

# **Key challenges in developing a Strategic Transport Plan for the North**

**A report by Campaign for Better Transport for Transport for the North**

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## Summary

Campaign for Better Transport (CBT) has been commissioned by Transport for the North (TfN) to facilitate participation by NGOs (Non-Governmental Organisations) and voluntary sector groups with an interest in the environment and sustainable transport, in contributing to the emerging Strategic Transport Plan.

As the first stage of this work, we have consulted a wide range of these stakeholders to compile this report which sets out some of the key issues for TfN, both challenges that the Plan should address, and also opportunities for the Plan to deliver improvements.

This report is accompanied by a methodology report recording how the engagement with stakeholders was undertaken, which organisations took part, and appendices recording the detail of the responses received.

Note: the views reported in this report are solely those of the participants in the engagement process undertaken for TfN by CBT, and do not necessarily reflect CBT's policy positions.

### Key challenges

In summary, the responses are dominated by three issues:

First, there is a strong view from the participants that **carbon reduction and high environmental standards should be essential goals for TfN's strategies and its programmes**. There is a view among some economists and business groups that reducing carbon, cutting air pollution and promoting high environmental standards impose costs on the economy and business, and hence these goals have to be traded off against economic goals. NGOs in general rejected this view. Instead they cited evidence that reducing carbon emissions and promoting high environmental standards brings economic as well as environmental benefits. They took the view that a good quality of life, with access to the National Parks, heritage and other features in the North were part of the North's attractions to businesses, investors and people, i.e. economic assets not barriers, and should be retained and enhanced, not traded off. Participants highlighted the West Yorkshire Local Enterprise Partnership's promotion of "good growth" as something that TfN might explore.

This related to another point made by participants – that **current transport appraisal gives insufficient weight to reducing carbon and air pollution and protecting and enhancing the quality of life**, and too much to small time savings by travellers, especially motorists. There was also a view that it does not give sufficient weight to access to jobs and services, particularly from rural communities and old industrial areas, and that TfN needs to reflect this in evaluating its strategies and proposals. Some participants talked of a "new model for the North" as a way of expressing this issue.

Participants recognised that TfN's focus is on strategic transport and pan-Northern measures and schemes. However, there was a strong view that **TfN should seek to help improve transport across the North, including local transport**. Ways to do this were suggested – e.g. providing support for local authorities through projects and programmes to look at carbon and public health outcomes, or assisting with frameworks for local policy makers for example with public transport accessibility mapping to help guide development towards locations that can be well served by public transport and away from car-dependent locations. It was also suggested that TfN could help

local authorities and others across the North by creating an evidence base and giving access to research and intelligence, highlighting and sharing good practice in transport the North and elsewhere in the UK and abroad.

We recognise that given TfN's governance this could be challenging, but participants were clear that **unless TfN is seen to help local as well as longer distance transport it will be seen as irrelevant to many communities in the North**. The smart ticketing programme was seen as an example of a practical way that TfN could be seen to help communities across the North with supporting infrastructure, and was widely supported by participants.

### Priority themes

The online surveys identified, and the workshops explored, some priority environmental and social themes. The feedback on these themes is summarised here and explored in more detail in the main report.

- **Access to jobs and services:** there is enthusiastic support for improving transport connectivity to support economic activity and access to services. There is great potential perceived and support offered for connecting communities to the public transport network and integrating different transit systems. **Smart ticketing and travel planning information are seen as big benefits that TfN's work can deliver to an increasingly flexible and dispersed workforce.** There is a strong view that these benefits should be available to every community across the North, not only those currently well served by public transport.
- **Carbon reduction:** NGOs in this sector are acutely aware of the challenge of meeting essential and binding carbon reduction targets, and the critical role that transport planning plays. Without embracing carbon reduction as a goal of the STP instead of a constraint upon it, there will be a conflict in expanding travel while reducing carbon emissions. Respondents see **opportunities for TfN to be a leader in moving to a low carbon future, through programmes of rail electrification and modal shift** (such as Park & Ride infrastructure) away from motor vehicle use, and that this can bring economic as well as environmental benefits.
- **Air pollution:** participants are concerned about the illegal levels of air pollution in many communities across the TfN area, and aware of the emerging legal judgements requiring Government action. As with carbon reduction, this is an area where binding targets will not be met without leadership from transport bodies. **TfN has a great opportunity to show such leadership by making improving air quality a goal not a constraint in its investment programme**, prioritising sustainable modes, promoting clean infrastructure and mitigating existing pollution sources.

Additionally, respondents raised the following issues:

- **Landscape and heritage:** the beauty of the natural and built environment are seen as part of what makes the North special, and as an active economic asset stimulating tourism, food production, as well as well as a valuable setting. **Any new infrastructure is a potential threat so a strategic approach is welcomed to get the right locations and the right design.** Respondents saw opportunities beyond statutory minimums for the Strategic Transport Plan to value these assets and safeguard them. They urged making the most of

the existing infrastructure first, then where new provision is required, that sustainable low impact options are prioritised.

- **Biodiversity and habitats:** respondents were well aware of the loss of biodiversity recorded in the UK, contrary to policy targets. Again this was an area where **transport strategy was seen to have great potential risk of erosion and fragmentation of habitats, yet also potential opportunities to plan the network to minimise impacts by joining up policy.** One option suggested is that TfN could work with specialist NGOs to develop a scorecard to evaluate development sites in terms of their importance for biodiversity. There is also potential for TfN to lead in retrofitting existing transport infrastructure to reduce its adverse environmental impact.
- **Flood protection:** Respondents recognised the importance of this issue for the North given extreme weather events of recent years, but felt this was an issue already being addressed so less of a priority for attention than some others. **TfN has a role in sharing best practice in location, design and management** of infrastructure to address flood risk. Stopping the erosion of protective woodland, respecting flood plains, and mainstreaming SUDS and similar technical solutions into all schemes, were seen as critical.

In discussing these themes with stakeholders, three further cross-cutting themes have emerged which, while outside the initial scope of this report, are, stakeholders believe, critical to successful implementation of a sustainable Strategic Transport Plan.

- **Integration with local services.** We were repeatedly reminded that all journeys are local at some stage and many vital journeys are wholly local. Intensification of the region's core cities will increase this trend and the role of local and metropolitan transport authorities remains vital. TfN can share best practice and provide a quality framework, encouraging a levelling up of the local service provision on which many journeys depend.
- **Joining up transport planning with spatial planning.** Virtually all responses touched on this issue. Whether at a macro level – where the North's activity should be centred – or at the more local level of where new homes and jobs should be located – **having a clear view on spatial planning priorities, and where appropriate influencing these to locate development near transport hubs, was seen as critical to TfN's Strategic Transport Plan being effective** in reality. South Yorkshire's "traffic light" site appraisal and London's PTAL model are examples of how these connections can be made.
- **Equality and accessibility.** This principle was raised on multiple levels: access to participation in the development of the STP; access to specific modes, locations or services; **TfN's role in addressing 'transport poverty' and improving accessibility and affordability of transport services across the region.**

## **Background to the report**

Transport for the North (TfN) is developing a long-term Strategic Transport Plan (STP), covering road, rail, passengers and freight. Its purpose is to bring transformational economic growth, unlocking economic activity and jobs by improving connectivity across the North of England.

TfN has engaged Campaign for Better Transport (CBT) to manage engagement with key environmental and sustainable transport organisations and other NGOs in inputting into the development of the STP, and, as required, provide advice and leadership for TfN with respect to engaging with stakeholders on environmental issues arising from the Strategic Road Studies.

The project will assist environmental NGOs in contributing their views effectively to the strategy-framing process, receiving substantive feedback and assisting TfN in developing an ongoing constructive relationship with the sector.

### **Project methodology**

As the first part of this work, CBT has engaged with around 200 contacts in NGOs and voluntary sector networks, raising awareness, exchanging information and encouraging active engagement to produce this report of key challenges.

We have engaged with stakeholders to look at social and environmental challenges and priorities (such as carbon reduction, air quality, landscape protection, and access to jobs) and the opportunities for potential transport measures to address them.

We made early direct contact with national environmental and sustainable transport NGOs (including CPRE, Cycling UK, Friends of the Earth, Green Alliance, Living Streets, National Trust, Sustrans, Wildlife Trusts and Woodland Trust) inviting them to participate in the process. We combined this with emailed invitations to networks of local transport and environmental campaign groups across the TfN region. In addition, we sent invitations to voluntary sector organisations in the health and community sectors, publicising the process to them and inviting them to participate.

Given the tight timescales involved, the project team used a range of methods to capture stakeholder views. We launched an online survey (which attracted over 100 whole or partial responses) publicised by email and on the CBT website and held three workshops at locations across the TfN area (Newcastle, Leeds and Manchester), attended by over 60 NGO and volunteer participants. Invitees could choose which workshop they attended: the mix of attendees at each workshop varied, with a larger proportion of public transport user groups in Newcastle, cycling campaigners in Leeds and environmentalists in Manchester, but overall the feedback from all three workshops (detailed in the methodology report) was broadly similar.

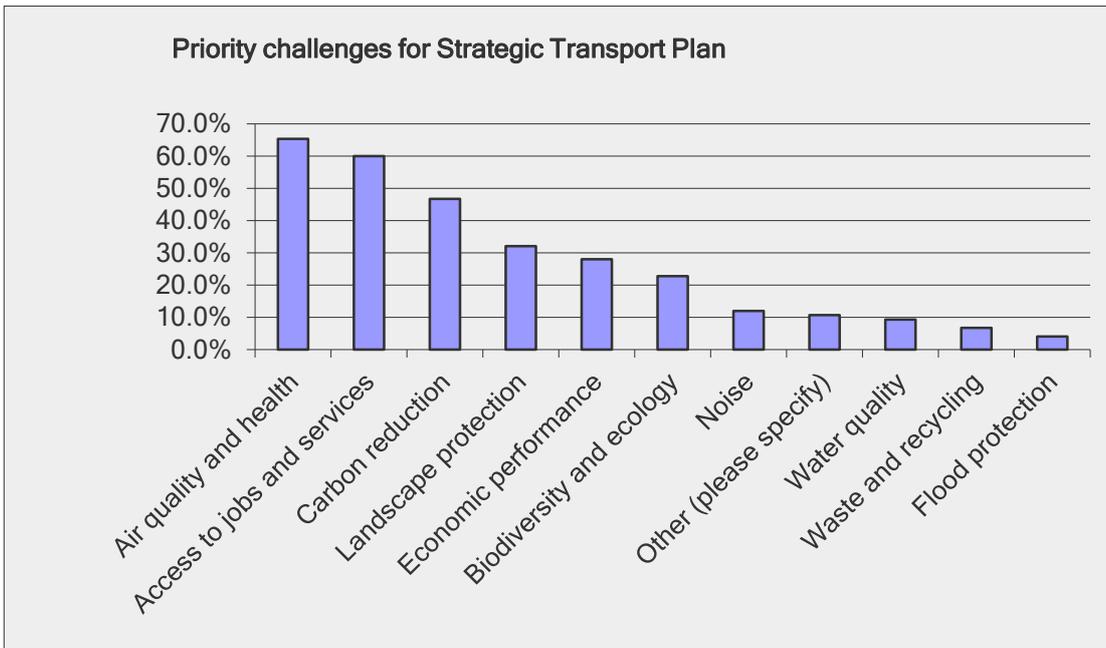
In addition, we had a number of smaller meetings and interviews with key stakeholders to capture what they see as the key challenges and opportunities in the emerging Strategic Transport Plan. The details of the survey and workshop programmes, participants and responses, are set out in the accompanying methodology report.

The online survey asked respondents to prioritise a range of social and environmental considerations, in terms of the challenges posed by and for the STP; and then in terms of the opportunity the STP could afford to address these challenges. The same themes were explored in group discussion at the workshops. Respondents were also invited to suggest relevant transport

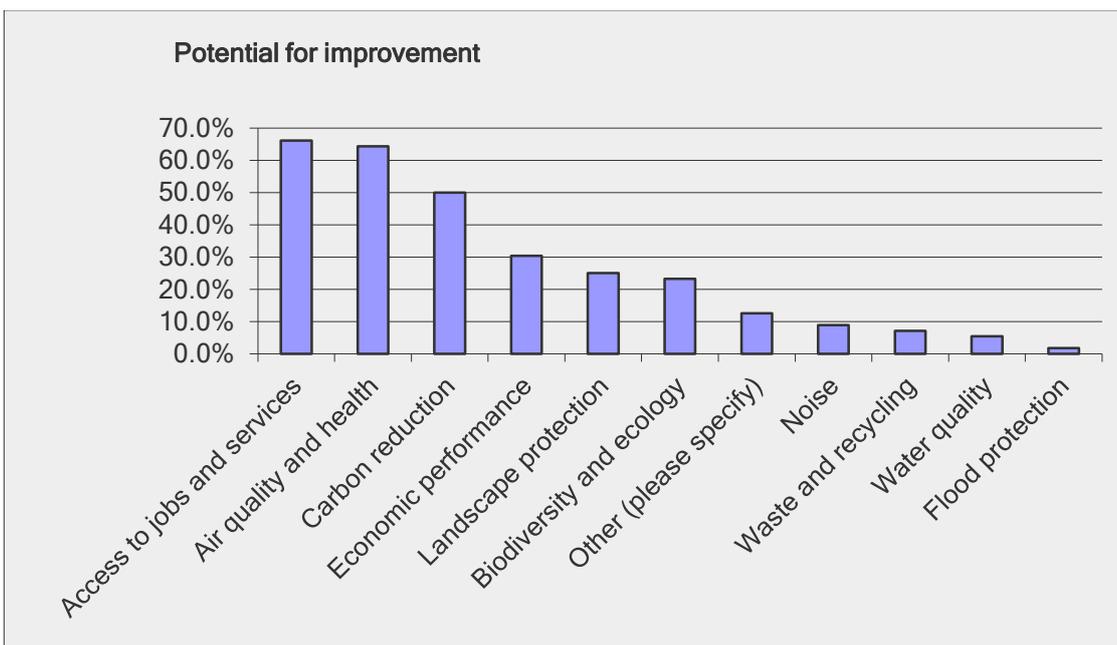
interventions, including examples of best practice and/or research. The combined responses from surveys, workshops and interviews are summarised in this report.

### Identifying priority themes

The online survey helped identify the priority themes to explore in the workshops. Survey respondents were invited to identify their three priority challenges for the STP to address, with the top three being air quality and health (65%), access to jobs and services (60%) and carbon reduction (47%).



Survey respondents were also invited to identify the three areas where they felt the STP had greatest potential to deliver improvements. The top three were access to jobs and services (66%), air quality and health (64%) and carbon reduction (50%).



## What stakeholders told us

### Economic performance, access to jobs and services

TfN's raison d'être is to deliver economic growth and improved economic performance across the region. Participants are well aware of this, and although not all would make economic growth their top priority, there is general support for improving connectivity and access to jobs and services, particularly by public transport and sustainable modes.

The TfN strategy is seen as focusing on long distance, cross-regional journeys as being the key to unlocking economic performance. Participants repeatedly stressed that while long distance networks are important, long distance journeys are much less so; they perceive that the majority of journeys are local or intermediate, including journeys to work, and that inter-city journeys are already easier than some regular journeys between different suburbs in the same city region. TfN should not lose sight of the importance of local services and the need to connect strategic and local infrastructure.

Many participants became engaged through campaigns to preserve, extend or restore public transport connections on which their communities depend; they are enthusiastic about the potential for TfN to help deliver their aspirations, either directly through infrastructure investment, or indirectly by setting a policy framework that will support such provision in future.

*"There should be an emphasis on providing good public transport links between areas of economic deprivation and areas with healthy economic growth. This means local links from rural and former industrial areas to cities, not just strategic inter-city links."*

South East Northumberland Rail User Group

Examples were given of communities in ex-industrial villages who now need to travel to reach jobs, yet have inadequate commuter connections. For example in the Newcastle travel-to-work area, where there is a long-running campaign for a local train service along the coast from Edinburgh to Newcastle, improving the service to existing stations with potential to reopen others on the line. The point was also made that forcing stopping, express, and freight services to share the same tracks was very problematic and to everybody's disadvantage: there is a need and potentially an opportunity to separate them out with new infrastructure.

There was recognition that TfN/ Rail North had already made a big difference, and there were ambitions for it to go further on extending the rail network in the North with new/ reopened lines and stations serving communities without much public transport.

*"There is an enormous gulf separating the level of rail services provided between (and via) Darlington for Newcastle or York from those between Stockton and both places... Transport for the North must recommend, and if appropriate carry out, radical improvement to this entire 'diversionary' route, especially the Norton-Ferryhill section. This will be at least a start towards achieving increased convergence between the economy of Tees-side and that of its north-eastern neighbours, both north and south."*

RailFuture North-East

There was also concern about cuts in bus services – there was recognition that this was outside TfN’s direct remit, but there was interest in whether it could help authorities use the powers in the new Bus Services Bill by setting frameworks and promoting better information through its smart ticketing project.

The point was made that rail connections have multiple economic benefits which conventional appraisal may underestimate: for example, in the tourist town of Ripon, where there is potential for a rail connection to serve both Ripon residents travelling to work and the incoming visitor economy.

Participants were generally supportive of boosting economic activity but not at the expense of seeing the environment destroyed to provide new transport infrastructure which would be of little or no local benefit, for example new roads designed for long distance freight.

*“Is it clear also whether its approach will just provide additional road capacity in order to accommodate forecast traffic growth (and maybe even encourage that growth), or is it trying to encourage modal shift towards more sustainable modes? If sections of the strategic highway network are expanded, what will happen on the local highway networks that connect with it?”*

Yorkshire & Humberside Transport Activists Roundtable

There is a desire to see TfN move beyond focusing on a few major projects and to look holistically at interventions, either directly or through co-ordinating local transport authorities, that will reach and benefit all communities.

Smart ticketing and travel planning information are seen as big benefits that TfN’s work can deliver to an increasingly flexible and dispersed workforce. There is a strong view that these benefits should be available to every community across the North, including rural areas, not only those currently well served by public transport.

## **Carbon reduction**

NGOs in this sector are acutely aware of the challenge of meeting binding carbon reduction targets, and the critical role that transport planning plays. Although this is the largest challenge faced in developing the STP there are also positive opportunities for TfN to be a leader in moving to a low carbon future.

The Government has legally binding commitments to reduce UK carbon emissions by at least 80% from 1990 levels by 2050. The UK Committee on Climate Change reports that domestic transport emissions account for around a quarter of UK greenhouse gas emissions, and that despite increased vehicle efficiency, emissions are likely to have increased by around 1% in 2014, due to rising demand.

TfN should see embracing carbon reduction as a goal of the STP instead of a constraint upon it: otherwise there will be an inevitable conflict between expanding travel and reducing carbon emissions. For many environmental groups, this is the primary challenge faced in developing the STP and other strategies, and the basis on which success or failure will be judged.

However, respondents see real opportunities for TfN to embrace this challenge in the STP, and to join forces with other sectors in the region as leaders in moving to a low carbon future.

2050 is also the timescale of the Strategic Transport Plan, and TfN could, through the STP, explicitly commit to its role in achieving carbon targets and to design its investment programme accordingly. The base in the North of manufacturers of low carbon vehicles, including Nissan in the North East, Alexander Dennis in Scarborough and Optare in West Yorkshire, are opportunities for TfN to promote carbon reduction with local manufacturing and supply chains.

Respondents stressed that embracing a low carbon future can bring economic as well as environmental benefits, and that it complements the region's economic goals. For example, the North East Local Nature Partnership (which brings together a range of environmental NGOs and agencies with the Local Enterprise Partnership) has already agreed a "circular economy" approach, while the Leeds City Region LEP is a recognised leader among the core cities in adopting a successful low carbon future as its economic goal.

However, participants pointed out that a low carbon transport policy was not all about green vehicles and urged TfN to proceed with its existing ambitions to promote modal shift for passengers and freight away from private road transport. The carbon impacts of airport expansion plans in the North were also raised, and TfN urged to take account of these in setting "northern carbon budgets".

For example, the STP could prioritise rail ahead of road for strategic freight movement, and take a lead in programmes of rail electrification through Northern Powerhouse Rail. Use of dual voltage/battery trains was suggested as a good option for secondary and reopened rail lines, something TfN could pilot.

*"Aim to achieve carbon neutrality for the north's rail network by 2030 and set a legally binding target for that....Electrification brings more passengers and more revenue hence is more worthwhile than any business cases usually predict."*

Community Rail Partnership

Joining up public transport and delivering infrastructure that encourages modal shift away from motor vehicle use, is seen as vital to achieving carbon reduction targets. This includes measures to join up longer distance and local transport to make door-to-door sustainable journeys a reality, incorporating quality cycling and walking connections (in line with the national Cycling & Walking Investment Strategy) as well as bus and light rail for last mile travel, and Park & Ride infrastructure to allow people to switch modes in at-capacity locations.

Smart ticketing is seen as a positive response to many challenges, including carbon reduction, as it improves the image and convenience of public transport for longer journeys, encouraging modal shift, and making public transport more viable through boosting passenger revenue.

Aviation is seen as a particular challenge, with TfN having an important role to play in enabling sustainable surface access to the region's airports, in particular improving rail links. TfN should also take a strategic view as to whether it is more sustainable to concentrate aviation activity on fewer airports or to disperse it across the region.

*“The plan could look to restrict expansion in air travel by providing good quality, fast and frequent surface public transport for journeys within Great Britain. Also ensuring that existing airports are well served by bus and rail services will help to reduce the emissions caused by private cars taking people to and from airports.”*

Woodland Trust

### **Air pollution and health**

Air pollution has risen up the agenda in the last year, with the Government issuing new guidance on Clean Air Zones following the ClientEarth court case. There is growing awareness of the negative impact of diesel emissions, and, to a lesser extent, of particulates from vehicle braking systems, on public health.

Cities across the TfN area are already developing plans for Clean Air Zones, Low Emission Zones and related initiatives which the STP must take into account. Stakeholders wanted to understand the consequences of the TfN strategy's approach to roads and traffic for air quality and air pollution, and whether it would be focused on securing compliance with the legal limits of the Air Quality directive by 2020.

Participants showed great awareness of the problem; there was a strong view that there are economic costs of having high levels of air pollution in the North, in putting off investors and businesses, and hence economic benefits of cleaner air.

There was a large degree of consensus on what needs to be done. Electrification of rail services, a move to electric vehicles (EVs) on the road and support for greener bus fleets are all seen as part of the solution that TfN could help deliver. Specific initiatives suggested included having a pan-regional EV charging network and diesel scrappage schemes.

One suggestion is that a scrappage scheme could offer membership of a car club rather than replacement private cars. CarPlus, based in Leeds, have many examples of best practice to share.

*“Short-term immediate action is needed to meet legal limits, and crucial to this is to prevent the dirtiest vehicles from entering urban areas. In the longer-term we need to move towards mobility as a service rather than thinking of it as just infrastructure.”*

ClientEarth

This technical shift is seen as necessary but not sufficient, with modal shift also vital, including providing public transport alternatives to congested road corridors.

*“To open a service from Stockport to Manchester Victoria would ease congestion on the roads, thereby improving air quality and reducing carbon for those of us on the east of the city who have no option but to drive and make matters worse”*

Friends of Reddish South Station

Long distance freight, particular less time sensitive goods such as bulk waste, building materials and aggregates, were mentioned as a particular area where moving to rail or water could have a major impact and where TfN's freight strategy could give leadership.

Greening transport corridors is another area where TfN could show leadership, share best practice and direct some funding. The Woodland Trust's report on trees and urban air quality outlines how planting the right tree in the right place in urban areas can help with removal of pollutants from the atmosphere.

While air pollution dominated this theme, respondents were also aware of the impacts of transport provision on obesity and on mental health. TfN could work with Public Health England and the health functions of local authorities to develop public health audits of schemes proposed in the TfN investment plan.

Active travel was also felt to be an important as it not only helps reduce air pollution but can provide positive health outcomes, addressing high cost areas for the NHS. Many examples were given of how high quality walking and cycling facilities could be included as part of a sustainable transport network.

### **Biodiversity and natural capital**

All respondents saw the North's natural environment as an asset in its own right. The headline message is that TfN should “connect and protect”, not deliver connectivity at the expense of the region's natural capital. The importance of considering and encouraging "quality of place" as part of the “good growth” agenda was mentioned here as a potential way of achieving this.

For expert NGOs in this area, including the Wildlife Trusts, Woodland Trusts and Local Nature Partnerships, there were specific concerns arising from the marked decline in biodiversity, reported in the recent State of Nature report, and the loss of ancient woodlands and other irreplaceable habitats which cannot be mitigated. As a minimum, TfN's plan should seek to avoid this.

This loss comes both directly from the impact of new infrastructure like HS2 but also indirectly from the effects of severance, pollution and climate change.

Getting the location, design and management of infrastructure right is essential. NGOs are keen to assist TfN in this. Appraisals and scheme assessments should place a higher value on natural

capital. One suggestion is that TfN could develop a biodiversity scorecard for option appraisal. There is also the opportunity to contribute to initiatives like the Great North Forest.

The Highways England paper Biodiversity Action Plan contains a number of useful suggestions as to how wildlife can be protected and enhanced both in new road building and in the management of existing roads.

*“Integrating transport routes by identifying opportunities for protection, maintenance, enhancement, restoration and creation of green infrastructure and specifically ecological networks. Using spatial planning tools to minimise the need for travel. Creating and maintaining attractive, linked and accessible semi-natural greenspace in and around the conurbations to increase the opportunity for more people to access nature and wild places and to reduce the need to travel into less populated areas to do so.”*

Lancashire Wildlife Trust

## **Landscape and heritage**

With five National Parks and seven Areas of Outstanding Natural Beauty (AONB) respondents see landscape and heritage as a valuable asset and an important part of the economy. Economic benefits derive from the visitor economy, and food production, but also indirect benefits of economically active people choosing to locate in the North because of the quality of its environment.

With this in mind, it was felt that there should be stronger recognition of this asset and a greater emphasis on the need to enhance it, and to strengthen its appeal, not just to protect it. It was felt that landscape and heritage should not be looked on as a constraint; but to realise its full potential, a strategic approach is needed to creating a network of walking and cycling links from local stations into these areas, combined with an integrated bus network.

It was felt that to minimise landscape and heritage impacts as well as to benefit other policy outcomes, such as reducing carbon emissions, the strategy should espouse making the most of the existing infrastructure first. If new capacity is still required, then the approach should be to consider sustainable transport first to minimise any impacts.

*“Design of schemes must integrate into the existing landscape and not be imposed upon it.”*

Durham Wildlife Trust

As with biodiversity, the challenge is to simultaneously connect and protect. Mitigation needs to be integrated into infrastructure planning from the start, both in terms of location and design.

Examples were given of schemes operated by the National Grid and Highways England working with environmental NGOs to forward plan mitigation and even enhancement of protected sites.

With so many protected sites and landscapes in the region, TfN has a central role in identifying key corridors, and managing their capacity, particularly managing access to honeypot sites. It was also felt that a shift of freight from road to rail or short sea shipping could also provide benefits and reduce the impact on the landscape. However, to do this would require investment in new rail gauge (W12) to allow modern containers to be transported by rail.

TfN's leadership on smart ticketing integrated ticketing and travel information could be particularly valuable in encouraging people to access landscape and heritage destinations by sustainable modes (including offline information in remote locations). The example was given of some National Trust properties giving discounts where people arrive by public transport, but this requires the public transport option to be there.

Participants saw lots of potential from longer distance cycle routes to provide sustainable connections, along with longer distance buses. There is a challenge in that the special locations that most need sustainable transport connections are often those without them, or where the connections are at risk (for example services like the DalesBus which is dependent on local business support and crowdsourced funding).

TfN's leadership role will be necessary to bring services like electric charging networks and car sharing schemes to more dispersed, rural areas. With the right support, there is potential for the future tech of electric and autonomous vehicles to be deployed in harmony with heritage sites for mutual benefit.

## **Flood protection**

The impact of extreme weather events on the transport network has been seen across the TfN area in recent years, including the severe floods of winter 2015.

As a result, flood protection and flood-proofing transport infrastructure are now seen as essential elements for the STP in a way that was perhaps not automatically the case for transport plans in the past. The challenge is the need to address this on both a micro level (infrastructure location and design) and also on a macro level (contributing effectively to carbon reduction targets).

Insensitive development in the past, for example building on flood plains or removing protective trees, is seen as having contributed to flood risk. This is seen as another argument for concentrating development in already developed areas, and planning transport in line with that.

There is also potential for the STP not only to respond to flood risk but to make positive interventions. Examples identified include: incorporating SUDS in all new infrastructure and retrofitting existing routes; avoid building on flood plains; future proofing routes through good design practice; making good use of flood defences, for example building cycle routes on barriers and causeways.

TfN is encouraged to work with expert bodies like Natural England, the Environment Agency and the Canal & Rivers Trust to get the infrastructure flood proof from the start, including potential future flood events, rather than risk the kind of disruption already suffered in some areas.

## **Making the connections: joining up with spatial and land use planning**

We understand that spatial planning and land use planning are outside TfN's remit and so did not raise this with participants. Nevertheless, virtually all responses touched on this issue and saw it as critical to the Strategic Transport Plan being effective in practice.

Some respondents approached this at a macro level, having a clear view on spatial planning priorities and commenting that transport planning must be informed by a view as to where the North's activity should be focused, whether that is about concentrating activity on cities, or about supporting dispersed development across all parts of the TfN area.

Others saw this in terms of the more local level, seeing multiple benefits from TfN encouraging development to be located near existing transport hubs and making best use of existing corridors. The traffic light grading of development sites devised by South Yorkshire Passenger Transport Executive was suggested as an example of best practice that TfN could roll out, as was the public transport accessibility level (PTAL) rating system used by Transport for London, which grades sites as suitable for development based on walking distance to public transport and frequency of transport services.

*"Make planning part of the transport strategy - require all new developments to have a robust low carbon transport strategy which reduces car dependency."*

CPRE

## **Quality across the North: joining up with local transport provision**

We were repeatedly reminded that all journeys are local at some stage and many vital journeys are wholly local. Regular journeys are likely to use a mixture of different local services rather than being wholly on main line rail or the Strategic road network.

Intensification of the region's core cities will increase this trend, with many journeys being within cities or city regions rather than across the TfN area as a whole. In delivering TfN's economic goals, the role of local and metropolitan transport authorities remains vital.

For the North as a whole to see the benefits of TfN's work, the same priorities outlined in this report - improving connectivity while addressing carbon reduction and air quality - need to be shared across these transport partners.

Many respondents saw potential for TfN to share best practice and provide a quality framework, encouraging a levelling up of the local service provision on which many journeys depend. This included options such as better co-ordination of bus services; gap analysis of services; ensuring 'consistency of offer' on discretionary fare schemes; setting quality standards for cycle provision; providing space for car club and bike share services at rail and bus stations, particularly those being operated by franchises managed by Rail North; having policy and strategy for Park & Ride services; and many other examples.

## **Transport for all: promoting equality of access**

A cross cutting theme that came up in a number of groups and individual responses is transport as both a means and a barrier to social and economic inclusion. The concepts of 'transport poverty' and 'transport justice' should be considered alongside economic growth.

There is a desire to see a transport plan that works for all, tackling isolation of geographical communities, promoting affordable transport and transport that is accessible to people with disabilities and that this is an explicit aim of the Strategic Transport Plan.

There was also a desire to see this reflected in having an accessible plan consultation process, of which this stakeholder engagement project is one part.

November 2016

Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

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