and freight traffic), which will enable more rapid decarbonisation, improved connectivity and labour market agglomeration, more sustainable and inclusive economic growth, and a reduction in the financial, socio-economic and environmental costs of transport.

B.8 Material will therefore be drawn from the following TfN workstreams to support detailed answers to the 19 questions:

- The *Long Term Rail Strategy* involves themes related to how goals will be achieved and the trade-off between competing objectives (Questions 1a and 1b);
- The Northern Powerhouse Rail programme has examined issues relating to financial sustainability and value for money (Question 3);
- The work of the Rail North Partnership involves themes related to financial sustainability, value for money, and passenger needs (Questions 3 and 5b);
- The *Decarbonisation Strategy* has addressed themes concerning environmental sustainability, net zero carbon, biodiversity, pollution and new technology (Questions 6a and 6b);
- The work of the Technical Assurance, Modelling & Economics (TAME) team involves themes related to underlying economic factors, labour market agglomeration, the impact of CoViD-19, regional inequalities, levelling up, modal shift and decarbonisation (Questions 2a, 4a, 5a, 5c and 6a);
- The forthcoming Freight Strategy will address themes related to customer needs, supply chains, new technology and value for money (Questions 2c and 2d);
- The *Future Travel Scenarios* workstream has examined topics concerning long-term economic and social trends, environmental change and resilience (Questions 1c and 1d);
- The Stations Strategy involves themes related to multi-modal interchange, accessibility, value for money, long-term economic growth, local regeneration, place-making and active mode integration (Questions 1e, 2a, 2d and 4b);
- The Reliability & Resilience Delivery Plan will address issues relating to train performance, monitoring passenger expectations, reliability, value for money and climate resilience (Questions 2a, 2b, 2d, 6a and 6c);
- The Linespeed Improvement initiative involves themes related to value for money, reducing journey times, and innovative ideas (Questions 3, 4a and 4c); and
- Strategic Rail's Digital Strategy will address themes related to customer satisfaction and financial sustainability (Questions 2a and 3).

End.