TRANSPORT FOR THE NORTH

Transport for the North Scrutiny Committee
Agenda

Date of Meeting	Thursday 01 June 2023
Time of Meeting	11.00 am
Venue	Carriageworks Theatre, The Electric Press. 3 Millennium Square, Leeds, LS2 3AD

Filming and broadcast of the meeting
This meeting will be filmed and will be available on the Internet following the meeting. If you attend this meeting you should be aware that you might be filmed and included in that transmission.

Item No.	Agenda Item	Page
1.0	**Welcome & Apologies** The Chair to welcome Members and the public to the meeting. **Lead:** Chair	
2.0	**Declarations of Interest** Members are required to declare any personal, prejudicial or disclosable pecuniary interest they may have relating to items on the agenda and state the nature of such interest. **Lead:** Chair	
3.0	**Minutes of the Previous Meeting** To approve the minutes of the meetings held on the 23 November 2022 and 2 March 2023 (including updates on agreed matters as appropriate). **Lead:** Chair	5 - 18
4.0	**Election of the Chair and the Majority & Minority Group Vice Chairs** Members to appoint a Chair and a Majority and Minority Party Vice Chair to the Scrutiny Committee. **Lead:** Julie Openshaw	
5.0	**Scrutiny Committee work 2022-2023** To consider the work of the Scrutiny Committee during the 2022-23 Municipal Year. **Lead:** Chair	19 - 22

6.0	**Manchester Statutory Advice Update**	23 - 30
	To consider the progress and next steps for infrastructure development and service changes in Manchester, and the assessment of the effectiveness of the December 2022 timetable change.	
	Lead: Charlie French	
7.0	**TfN Decarbonisation Priority Activities Update'.**	31 - 36
	To consider the update on progress made against the priority actions identified within TfN's Transport Decarbonisation Strategy, and proposed future decarbonisation related Transport for the North activities for 2023/24.	
	Lead: Peter Cole	
8.0	**Connected Mobility Strategy**	37 - 90
	To consider the draft Connected Mobility Strategy.	
	Lead: Matt Smallwood	
9.0	**Date and Time of Next Meeting**	
	Tuesday 5 September 2023 11am Microsoft Teams	

TRANSPORT FOR THE **NORTH**

Scrutiny Committee Minutes

Wednesday 23 November 2022
The Carriageworks Theatre, The Electric Press, 3 Millennium Square, Leeds, LS2 3AD
Present:

Attendee	Local Authority
Cllr Paul Haslam	North Yorkshire;
Cllr David O'Hara	Blackpool;
Cllr Neil Hughes	Cumbria;
Cllr Rhys Furley	Hull;
Cllr Matthew Salter	Lancashire;
Cllr Damian O'Connor	Liverpool City Region;
Cllr Oliver Freeston	North East Lincolnshire;
Cllr John Davison	North Lincolnshire;
Cllr Robert Frost	South Yorkshire Mayoral Combined Authority;
Cllr Steve Parish	Warrington;

Officers in Attendance:

Name	Job Title
Gary Rich	Democratic Services Officer
Julie Openshaw	Head of Legal
Lucy Jacques	Interim Head of Policy
Brian Sloan	Research Manager
David Hoggarth	Strategic Rail Director
Tim Foster	Interim Strategy & Programme Director

Item No:	Item

1   Welcome & Apologies

1.1   The Chair welcomed all in attendance and advised Members that the meeting is being recorded and will be put on the website following the meeting.

1.2   Members were informed that this meeting is now the Annual Meeting as a result of the previous meeting being cancelled. He explained that a further meeting will not needed to be added at this time unless Members feel that it is necessary as constitutionally this is not required.

1.3   Apologies were received from Cllrs Shorrock, Hammond and Kaushik.

2   Declarations of Interest

2.1   There were no declarations of interest.

3   Minutes of the Previous Meeting

3.1   The minutes of the meeting held on 15 June 2022 were considered and their accuracy as a correct record confirmed. The minutes were passed by Members subject to the correction in spelling of Golborne.

Resolved:
That the minutes of the meeting held on 15 June 2022 be approved as a true and accurate record.

4   Appointment of the Chair and Vice Chairs of the Scrutiny Committee

4.1   The Head of Legal requested nominations for the position of Chair of Scrutiny. Cllr Parish proposed Cllr Haslam and this was seconded by Cllr O'Hara. Members unanimously voted to elect Cllr Haslam as Chair of the Scrutiny Committee.

4.2   The Head of Legal informed the Committee that Cllr Kaushik (Majority Party Vice Chair) and Cllr Hughes (Minority Party Vice Chair) wished to continue in their current roles. Both Members   stood unopposed.

4.3   Cllr Hughes requested that the item on Socially Inclusive Transport which was on the cancelled September agenda be included on the March agenda.

Resolved:
1) That Cllr Haslam be appointed as Chair of the Transport for the North Scrutiny Committee
2) That Cllr Kaushik be appointed as Majority Vice Chair of the Scrutiny Committee
3) That Cllr Hughes be appointed as Minority Vice Chair of the Scrutiny Committee

5   Northern Powerhouse Independent Economic Review (NPIER) Update

5.1   Members received the report and presentation from the Research Manager who highlighted the key points in his presentation.

5.2   Cllr Hughes requested clarity on who is leading on Northern Powerhouse as well as asking if a return to the Single Market will make a difference to the productivity gap between the North and South.

The Research Manager explained that delivery of the Northern Powerhouse Independent Economic Review (NPIER) is the sole responsibility of TfN. He explained that TfN are joint commissioners of this work together with the NP11, and TfN are working alongside partners in the North. In response to the broader question as to who owns the Northern Powerhouse agenda the Interim Strategy and Programme Director explained that this is still unknown.

In response to the question on Freedom of Movement the Research Manager stated that as part of the Transformational scenario there would need to be many hundreds of thousands of additional jobs and where those jobs need to come from would require further discussions with partners.

5.3   Cllr Furley enquired as to the time span that the data had been collected over.

The Research Manager explained that the data is the latest available. He stated that different indicators have different time spans with the Labour Market data having been gathered in recent months and other data being older. He further explained that the data includes the impact of the pandemic meaning a weaker starting point in terms of productivity.

Cllr Furley further asked if the projection of growth each year will continue to happen even with the current financial situation, allowing the North to eventually match the rest of the country.

The Research Manager explained that the data presented used Cambridge's annual forecast for 2022 which was produced in March as a baseline. He explained that the work presented to the Committee is from the original baseline but this will be updated in the final published work and will reflect the weaknesses and downturn in the current economy.

5.4   Cllr Frost asked if the LEPs have been worked with and is the work they are doing been taken into account.

In response the Research Manager stated that the LEPs have been engaged with this programme. He explained that consultants held workshops with the 11 LEPs across the North with officers also in attendance, with the consultants reviewing the Strategic Economic Plans in each area. He stated that TfN intends to publish the Local Area Profiles which includes these plans in order to show the body of evidence that underpins how the scenarios have been developed. In relation to skills, he highlighted the importance of education and skills spending and stated it is about creating growth that is socially inclusive and decarbonises the economy.

5.5   Cllr O'Connor highlighted the importance of both care and retail sectors and enquired as to the type of high-end jobs being looked at to attract into the area.

The Research Manager explained that these jobs are in the prime and enabling sectors of the economy, and these perform well in the transformational scenario, amongst these there is jobs growth in the advanced manufacturing and energy sectors as well as investment in land transport.

He also highlighted the importance of the foundational economy (sectors which allow people to live their day to day lives) which includes things such as care and food production.

5.6   The Chair started that the report has given the Committee a complete background with regards to the economy across the North of England and requested that all Members receive the final presentation that will be sent to Board. He explained that this will allow Members to contribute some of the important information to their own authorities. He further stated that the North needs someone to take the lead on this together for the North.

Resolved:
That the Committee notes the update and the intention to brief TfN Board on the emerging conclusions in December.

6   Rail Update

6.1   Members received the report from the Strategic Rail Director who highlighted the key aspects of his report.

6.2   Cllr O'Hara enquired about how strong the budget will be for overall plan and whether this will also include the branch lines.

The Strategic Rail Director reassured the Committee that the TfN plan will encompass everything across the North. He explained that currently when budgets and funding are being looked at there has been an emphasis on looking at cost reduction and focusing on the largest passenger flows and revenues. He stated that this is a very narrow view.   He further explained that the rail network contributes to the social inclusion policy and is more than just about creating revenue.

6.3   Members were informed that some work will be undertaken highlighting the role of rail in the North which will be available shortly. He stated that the Rail North Committee is concerned that there won't be enough money not only to support the existing services but future growth. He said that TfN wants to use its evidence base to argue the case that if there is investment in rail in the North there will be more revenue, which will, in turn, reduce the subsidy and deliver wider benefits.

6.4   Cllr Davison raised the issue that the report doesn't take into account the new dynamic of homeworking and this has affected both rail and road. He questioned the capability of Network Rail to deliver any plans due to their lack of signaling staff and engineers.

6.5   The Chair stated that he is a believer imperfect action and believes that we're currently stuck in a position of perfect inaction. He highlighted the reference to the 121 short term wins on reliability and suggested that the Committee Members should look at speaking with their MPs and ask them to take a Northern perspective on the railways.

6.6   Cllr Hughes hopes that TfN will continue to argue for modal shift. He also raised the issue of Double Devolution and requested further information on this. He stated that he hoped that TfN would continue lobbying for a stronger role and a proper budget.

6.7   On this issue of Double Devolution the Strategic Rail Director explained that TfN are able to set up Regional Business Units. He also highlighted TfN's powers to set fares and this can be used locally to integrate fares.

6.8   Cllr Salter expressed concern that rail might not recover post covid. On the issue of infrastructure, he stated that the Government needs to focus its investment on infrastructure in the North. He also questioned how involved TfN are in the Training Academy.   A request was also made for an update on the current position with regards to Great British Rail (GBR). /In response to Cllr Salter the Strategic Rail Director explained that the current picture with regards to rail is mixed, whilst commuting numbers are low during the early and later parts of the week mid-week commuting numbers are higher with leisure and weekend rail travel back to 100% or more than pre Covid. He stated that going back to where things were pre covid is not the answer and there is now a need to be creative and to adapt to how things have changed.

        Regarding the Training Academy he stated that TfN are involved in this through the Rail North Partnership and are working closely with Northern and are playing a strong co-ordinating role and exploring a funding package for it through the Rail North Partnership. On the issue of GBR the Strategic Rail Director stated that TfN are not clear on the current position and the legislation has been delayed.

6.9   Regarding the Training Academy Cllr Furley asked if a variety of jobs would be covered.

        The Strategic Rail Director explained that the focus will initially be on drivers but this can be extended to other areas.

6.10   The Chair stated that the Centre of excellence for training is really important. He also highlighted climate change and the need for modal shift and the importance of trains in the decarbonisation agenda.

Resolved:
That the report be noted.

7   Strategic Transport Plan Development

7.1   Members received the report from the Interim Head of Policy who highlighted the key elements of her report and presentation.

7.2   The Chair raised the issue of Combined Authorities commitments and stated that North Yorkshire will be required to have an area transport system comparable to Transport for London in 10 years and stated that the timelines of TfN and those of Combined Authorities are not aligned.

The Interim Head of Policy stated that when developing a strategic plan for a multitude of areas then there will be a challenge in marrying these different dates up. She stated that the STP is a long term vision and the 2050 end state has been widely agreed with partners and is considered critical to enabling a plan to be brought forward that is both aspirational but also intentional to set out longer term priorities beyond government political cycles. This is a critical to the argument regarding funding. She explained that as part of the STP2 objectives TfN are looking to set interim milestones for 2030 that complement the long term ambition but more clearly articulate where we need to be in the short – medium term.

The Chair requested that there be a recognition of the earlier dates that Combined Authorities have in order that credibility will not be with local partners. He suggested that within the policy TfN may wish to say that the policy for the Combined Authorities is different. The Interim Head of Policy agreed and explained it will be clear in the document that while STP2 sets the pan regional targets, local and combined authorities own plans and strategies will vary.

7.3   Cllr O'Hara asked how much the STP is linked into the development of local transport plans.

The Interim Head of Strategy stated that work has been taking place with officers and partners on this to make sure that these documents complement each other as integration between national, regional and local level is key to delivering the outcomes that everyone wants.

7.4   Cllr Davison made a number of points around the practicalities of transitioning away from the car in order to travel from A to B.

The Interim Head of Strategy was confident that Cllr Davison's points could be picked up in the final plan and explained there are a number of workstreams at TfN that explore this in more detail including the emerging work on Clean Mobility Visions, and suggested that the Committee might want to consider whether it should be considered on a future agenda.

7.5   Cllr Salter raised the issue of poor public transport in rural areas and provision of transport for younger and older people in rural areas.

7.6   The Chair stated that it is important that the permanent population is recognised in the bedrock of the plan. He also highlighted the infrastructure issues particularly those relating to energy should be included as this infrastructure is required in order to support the plans. He also stated that there needs to be a move towards imperfect action on this issue.

Resolved:
That the Committee is asked to note the report.

8   Transport and Health Policy Position

8.1   Members received the report from the Research Manager who highlighted the key points in his report and presentation.

8.2   Cllr Hughes stated that there is little mention of the impact that aircraft has on health and asked if it is the intention of TfN to do more work on this are.

        The Research Manager stated that he would take this away.

8.3   The Chair stated that he would share this report with Public Health in his Authority as well as the Health Overview and Scrutiny Committee in order to get support for TfN and its ambition as he believes that this should save both lives and money.

Resolved:
That the Committee note the report.

9   Date and Time of Next Meeting

        Thursday 2 March 2023
        11am

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TRANSPORT FOR THE
NORTH

Scrutiny Committee Minutes

Thursday 2 March 2023
Virtual

Present:

Attendee	Local Authority
Cllr Paul Haslam	North Yorkshire;
Cllr James Shorrock	Blackburn with Darwen;
Cllr David O'Hara	Blackpool;
Cllr Rod Fletcher	Cheshire East;
Cllr Andrew Cooper	Cheshire West & Chester;
Cllr Roger Jones	Greater Manchester Combined Authority;
Cllr Rhys Furley	Hull;
Cllr Matthew Salter	Lancashire;
Cllr Damian O'Connor	Liverpool City Region;
Cllr John Davison	North Lincolnshire;
Cllr Steve Parish	Warrington;
Cllr Manisha Kaushik	West Yorkshire Combined Authority;
Cllr Stephen Fenton	York;
Cllr Marshall	Greater Manchester Combined Authority;

Officers in Attendance:

Name	Job Title
Lucy Jacques	Acting Head of Policy and Strategy
Martin Tugwell	Chief Executive
Gary Rich	Democratic Services Officer
Paul Kelly	Finance Director
David Hoggarth	Head of Strategic Rail
Owen Wilson	Head of Major Roads
Tim Foster	Interim Strategy & Programme Director
Emma Young	Senior Solicitor
Katie Day	Strategy, Policy and Communications Director

Item No:	Item

1 Welcome & Apologies

1.1 The Chair welcomed all in attendance and informed Members that the meeting was a Consultation Call and was being streamed live. Apologies were received from Cllr Hughes and Cllr Southward.

2   **Declarations of Interest**

2.1   There were no declarations of interest.

3   **Minutes of the Previous Meeting**

3.1   The minutes of the meeting held on 23 November 2022 were considered and their accuracy as a correct record confirmed.

Resolved:
That the minutes of the meeting held on 23 November 2022 be noted as a true and accurate record.

4   **Budget and Business Plan 2023/24**

4.1   Members received the presentation of the Finance Director. The Chief Executive and Finance Director then highlighted the key points in their presentation.

4.2   Cllr Jones requested more information on the Centre of Excellence and its funding.

           The Chief Executive explained that as well as the core funding Transport for the North has been granted an additional £700,000 for each of the next two years to develop its offer. He commented that the organisation is already a centre of excellence which has good quality data that is evidence-led with clear policy development and a strategy that flows from it. He added that the additional funding is an evolution of the current role rather than something new and was pleased to see that additional funding.

4.3   Regarding Great British Railways Transitions (GBRT) Cllr Fenton requested further information on the Northern Proposition and asked when there is likely to be an announcement on the location of the GBR Headquarters.

           The Chief Executive replied that he has no information on when the announcement regarding the headquarters will be.

           On the Northern Proposition he stated that across the North a degree of devolution is already in place through the Rail North Agreement provides a role for TfN alongside the DfT in overseeing delivery of the Northern and TransPennine contracts as well as allowing Transport for the North to establish sub–Regional Business Units.

           He explained that a number of activities have been identified by the Rail North Partnership as opportunities going forward including taking account of revenue as well as costs when undertaking business planning and building on the stations as a place initiative. He then went on to

state his belief that there are some aspects of rail reforms that can be moved forward in the North at pace due to the devolution that exists.

Addressing the specific issue of the proposition he explained that work is taking place through a subgroup of Members to help develop a detailed proposition about utilising the opportunities created by GBR of having a single guiding mind for the rail industry and how Transport for the North would like this to work.

4.4   Cllr O'Hara asked about support for smaller areas if all the money is to be directed into the bigger locations.

The Chief Executive explained that the evidence base shows that there needs to continue to be investment in growing the railway if strategic outcomes are to be delivered for the North as well as economic growth that is sustainable and provides people with access to opportunities and services. He added that in order to do this it is important to continue to make the case for revenues to be considered as well as costs as the strength of the recovery means that there are revenues for services.

He stated that there needs to be continued pressure in support of maintaining the delivery of services that are needed now, as well as being supportive and helping to deliver the investment that is already in the pipeline.

4.5   Cllr Davison stated that this is a significant change and a "reboot" in the direction of travel for Transport for the North and enquired as to how much of the original plan has remained the same and how much is a new direction.

The Chief Executive explained that the role of the organisation remains unaltered as a statutory body with no change to its functions and roles. He also explained that the ambition of wanting Northern Powerhouse Rail being built in full also remains unaltered. He highlighted commitments through the Integrated Rail Plan which is delivering improvements such as electrification on the TransPennine upgrade; however, some of the ports and the gateways need to be connected to them.

He informed the committee that there are some good foundations to built on and he wishes to be able to strengthen TfN's arguments for further investment on the basis of successfully delivering on current projects.

Members were reassured that projects such as the reopening of the Leamside line, the electrification to Hull, the importance of looking at alternatives to the HS2 Eastern leg, are all projects where Transport for the North will be continuing to make the case for investment.

He explained that the ambition in the Strategic Transport Plan (STP) comes from the evidence base and is being fed into it.

4.6   The Chair stated that he felt reassured that the evidence base is driving the decisions being made and that the ambition remains the same. He added that the strategic leadership is an interesting development with TfN not having a specific connection to any one local authority.

He believed that the two-year funding this will provide stability. He encouraged Committee members to prompt their authorities in approaching Transport for the North to see if they can assist with resources when developing their Local Transport Plans.

Resolved:

That the presentation be noted.

5   Draft Strategic Transport Plan 2

5.1   The Chair informed Members that a public consultation will be taking place and stated that having Members' ideas about how the consultation can be undertaken would be beneficial.

5.2   Members received the report from the Acting Head of Policy and Strategy who highlighted the key points of her report.

5.3   Members suggested several ways to engage with the public in their constituent areas during the consultation period including using libraries to help the public access the consultation room, attending council seminars, using area people's panels, engaging with Councillors and local authority committees and using Town and Parish Councils. The Committee was also keen to stress the importance of using social media and the need to manage expectations and 'keeping things sensible.'

5.4   The Chair stated that all constituent local authorities will be happy to assist in whatever way possible.

Resolved:

1) That the proposed overarching narrative for STP2 agreed by the Transport for the North Board be noted
2) That the remaining process to complete and consult on the draft STP be noted.

6   Road Investment Strategy (RIS)

6.1   Members received the report from the Head of Major Roads who highlighted the key points.

6.2   Cllr Cooper asked about the network drivers and enquired if they are robust enough to help with the long-term rebalancing of the North.

6.3   Cllr Salter commented that the report comes across as "anti-car". He highlighted the fact that decarbonisation has always been a key focus for

Members and for the organisation and suggested that this should be done by having hydrogen and electric vehicles rather than reducing the number of cars on the road.

6.4   Cllr Jones requested an update on North West quadrant project study which is aimed at alleviating congestion on the M60 Junctions 8-18.

6.5   Cllr Davison expressed his concern about the lack of electric vehicle chargers and infrastructure.

6.6   In response to the Committee's comments the Head of Major Roads explained that this work provides an initial view as on there is the greatest need for interventions on the Strategic Road Network, also that conversations on the priorities for investment were ongoing with local authority officers. And explained that this work does not focus on specific solutions at each location, which would need to be developed in partnership with local stakeholders and which should deliver Place based outcomes appropriate to the location.

In response to Cllr Cooper's question on network drivers and specifically the connectivity metric he explained that it is important to consider the relative importance of roads both in terms of traffic flow and the level of service in terms of connectivity, the latter being a particular issue for more remote areas often particularly reliant on road connectivity to access goods and services.

Addressing Cllr Salter's comments on being viewed as anti-car he explained that TfN is carefully considering how to communicate messaging on roads. This needs to reflect the ambitions set out in the emerging Strategic Transport Plan and find the right balance in highlighting the importance of road investment to underpin good transport connectivity, whilst promoting the benefits of supporting modes other than the car as the first choice, wherever practicable.

He explained that electric vehicles need to be part of the solution and stated that Transport for the North has undertaken significant work with partners and local authority officers on evidencing the requirement for electric vehicle charging. With regards to the Manchester North West Quadrant he stated TfN and TfGM have been updated on National Highways work exploring a package of potential interventions for consideration, and potential delivery in the RIS3 or RIS4 periods. (e.g. junction improvements, additional capacity on sections of the M60).

6.7   In summarising the Chair highlighted the importance of messaging on this issue. He informed the Committee that just under 2,000 people a year die on roads as a result of physical accident whilst 10,000 die from emissions attributed to road traffic. Additionally, he highlighted the importance of a good road network for those in more rural areas that are not as well connected.

Resolved:

That the comments of the Scrutiny Committee on Transport for the North's approach to preparing recommendations for RIS be noted.

7   NPR Co-Sponsorship

7.1   Members received the report of the Strategic Rail Lead. The Head of Strategic Rail highlighted the key areas of the report.

7.2   Cllr Davison is pleased that the organisation continues to promote the importance of delivering HS2 in full; however he was critical that the project had been sold on speed rather than capacity, and explained that without capacity it is difficult remove freight from the roads; getting connectivity for passengers can only be done with HS2.

7.3   Addressing the issue of the Eastern leg, the Head of Strategic Rail expressed the importance of the Leeds Area Study, which is part of the co-sponsorship work, with the brief still awaited. He explained that the previous Eastern leg HS2 proposal is one of the ways of connecting Leeds into the network and will be pushing this as part of the work looking at a variety of options.

He highlighted the importance of starting this work and stated that Transport for the North haves a strong input into this work using its evidence base. He explained that there are two aspects to the co-sponsorship, being the local detail and the network.

Resolved:

That the Committee notes that the Board will be asked to endorse the Northern Powerhouse Rail Sponsorship Agreement at the Board meeting on 23 March 2023.

Date and time for the next meeting Thursday 1 June 2023 – 11.00am
Carriageworks, Theatre Leeds

TRANSPORT FOR THE NORTH

Meeting:	Scrutiny Committee
Subject:	Scrutiny Committee work 2022-2023
Author:	Gary Rich, Democratic Services Officer
Sponsor:	Darren Oldham, Rail and Road Director
Meeting Date:	Thursday, 1 June 2023

1.   Purpose of the Report:

1.1   To give an overview of the work undertaken by the Transport for the North Scrutiny Committee during the 2022-23 Municipal Year.

2.   Recommendations:

2.1   For Scrutiny Committee to note the activity it undertook during the 2022/2023 Municipal Year.

3.   Main Issues:

3.1   Prior to the 2022-23 Municipal year the Transport for the North Scrutiny Committee 6 times a year. During a Scrutiny review in the 2021-2022 Municipal Year the Committee decided to follow the same pattern as Transport for the North Board and meet four times a year. The option of up to two additional meetings was retained.

During the 2022-23 Municipal Year the Committee was scheduled to meet on four occasions but due to the national mourning following the death of Her Majesty Queen Elizabeth II the September meeting of the Committee was cancelled and there was no clear opportunity to reschedule this.

As a result, three of the Scrutiny Committee took place during 2022-23.

3.2   Appendix 1 of the report lists all the reports that the Transport for the North Board considered during the 2022-2023 Municipal Year.

4.   Corporate Considerations

Financial Implications

4.1   There are no known financial implications to this report.

Resource Implications

4.2   There are no known resource implications to this report.

Legal Implications

4.3   There are no known legal implications to this report.

Risk Management and Key Issues

4.4   There are no known risk implications to this report.

Environmental Implications

4.5   There are no known environmental implications to this report.

Equality and Diversity

4.6   There are no known equality and diversity implications to this report.

Consultations

4.7   No consultation was required.

5.   Background Papers

5.1   None.

6.   Appendices

6.1   Appendix 1   - Transport for the North Scrutiny Committee activity list.

Transport for the North Scrutiny Committee 2022-23

Below is a list of areas that the Transport for the North Scrutiny Committee scrutinised during the 2022-2023 Municipal year.

15 June 2022

- Budget and Business Plan 2022-23
- Strategic Transport Plan development.

23 November 2022

- Northern Powerhouse Independent Economic Review
- Rail update
- Strategic Transport Plan development
- Transport and health policy position.

2 March 2023
- Budget and Business Plan 2023-24
- Road investment strategy
- Northern Powerhouse Rail co-sponsorship
- Strategic Transport Plan

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TRANSPORT FOR THE NORTH

Meeting:	Scrutiny Committee
Subject:	Manchester Statutory Advice Update
Author:	Charlie French, Investment Planning Manager
Sponsor:	Darren Oldham, Rail and Road Director
Meeting Date:	Thursday 1 June 2023

1. Purpose of the Report:

1.1 This report updates the Committee on the progress and next steps for infrastructure development and service changes in Manchester, providing an assessment of the effectiveness of the December 2022 timetable change.

1.2 The report then seeks input to the revised Statutory Advice for Manchester in recognition of the progress which has been made through the collaborative efforts of the Manchester Task Force.

2. Recommendations:

2.1 The Committee is recommended to:

1. Welcome the successful delivery of Configuration State 1 infrastructure and implementation of the December 2022 timetable change
2. Welcome the commitment from the Department for Transport to fund delivery of infrastructure in Configuration State 2 alongside the continued development of Configuration State 3
3. Endorse the proposed update to Transport for the North's Statutory Advice for Manchester for consideration by Transport for the North's Board.

3. Main Issues:

3.1 **December 2022 Timetable Change**

The December 2022 timetable change was designed by the industry working through the Manchester Task Force (including TfN and TfGM) to provide a new baseline structure to the North West timetable to deliver immediate improved reliability and performance, facilitated by investment in infrastructure including platform extensions and the introduction of new train maintenance depots and carriage sidings.

3.2 Whilst the timetable reduced connectivity in some areas, a key aim of the change was to reduce congestion, and modelling predicted a reduction of 20% in delays. Evaluation of the train service performance since the timetable change against statistics from December 2019 has been undertaken which shows:

- Average delays across all service groups have reduced by 40% in comparison with 2019/20
- T-3 performance for Northern's Manchester services and TransPennine Express overall has improved by 8-12%
- Northern's reactionary delays in Manchester resulting from network congestion have reduced by 40%, exceeding modelling expectations
  Peak capacity is maintained for passengers into Manchester.

3.3 These performance improvements have been achieved despite the timetable change having been implemented against a backdrop of unprecedented challenges for the railway industry, dealing with the ongoing consequences of the

Covid-19 pandemic and industrial action, with some service groups yet to be reintroduced and ongoing performance challenges.

3.4   **Infrastructure Development and Delivery**

Cross industry collaboration by the Manchester Task Force (formed of representatives from the Department for Transport, Network Rail, Northern, TransPennine Express, Transport for the North and Transport for Greater Manchester) has resulted in the development of the Blueprint for Manchester which has refined the plans and identified alternative solutions for addressing the problems in/around Manchester, optimised for efficiency and value. As a result of this work, it is now widely agreed by members of the Task Force that Package C is no longer the optimal solution for Manchester.

3.5   The Blueprint for Manchester (which has been shared previously with this Committee) identifies packages of infrastructure improvements designed to address capacity issues and improve train service performance, enabling more services to be operated without impacting punctuality and reliability. Each package forms part of a configuration state, which marks an intervention point at which the benefits of the infrastructure enhancements are realised through timetable changes with assumed timescales.

3.6   The December 2022 timetable change marked the first intervention point, establishing a baseline timetable which saw service groups amended with compromises needed, including changes to origins and destinations, frequencies, and stopping patterns to operate a robust service that passengers could rely on.

3.7   Funding is being secured from the DfT for the delivery of Configuration State 2 with the intent for works to take place between now and 2025, including:

- Salford Crescent Platform 3
- East of Manchester Victoria Turnback
- West of Manchester Victoria Turnback
- Manchester Victoria Passenger Capacity Improvements.

3.8   This package of work is focused on delivering infrastructure in North Manchester, and following its completion, timetable changes can be implemented which will see additional services able to operate through North Manchester, increasing capacity whilst providing added resilience to the network.

3.9   The options for the timetable change aligned to the implementation of each configuration state will be identified through the Manchester Task Force and Rail North Committee will be asked to provide direction on priorities, continuing to balance the need to maintain performance whilst providing additional capacity and connectivity.

3.10   In parallel with the delivery of Configuration State 2, Network Rail is continuing to develop schemes identified within Configuration State 3.

3.11   A critical element of Configuration State 3 is the redevelopment of Manchester Oxford Road. There is a consensus through the Manchester Task Force on the scheme that needs to be delivered at Manchester Oxford Road. Solutions have been identified and modelled which address the capacity constraints caused by the current layout of the station. This includes providing extended through platforms accommodating longer trains, and an improved layout which reduces conflicting moves by those trains accessing the bay platform. Addressing the constraints at Manchester Oxford Road is a key enabler to increasing capacity on the Castlefield Corridor.

3.12   Network Rail submitted a Transport and Works Act Order application in 2014 which sought to secure the land required for the construction of Manchester

Oxford Road under the plans within the previously promoted Package C. With the refinement of plans, Network Rail is evaluating the relevance of the current Transport and Works Act Order, and will determine whether this needs to be withdrawn or replaced.

3.13   It should be noted that a Transport and Works Act Order is not a commitment to deliver a scheme, but forms part of the planning process associated with the delivery of a proposed scheme.

3.14   The business cases for schemes identified within Configuration State 3 and Configuration State 4 continue to be developed through the Manchester North West Transformation Programme and Manchester Task Force with cross industry input to ensure a robust case can be made to Treasury for the investment. Transport for the North will continue to support the development of these business cases by providing local insight and data with the intent of maximising the benefit of any investment and securing the best possible outcome for passengers.

3.15   **Transport for the North Statutory Advice**

With significant progress made recognising the completion of Configuration State 1, the commitment to the delivery of Configuration State 2 and the continuing development of Configuration State 3, it is both timely and appropriate for Transport for the North to update its Statutory Advice to the Secretary of State in relation to Manchester.

3.16   Previous Statutory Advice issued in February 2020 referred to 'Package C' which included plans to remodel Manchester Oxford Road station and construct Platforms 15 and 16 at Manchester Piccadilly, and identified 'other' infrastructure enhancements, recommending delivery of all these schemes in full. Through the work of the Manchester Task Force many of these schemes, including those contained within Package C, have either been delivered, superseded, or changed priority.

3.17   In this context it is recommended that the revised Statutory Advice recognises benefits of collaboration through the Manchester Task Force, and the evolutionary approach which has been taken by this group to refine proposals and determine the best possible outcome for Manchester. As a result, it seeks to avoid specifying outputs, recognising that as the programme is developed and refined, the solutions required may change, and instead specifies the outcomes that are needed.

3.18   The revised Statutory Advice highlights the continued need for investment in infrastructure in Manchester to address the capacity constraints which are limiting the North and creating significant operational challenges, within the context of major rail schemes arriving in the region including HS2 and Northern Powerhouse Rail which require careful integration to maximise the benefits of investment.

3.19   The revised Statutory Advice also draws attention to the strong return to rail across the North, and the need for significant and sustained investment if the railway is to keep pace with passenger and freight demand, realise the benefits of major schemes, and support modal shift with both decarbonisation and economic benefits for the region.

3.20   The Committee is requested to endorse the revised Statutory Advice for Manchester for consideration by Transport for the North's Board and to note the progress which has and continues to be made in the development and delivery of infrastructure and train service performance improvements in Manchester.

4.   Corporate Considerations

Financial Implications

4.1 There are no financial implications for Transport for the North as a result of this report.

Investment decisions to allow Network Rail to develop and deliver schemes are subject to Department for Transport and Treasury approval.

Resource Implications

4.2 There are no direct resourcing implications as a result of this report.

Legal Implications

4.3 Transport for the North has power to offer statutory advice to the Secretary of State. There are no other apparent legal implications arising as a result of this report.

Risk Management and Key Issues

4.4 This paper does not require a risk assessment, however, risks relating to any timetable changes and infrastructure enhancements are being identified, assessed, managed and monitored through the Manchester Task Force. A risk has been included on the Transport for the North Corporate Risk Register in relation to future timetable changes.

Environmental Implications

4.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the EIA Directive and therefore does stimulate the need for Strategic Environmental Assessment or Environmental Impact Assessment. Any infrastructure proposals to improve the capacity and reliability of the system will be subject to EIA Screening, conducted by Network Rail as part of the consenting process for those projects.

Delivery of the blueprint will encourage growth of travel by rail services and contribute to environmental targets through reduction in journeys by road.

Any specific environmental issues will be picked up by Network Rail in the development and delivery of individual infrastructure interventions.

Equality and Diversity

4.6 A full impact assessment has not been carried out because it is not relevant to the type of work referenced.

Consultations

4.7 Consultations will be carried out by the appropriate body in development of the infrastructure works and on timetable changes through industry processes.

5. Background Papers

5.1 There are no background papers to this report.

6. Appendices

6.1 Appendix 1 Manchester Statutory Advice Update.

This appendix is the draft of the revised Statutory Advice for Manchester for review. This draft has been shared with partners for review and comment, however it remains subject to change based on feedback from partners, and as it progresses through the governance process.

Dear Secretary of State

Transport for the North's Statutory Advice for Manchester

The evidence base upon which Transport for the North has prepared the revised Strategic Transport Plan is clear: investing in the transformation of the North's connectivity is a necessary condition for realising its economic potential, improving social inclusion, and reducing transport's environmental impact.

It is also clear that the constraints on the rail network in the Greater Manchester area continue to be a significant blocker to realising the transformation of rail services across the North for both passengers and freight.

The creation of the Manchester Task Force has enabled progress to be made in addressing some of those constraints. In this regard, the Manchester Task Force acts as an exemplar of the benefits of a collaborative approach and as such could be used to inform other aspects of the rail reform agenda ahead of the formal establishment of Great British Railways.

Notwithstanding the progress made to date with the successful introduction of the December 2022 timetable, nor the development of the next phase of infrastructure improvements in North Manchester for which we await a funding decision, the work of the Manchester Task Force demonstrates a need for further improvements. That need derives from an evidence-based assessment of on-going constraints in the Greater Manchester area (including, but not limited to the Castlefield corridor). Specifically, it shows that improvements will be required to address key bottlenecks, including Manchester Oxford Road, and to enable the delivery and effective integration of planned investment in HS2, the Transpennine Route Upgrade, the Hope Valley Upgrade and Northern Powerhouse Rail.

Future Demand

The importance of the North's rail services was reflected in the strength, and pace, of the recovery post pandemic. And notwithstanding changes in travel patterns and disruption resulting from industrial action, revenues have returned, as has growth, and with it overcrowding.

The evidence underpinning the revised Strategic Transport Plan establishes the need to plan for and deliver significant growth in use of the rail network if we are to deliver agreed economic, environmental (including the legal requirement to achieve net zero), and social outcomes.

To achieve the modal shift associated with those outcomes it remains necessary to plan for significant expansion of the rail offer over and above commitments already made by Government. This includes the need for improvements that address constraints within the Greater Manchester area that will not otherwise be addressed by those commitments. Indeed, additional investment in the Greater Manchester area will be required to realise the full benefit of those commitments.

An Outcome Focused Approach

Based on the evidence available, it is Transport for the North's recommendation that the Government should plan for and deliver improvements in the Greater Manchester area that will benefit the North as a whole, by:

- **Increasing Capacity on the Castlefield corridor** with no less than 16 trains per hour each way able to operate reliably between Ordsall Lane Junction, Castlefield Junction and Manchester Piccadilly.

- **Enabling a reliable performance**, specifically ensuring that performance consistently achieves the national average for T-3, T-15, and cancellations as a minimum, providing a dependable service for passengers.

- **Restoring and improving rail connectivity to/from Manchester Airport** to the rest of the North, including rail access to/from Sheffield and to/from North Wales.

- **Providing the capacity for growth** to accommodate the increase in passenger and freight services that are required to achieve agreed economic, environmental, and social outcomes as set out in the revised Strategic Transport Plan.

Furthermore, it is Transport for the North's recommendation that this will require:

- An on-going commitment by the Department for Transport to the work of the Manchester Task Force and with it the Manchester and North West Transformation Programme, appropriately (revenue) resourced, and with a remit to align its activity with the development and delivery of committed major schemes already in the pipeline.

- A commitment from the Department for Transport to maintain the 'Blueprint for Manchester' as the mechanism by which the need for future improvements is identified on a collaborative basis with Transport for the North and its partners.

- A commitment from the Department for Transport to work with Transport for the North and its partners to use the Blueprint as the basis for taking forward a pipeline of investment that is managed and delivered as a co-ordinated programme.

- Acknowledgement of the extent to which the need to address capacity issues in/around Stockport Station is required to enable the committed outcomes for the Hope Valley upgrade to be realised, additional local rail services to be introduced, and to maintain operation of existing local rail services during the construction phase of HS2 Phase 2B. Based on the evidence available it is arguable that the Stockport Station area should be formally identified as congested infrastructure.

- The Department for Transport to ensure that it formally seeks, in a timely way, the views of Transport for the North and its partners when choosing how to balance the interdependencies between Transpennine Route Upgrade,

Northern Powerhouse Rail, HS2 and services on the rest of the North's rail system.

The Manchester Task Force demonstrates the added value of collaborative working in the manner advocated as part of the Government's Rail Reforms. It shows that it is possible to develop viable and affordable solutions and to oversee their implementation in a practical and pragmatic way.

The evidence base is clear that continuing to prioritise the need to address the remaining constraints in the Greater Manchester Area is not only critical to the successful delivery of committed investments, but to enabling agreed outcomes for the North to be realised.

Transport for the North remains committed to working with the Department for Transport, through the Manchester Task Force and Manchester and North West Transformation Programme, with a view to delivering these recommendations.

This letter supersedes Transport for the North's statutory advice in respect of the Greater Manchester rail network submitted in February 2020.

Yours faithfully,

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TRANSPORT FOR THE NORTH

Meeting:	TfN Scrutiny Committee
Subject:	Decarbonisation Strategy Actions Update
Author:	Peter Cole, Head of Decarbonisation
Sponsor:	Katie Day, Strategy, Analysis and Communications Director
Meeting Date:	Thursday, 1st June 2023

1.0 Purpose of the Report:

1.1 Provide an update on progress made against the priority actions identified within TfN's Transport Decarbonisation Strategy, published in December 2021; and on proposed future decarbonisation related TfN activities 2023/24.

2.0 Recommendations:

2.1 The Committee is asked to note the report and provide feedback on future proposed TfN decarbonisation activities and priorities for TfN's Decarbonisation Strategy update due for 2025.

3.0 Priority activities:

3.1 TfN's Transport Decarbonisation Strategy contained over 30 potential activities that TfN could lead or support in the near term. Stakeholder engagement and the public consultation on the draft Strategy, helped us to identify which of those activities should be prioritised and led by TfN. This report provides an update on TfN's progress against these priority activities and the benefits we expect them to provide for partners.

4.0 TfN's Clean Mobility Visions and Regional Route Map for Decarbonisation

4.1 Modal shift and the reduction in private road vehicle mileage were a key overriding theme emerging from TfN's Transport Decarbonisation Strategy work, as well as the need for development of place specific transport decarbonisation guidance.

4.2 Recognising this, the refreshed Strategic Transport Plan (STP2), which has been approved for consultation from May, includes a strategic ambition for achieving transport decarbonisation.

4.3 We have commenced work on **Clean Mobility Visions (CMVs)** in June 2022. The CMV workstream was developed to help evidence and visualise the carbon and also wider benefits that can be accrued through policies that reduce vehicle mileage, such as improvements to health and wellbeing, accessibility and local economies.

4.4 *Partner Benefits*

- **Intuitive online dashboard (CMV Visualiser Tool)** allowing partners to access place-based policy package recommendations for reducing vehicle mileage

- Helping partners to robustly evidence the benefits of reduced vehicle mileage and how best to achieve this

- This work is being developed in liaison with DfT and other STBs, so that it can sit alongside and feed into DfT's emerging **Quantified Carbon Reduction Guidance** and be used by partners when preparing their Local Transport Plans (LTPs).

5.0 *Inputs into Quantified Carbon Reduction (QCR) Guidance*

5.1 DfT's QCR guidance will require Local Transport Authorities to establish an existing carbon baseline, along with future baseline projections for surface transport within their area. Through TfN's Analytical Framework, we are able to provide partners with place-based baseline projections, which we expect will meet the requirements of the upcoming QCR guidance. A covering support note will be issued alongside the data to ensure users understand how to get the most out of the tool, as well as any assumptions and limitations related to the data.

5.2 The Executive Board (20 April) highlighted the need to assure the outputs from tools associated with the QCR process that local authorities may wish to use, to reduce any risk of associated challenge to local transport plans. The QCR baseline data to be provided to partners, utilises the existing models within TfN's Analytical Framework which have been subject to a high level of scrutiny and expert review for use in previous business case analysis. We are also utilising future projections in trips from NTEM (National Trip End Model), which are compliant with Transport Appraisal Guidance (TAG).

5.2 *Partner Benefits*

- Use of online **QCR Dashboard baseline tool,** providing local authority level 2018 surface transport carbon emissions as well as future annualised baseline projections

- The baseline tool can be utilised alongside other sub-national transport body (STB) tools, currently in development, to calculate carbon reductions of LTP policy and intervention options

- TfN will provide **ongoing support for partners** to ensure the dashboard remains up to date, and to assist partners with user queries.

6.0 *TfN's Electric Vehicle Charging Infrastructure (EVCI) Framework*

6.1 We commenced the preparation of the EVCI Framework workstream in 2021, developing an analytical model to understand prime locations for en-route charging infrastructure and overall charging demand, by charging type, across the North, down to Middle Layer Super Output Areas (MSOAs), both at present and in future five-year increments to 2050.

6.2 The online visualiser tool went 'live' in June 2022, with technical details published alongside. The publicly accessible tool can be used by local authorities, charge point operators and other stakeholders to understand their ECVI requirements. The work received excellent feedback from OZEV and also through an independent peer review by Institute of Transport Studies in Leeds University. The methodology is now being adopted by some other STBs to provide similar tools in other regions.

6.3 *Partner Benefits*

- Use of online **EVCI Visualiser Tool** which provides a temporal and spatial charging infrastructure route map to 2050 to aid planning

- Robust data which can be used to **inform funding bids**

- Evidence of potential demand to **inform both public and private investment decisions**

- Identification of suitable sites for 'en-route' charging on the Major Roads Network, using the **Rapid Charging Site Location Tool**

- **Ongoing support** for LAs to interpret and extract key data

- Continuous development of the tool, to ensure it remains relevant and a **source of objective information (non-Charge Point Operator supplied)** for partners.

7.0   *Hydrogen for heavy duty transport – refuelling station modelling*

7.1   Development of an analytical model and accompanying visualisation tool for understanding optimised locations for hydrogen refuelling stations (HRS) for heavy duty transport alongside emerging hydrogen gas pipeline plans.

7.2   The initial stages of the project involved close liaison with a number of northern port authorities, as well as Humber Freeport. Importantly, the workstream is well aligned with ongoing prioritisation work being carried out by NP11 group as part of their Net Zero North agenda.

7.3   Potential users, including transport authorities, will be engaged through a workshop to understand the specific functionality that they would most value from the visualisation tool. This further work is programmed from May to October 2023.

7.4   Following Executive Board feedback, we will ensure our study draws upon existing work being done by some local transport authorities already in the North.

7.5   *Partner Benefits*

- **Informs decarbonisation/refuelling strategies for council fleets** (e.g. buses and RCVs)

- Reduces risk of refuelling infrastructure redundancy over time by testing and evidencing the viability of a piped hydrogen network for transport uses both in terms of the ability to service projected demand and in terms of fuel costs to users

-
- Helps support and potentially shape national policy in the area by advancing our understanding of the potential for hydrogen mobility in the North, and the supply and demand interventions required to achieve it.

8.0   *Other priority actions*

8.1   ***Improving regional public transport infrastructure* -** TfN has continued its strong support of proposals to improve the regional public transport network, including NPR and HS2 in full. Through TfN's Strategic Rail and Rail North Partnership teams, TfN has also continued to play a role in efforts to improve rail services and increase patronage in the North alongside Network Rail and train operating companies.

8.2   ***Digital solutions*** - TfN is preparing a **Connected Mobility Strategy** and hub pilot, aimed at adding value for partners by supporting more efficient, economical and collaborative delivery of digital ticketing and information interventions. The intention is to increase accessibility of integrated public transport solutions and improving user experience.

8.3   ***Low carbon urban freight*** - As part of a DecarboN8 project team, TfN supported research seeking to further the understanding of urban freight operators and LTAs of the options for decarbonising urban freight. The report 'CoDe ZERO: Development of a Co-Designed ZERO-carbon urban freight system' was published earlier in 2022.

8.4   ***Embodied infrastructure carbon*** – Gaining a better understanding of the embodied carbon within TfN's Investment Programme was a proposed activity identified by stakeholders during the development of TfN's Decarbonisation Strategy. In response to this, TfN provided data to a DecarboN8 research project

focussed on better understanding whole life carbon within both rail and road projects. The report: 'Everything Counts: Why transport infrastructure emissions matter for decision makers', was published by DecarboN8 in early 2022. It has not yet been possible to carry out a strategic carbon footprint exercise associated with TfN's current Investment Programme, due to resourcing constraints and methodological challenges, however, TfN is committed to continued consideration of how this could be done in a proportionate way in the future.

9.0   Next Steps

9.1   During 2023-2024, there will be three main areas of decarbonisation related activity for TfN:

1) Completion of the actions from previous financial year:

- Hydrogen refuelling location modelling and visualiser
- Roll out of QCR tools including baseline dashboard, CMV visualiser and other STB/DfT tools.

2) Continued development of existing priority activities:

- Preparation of Connected Mobility Strategy and Connected Mobility Hub pilot.
- Further updates to Electric Vehicle Charging Infrastructure model and visualiser, along with exploring wider roll out alongside other STBs
- QCR – ongoing support for partners to utilise available tools during the preparation of their Local Transport Plans.

3) Commencing the preparation of TfN's Decarbonisation Strategy 2025 Update, with a focus on **inclusive decarbonisation,** including:

9.2   ***Update to regional carbon baseline from 2018 to 2023*** - this work is essential to understand the regions progress against both TfN's decarbonisation trajectory, but also partners individual decarbonisation targets where these exist. By doing this, we can adjust and strengthen TfN's decarbonisation approach if required.

Partner Benefits:

- Updated 'post-Covid restrictions' baseline data for use in future QCR/LTP updates and local decarbonisation planning.

9.3   ***Proportionate costs of different travel choices*** – a programme of research to understand both the direct and indirect costs and benefits associated with travel by private car, train, bus, cycling and walking.

Partner Benefits:

- Strategic evidence of economic impacts of high car dependency to help underpin the rationale for partners' visions for cleaner mobility systems, including vehicle mileage reduction interventions and policies

- Objective evidence for pricing and ticketing interventions for different modes at a local level to inform planning.

9.4   **Distributional impacts of decarbonisation policy** – Research and analysis to understand how different socio-economic groups, living in different place typologies may be affected by different key transport decarbonisation policy levers.

Partner Benefits:

- Objective evidence for understanding wider benefits and unintended consequences of place-based decarbonisation policy to support preparation of LTPs.

9.5 TfN is also currently considering research collaborations for addressing **climate adaptation and resilience**, with a view to increasing understanding of local and strategic infrastructure vulnerability for LTAs, National Highways and potentially Network Rail.

10.0 Corporate Considerations:

Financial and Resource Implications

10.1 There are no direct finance and resource implications as a result of this report.

Legal Implications

10.2 There are no apparent legal implications as a result of this report.

Risk Management and Key Issues

10.3 A risk assessment is not required for this stage, however, a risk relating to decarbonisation can be found in TfN's Corporate Risk Register.

Environmental Implications

10.4 The Decarbonisation Strategy was committed to within TfN's existing STP, which was subject to a full ISA.

10.5 Subsequently, the Strategy, the data that underpins it and certain activities that stem from it, forms an important part of the evidence base for the updated STP, which is also subject to full ISA.

Equality and Diversity

10.6 Transport decarbonisation policy measures can lead to uneven distributional impacts. As part of the proposed Decarbonisation Strategy update in 2025, TfN intends to consider the potential distributional impacts of key transport decarbonisation policies.

10.7 The ISA being prepared for the updated STP includes an Equality Impact Assessment too.

Consultations

10.8 The actions on which this paper reports were refined during a public consultation in summer 2021. A further consultation is not required at this time.

11.0 Background Papers

11.1 No background paper.

12.0 Appendices

12.1 No appendices.

Glossary of terms, abbreviations and acronyms used *(if applicable)*
a) OZEV   Office for Zero Emission Vehicles b) EV   Electric Vehicle c) EVCI   Electric Vehicle Charging Infrastructure d) HGV   Heavy Goods Vehicle e) QCR   Quantified Carbon Reduction f) SME   Small to Medium-sized Enterprise g) SEA   Strategic Environmental Assessment h) EIA   Environmental Impact Assessment i) TRSE   Transport Related Social Exclusion j) ISA   Integrated Sustainability Appraisal

Glossary of terms, abbreviations and acronyms used *(if applicable)*
k) CMV   Clean Mobility Visions l)   NP11   Northern Powerhouse 11 m) STP   Strategic Transport Plan

TRANSPORT FOR THE NORTH

Meeting:	Scrutiny Committee
Subject:	Connected Mobility Strategy
Author:	Matt Smallwood, Connected Mobility Manager
Sponsor:	Darren Oldham, Rail and Road Director
Meeting Date:	Thursday 1 June 2023

1. Purpose of the Report:

1.1 This report accompanies Transport for the North's draft connected mobility strategy.

1.2 Transport for the North's scrutiny committee is being asked to review the draft strategy and provide its views, endorsement, or comments on any omissions prior to it being presented to the Board on 22 June 2023.

2. Background

2.1 Transport for the North sought to deliver integrated ticketing for the North through the integrated and smart travel programme.

2.2 This programme ended in 2020 and we have since taken lessons learned from this into re-shaping the way Transport for the North supports more integrated travel.

2.3 This saw the development of a scope and objectives, agreed by Board in 2022, for a connected mobility strategy that would be a catalyst for the sharing of best practice and the development of common technical and strategic digital approaches, would reduce the duplication of effort, cost, and resource in delivering digital innovation across areas and would make the case for more joined-up investment in the collaborative delivery of connected mobility systems.

3. Draft Connected Mobility Strategy

3.1 The draft 2.0 of Transport for the North's connected mobility strategy is at Appendix 1.

3.2 Connected Mobility covers the delivery of smarter and more integrated transport networks, and the systems that seamlessly connect passengers to the places that matter to them across regions, modes, and technologies.

3.3 This includes payment and journey planning, integration of modes and routes across geographical and technological boundaries, and the underlying processes, data systems and structures that will enable it.

3.4 The strategy has been drafted in line with the scope and objectives set by Transport for the North's Board in 2022:

Objectives:

1. Build on existing successes and identify the medium and long-term foundations to collaboratively expedite delivery of digital mobility for passengers
2. Develop an evidence base that supports and empowers local decision-making whilst also identifying where more joined-up investment in technological delivery would benefit areas

3. Develop a combination of policy position statements across thematic areas and common delivery and procurement frameworks/strategies to support greater efficiencies and economies.

3.5 The strategy details how Transport for the North will support the region with user-centric and placed-based interventions and support as authorities work together to improve the way people experience connected mobility.

3.6 The strategy is split into three core thematic areas:

1. The future of ticketing
2. Data and infrastructure
3. Future mobility.

3.7 Across these thematic areas the strategy sets out these measures of success/outcomes for the region:

3.8 **Future of ticketing - outcomes:**

Reference	Outcome	Target date
FT.1	Passengers in the North of England are travelling across bus, tram and train with payment made via Contactless Capping, or an equivalent account-based system.	2025/2026
FT.2	Multi-operator ticketing is available for passengers across the North and, if viable, for non-mayoral authorities this will be delivered through a collaborative region-wide scheme.	2024/2025
FT.3	The delivery of multi-modal ticketing, regardless of media, is being delivered with uniform governance, apportionment and technical standards achieving regional interoperability.	2024/2025
FT.4	Fares across the North of England will be easier to understand, commercially viable and authorities confident in their relevance to their markets - enabled by a Transport for the North fares modelling tool.	2023/2024
FT.5	The future media requirements for ENCTS concessionary products will be known and agreed and the region will have an agreed policy on the future relevance and viability of smartcards.	2025/2026
FT.6	Transport for the North's Connected Mobility Implementation group is the recognised vehicle for engagement between local authorities and national ticketing programmes.	Ongoing
FT.7	Transport for the North, with a lead authority partner, has delivered a user-centric white-label ticket retail solution that can be accessed, and branded, by transport authorities in the North.	2024/2025
FT.8	Passengers benefit from Rail fares in the North of England that have been reformed to promote, and build on, the leisure markets and existing post-pandemic recovery for the region.	2023/2024
FT.9	Passengers have greater certainty on discretionary discount products across the North that are more	2023/2024

Reference	Outcome	Target date
	uniform, such as a clear definition of a young person, with fewer regional variations.	
FT.10	Passenger expectations on when and how they want to travel, and how they want to pay, are known through a robust placed-based evidence base for the North.	Ongoing

3.9 **Data and infrastructure - outcomes:**

Reference	Outcome	Target date
DI.1	Transport authorities across the North are using common guidance on how to produce, use and deploy transport data in an open standard - aligned with the national strategy.	2023/2024
DI.2	Passengers in the North have access to more tailored journey planning that allows them to mix modes, avoid busy periods and be presented with next best option mitigations to disruptions.	2024/2025
DI.3	The North has an agreed roadmap of regional requirements, risks, and the business case, to progress from current journey planning tools to integrated planners/mobility as a service.	2024/2025
DI.4	Passengers are benefiting from the integration of open data across modes and regions to support modal shift, to better nudge decarbonisation behaviours and inform choice.	2023/2024
DI.5	Non-Mayoral authorities are working together, with a core fund of money secured through a Transport for the North business case, to develop and deliver white-labelled journey planners.	2024/2025
DI.6	Passengers are benefiting from public/private sector partnerships, rewarding, and supporting transport, enabled by Transport for the North through open data and private sector innovations.	2024/2025
DI.7	Authorities in the North are using common standards, vetted by a standards body, in the development of connected mobility specifications ensuring regional interoperability.	Ongoing
DI.8	The North of England has the connectivity infrastructure required to enable better connections in rural areas - including increased 4G and 5G coverage enabling live systems.	2025/2026
DI.9	Authorities across the North trust, and engage with, the connected mobility implementation group, to work through any data or infrastructure problem statements.	Ongoing
DI.10	Authorities across the North are coordinated in the procurement of technical systems to maximise the spread and scale of funds and reduce duplicated effort in shared delivery.	2023/2024

3.10 **Future mobility - outcomes:**

Reference	Outcome	Target date
FM.1	Passengers in rural and isolated communities have access to viable demand responsive service to keep them connected to services and opportunities.	2024/2025
FM.2	Passengers travelling into a region, where viable, can choose to travel and from a mobility hub via a demand responsive solution for the first/last mile element of their journey.	2025/2026
FM.3	Transport for the North's modelling and evidence has enabled local delivery of viable demand responsive transport as part of local transport plans where this was sought.	2023/2024
FM.4	Transport users travelling via micro-mobility, where this is available, use journey planners to integrate this with other modes and pay with an integrated fare.	2024/2025
FM.5	Transport users parking an electric vehicle at a charging point that is a transport hub or a park and ride site pay for their charging with their travel ticket.	2024/2025
FM.6	Transport users access cars via car clubs as an appropriate mode of transport, which can be selected and paid for alongside mass transit options and mobility hubs.	2025/2026
FM.7	Passengers are incorporating active travel into journeys - to avoid high occupancy, out of choice for an element of journeys or to support local policies on walking between modes of travel.	2024/2025
FM.8	Inbound transport users pay for, and access, onward travel when planning their journey - be it by car, rail, plane, or sea, with ticketing integrated at regional mobility hubs.	2025/2026
FM.9	Transport for the North has commissioned user-research on new questions - such as pricing car as a mode of travel - from across the region as new emerging technologies are considered.	Ongoing
FM.10	Case-studies are produced using our policy and places framework to detail how emerging technologies apply in a placed-based analysis of requirements and impact.	Ongoing

4. Corporate Considerations

Financial Implications

4.1 Other than the resource that delivers this strategy, which his core funded, there are no other budgeted activities.

Resource Implications

4.2	Delivery of the strategy will sit with the Connected Mobility team, and, in the current budget year, this is likely to consist of the existing 1x FTE with matrix support from other teams dependent on the work undertaken.

There may be a need, as work progresses to review the resource support available or, alternatively, add slack and flex to the target dates published within the strategy.

Legal Implications

4.3	Elements within the strategy suggest the production of future statutory advice, around ticketing matters and may see the use of Transport for the North's statutory powers around ticketing schemes.

Where these implications emerge then guidance will be sought to ensure compliance with Transport for the North's Constitution and statutory functions.

Risk Management and Key Issues

4.4	The risk implications are included as part of this report.

Environmental Implications

4.5	The connected mobility strategy will link through to decarbonisation objectives through helping encourage greater mass transit patronage in favour of personal polluting car use and reduced congestion.

4.6	This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA. All proposed infrastructure developments will be subject to screening for the need for EIA by the relevant development authority as part of the design development and consenting process.

Equality and Diversity

4.7	The strategy outputs and activities will need to have consideration for how passengers with protected characteristics continue to access ticketing systems and information provision – especially as these become more technical.

5.   Appendices

5.1	Draft Connected Mobility Strategy v2.0.

Glossary of terms, abbreviations and acronyms used
a) ENCTS – English National Concessionary Travel Scheme. b) DRT – Demand Responsive Travel. c) White-label – A common technological solution that is branded with a local identity (e.g three areas using the same system but it has their local transport brand on the front). d) EIA – Environmental Impact Assessment. e) SEA - Strategic Environmental Assessment. f) FTE – Full Time Equivalent.

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Connected Mobility

Implementing a
connected mobility
strategy for the North

July 2023

TRANSPORT FOR THE
NORTH

Draft

Draft

Contents

1

Executive Summary

As Transport for the North, we speak with one voice on behalf of the North of England for transport. We are a statutory body made up of elected leaders and business leaders from across the whole of the North, we collectively represent all of the region's 16 million citizens.

Supporting the entire region we will work across all our partners to improve how people connect to place. Our Connected Mobility Strategy sets out how we will add-value and bring placed-based, evidence-led and user-focussed mobility outcomes for the region's transport users.

With an industry in a state of flux across modes (with foundational national strategies across bus and rail) and one still recovering from huge changes brought about by the Covid-19 pandemic there is an opportunity to drive collaboration across programmes - an opportunity Transport for the North is ideally placed to realise.

Our role:

- Establishing and facilitating collective activity across the north to include the development of standardised documentation (incl. commercial, procurement, technical)

- Identifying areas of joint interest across the North, set out and deliver a plan for each area (e.g. preparedness for multi-operator Pay as you go both at a local level and in readiness for any national initiative)

- Identifying areas where there are economies of scale (e.g. joint procurements) that indicate the benefits of joint working

- Supporting development of funding bids and supporting business case development with partners to enable draw-down of central government and other sources of funding

TRANSPORT FOR THE NORTH

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Our Connected Mobility Strategy sets out that we will:

- Build on existing successes and identify the medium and long-term foundations to collaboratively expedite delivery of connected mobility for passengers across the North and beyond.

- Develop a user-centric and placed-based evidence base that supports and empowers local decision-making whilst also identifying where more joined-up investment in technological delivery would benefit areas

- Develop a combination of policy position statements across thematic areas and common delivery and procurement frameworks / strategies to support greater efficiencies and economies

The Strategy is split into three thematic areas under which we should be providing support and enabling collaboration across Northern authorities.

Underlining each of these themes is our overarching aim to help expedite delivery for passengers, support the priorities of our strategic transport plan and to reduce the duplicated cost and effort required across partners in realising their connected mobility ambitions

There are also wide interfaces across other TfN workstreams (see appendix A)

We will introduce a Connected Mobility Implementation Group - designed to provide a singular point of engagement allowing the North to speak with one voice on connected Mobility - to determine the areas of focus and work programme for each financial year and ensure it provides real benefit and added value for authorities and passengers across the north

This will also see our Connected Mobility Hub concept built upon as a collaborative delivery vehicle for resources interfacing with TfN's regional centre of excellence ambitions but also national shared resources.

The three themes:

→ The Future of Ticketing

→ Data and Infrastructure

→ Future Mobility

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Background

Transport for the North's original Strategic Transport Plan set out clear ambitions for smarter and more integrated travel across the North. This has progressed, with lessons learned from the Integrated and Smart Travel programme, to a new strategic priority in the refreshed Strategic Transport Plan highlighting...

"The importance of local connectivity and multimodal integration in providing door-to-door sustainable transport for people and goods. There is a need invest in improving local connectivity and how this helps address the extent to which our current transport system too often acts as a barrier and how this represents an opportunity to decarbonise transport."

Transport for the North is not a delivery body but has a key role in enabling and facilitating this strategic priority.

A report to our Board in September 2022, identified the following issues:

→ A lack of capacity and capability to take forward initiatives at the local level

→ A lack of experience developing specific proposals, including a lack of knowledge of legislative and regulatory frameworks

→ A lack of capacity and experience when it comes to procurement and delivery of technical proposals

What is 'Connected Mobility'

Connected Mobility covers the delivery of smarter and more integrated transport networks, and the systems that seamlessly connect passengers to the places that matter to them across regions, modes, and technologies.

This includes payment and journey planning, integration of modes and routes across geographical and technological boundaries, and the underlying processes, data systems and structures that will enable it.

It aims to deliver:

→ Seamless Payment and Retail

→ Integration Across Modes

→ Enhanced Journey Planning

→ Integration Across Regions

→ Better Journey Choices

→ Passenger Focused Innovation

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These issues do not affect all Transport for the North partners equally, with the larger Mayoral Combined Authorities better placed to take forward work to deliver connected mobility than others.

From discussions across the North, there is clear support for Transport for the North to support the region by introducing a Connected Mobility Strategy with a view to:

- Providing technical support for those partners seeking to develop and implement user-centric proposals that deliver connected mobility.

- Sharing accumulated knowledge and experience from proposals introduced in the North to the benefit of subsequent proposals.

Unlike the central delivery focus of the Integrated and smart travel programme, the approach underpinning the connected mobility strategy is to add value, capacity and support to local delivery and decision-making around digital and ticketing interventions. This role is developed further below.

Similarly the multi-modal and place-based focus of Connected Mobility means it will engage and support across a multitude of our workstreams. Ranging from supporting the priorities of Strategic Transport Plan to more detailed interfaces with programmes across rail, roads, rural mobility, international connectivity and decarbonisation.

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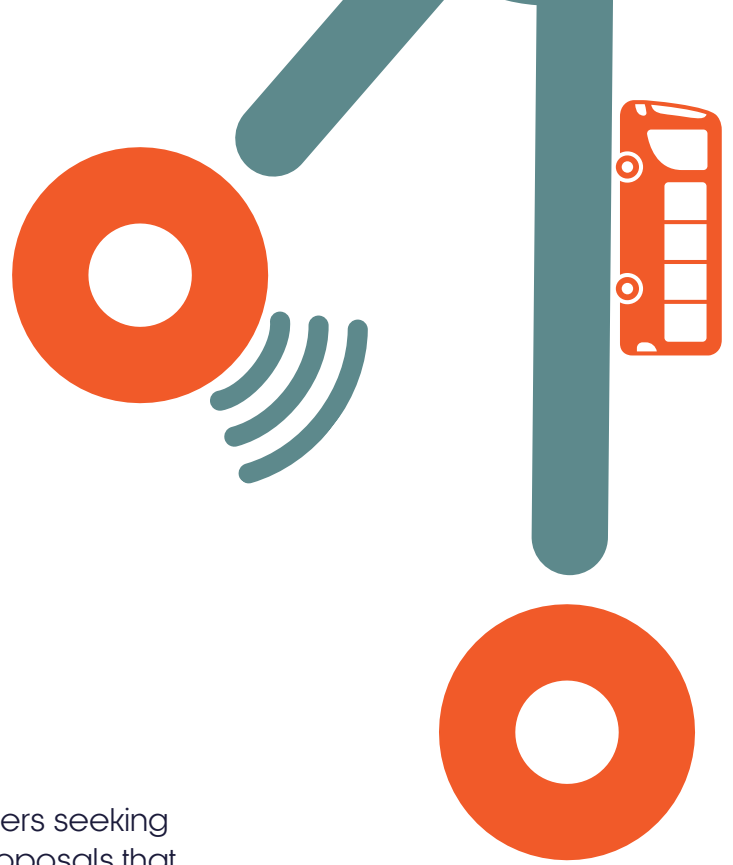
Industry context

In addition to the above, the situation locally and nationally has changed in the two years since the end of the Integrated and Smart Travel programme.

Patronage

Clearly the pandemic has put massive pressure on public transport and most operators are struggling to regain patronage to pre-pandemic levels. This, in turn, is putting pressure on Local Authority finances. Managing these commercial realities whilst capturing the benefits of digital interventions is even more important than was the case before the pandemic.

It is worth noting that patronage across areas of the North have recovered promising rate.

This leaves the North ideally placed to test and develop connected systems that can build on and support even further recovery and growth.

Rail / Great British Railways

The work in Rail on smart ticketing has been driven by the Plan for Rail, together with related government manifesto commitments. This work is largely being led by GBRTT (the transition team that has been formed in advance of the legal establishment of Great British Railways).

GBRTT's plans involve projects both for 'line of route' tap and cap for longer distance train operating companies and 'place-centric' projects where Authorities are well placed to deliver a multi-modal offer. These will be supported by a national account-based fares 'engine' with targets to deliver this within the spending review window to 2025.

Annual Rail Journeys
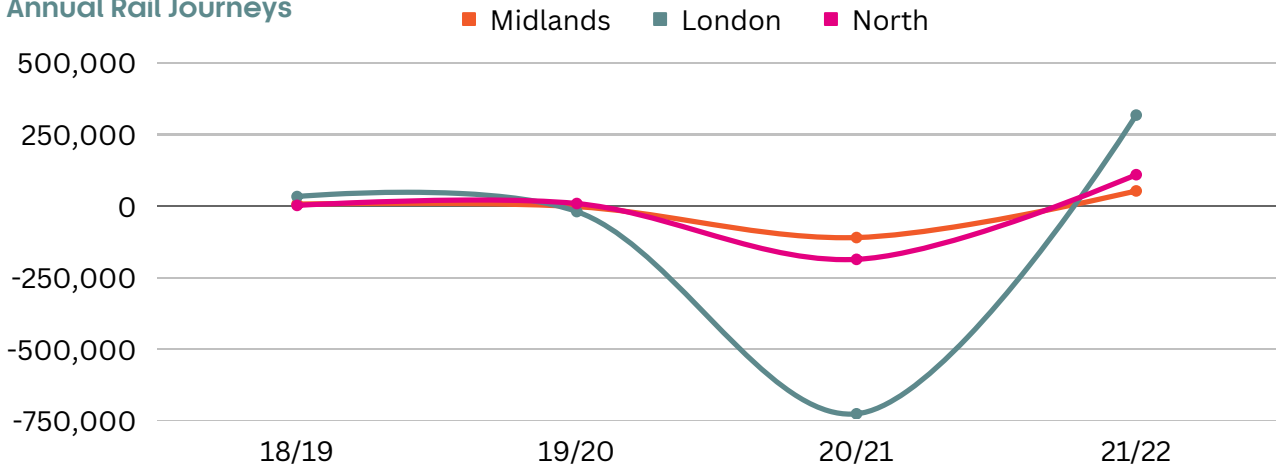
Source: Office for Road and Rail Regional Passenger Usage

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Bus and the broker solution

Over recent years, all larger bus operators have introduced payment by contactless bank card, with some introducing tap and cap for their own products. Many have invested significantly in electronic ticket machines and back-office functionality, so interventions need to recognise the evolution of operator infrastructure. Light rail systems across the UK, largely with Authority support, are also developing tap and cap offers.

In 2020, the larger bus operators formed Project Coral which aims to deliver a 'broker' system. The broker will process 'taps' to see if a customer should have been entitled to a capped product, e.g. when they reach a multi-operator cap. Any reimbursement / reconciliation needed between operators will then be resolved at an agreed point, e.g. at the end of each week. In parallel, Transport for the West Midlands has been developing a similar approach.

Department for Transport has recently agreed that a joint Project Coral / Transport for West Midlands project is the right way forward, with some initial funding support. Midlands Connect is developing a business case for the roll-out of the solution beyond the West Midlands, which could be of great benefit to all TfN's partner Authorities - preparedness for which we are currently modelling across authorities.

Local Authorities

Our members have also been making progress, but this has been variable depending on bus service improvement plan focus for activity, operator ambitions, success or otherwise in obtaining central government funding, and access to resource and / or expertise.
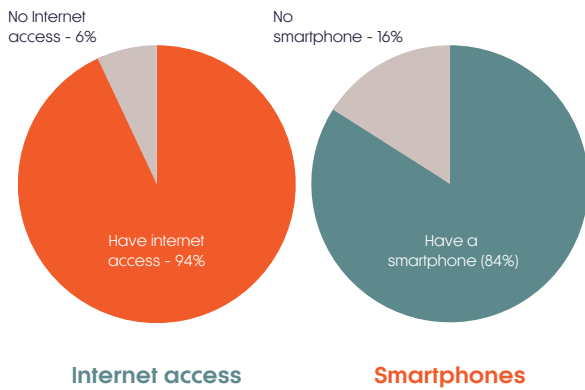
Whilst progress made is to be welcomed, Transport for the North has a role to play in ensuring that the learning from initiatives taken forward by individual partners is shared more widely.

Such a role is consistent with the desire from Department for Transport for Sub-National Transport bodies (STBs) to play an active role in reducing duplication of effort, thereby accelerating implementation of proposals and reducing the incidence of avoidable costs being incurred.

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Passenger context

Technical Literacy / Digital Access

No Internet access - 6%

No smartphone - 16%

Have internet access - 94%

Have a smartphone (84%)

Internet access   **Smartphones**

Source: https://www.finder.com/uk/mobile-internet-statistics

Over the past decade digital literacy and access to the internet has improved significantly, with 94% of adults being internet users in 2023, an increase form 80% in 2010. Digital systems are increasingly integrated into day to day life and educational curricula.

However there remains a "digital divide", affecting disadvantaged socio-economic groups, older adults and rural areas. These groups are oftentimes those most reliant on public transport to access key services and systems.

So either alternates must be provided or infrastructure and accessibility to digital systems improved.

Attitudes to Cash

In the past decade, the UK has seen a significant move from cash to digital and contactless payments, driven by convenience, speed, and the COVID-19 pandemic. By 2019, card payments even surpassed cash as the most common payment method.

However, this shift has not been uniform, with older and rural populations often still relying on cash due to habit, limited digital literacy, or lack of access to digital options. This has raised concerns about potential exclusion of these groups, and the unbanked, and prompted discussions about maintaining cash accessibility.

■ Cash   ■ Card

25 Billion

20

15

10

5

0

2011   2016   2021
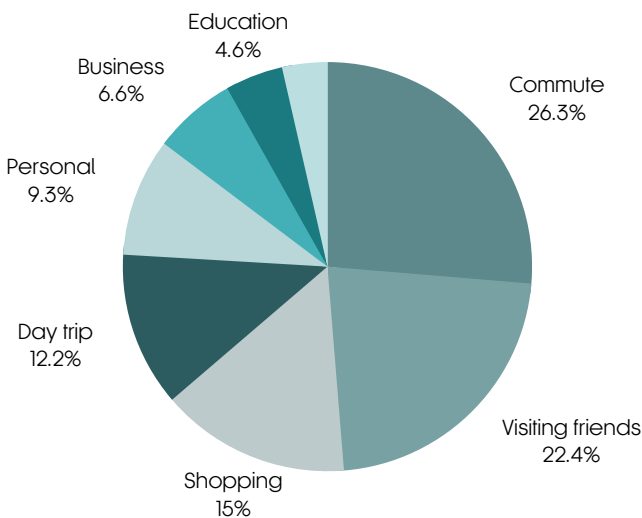
Source: UKFinance

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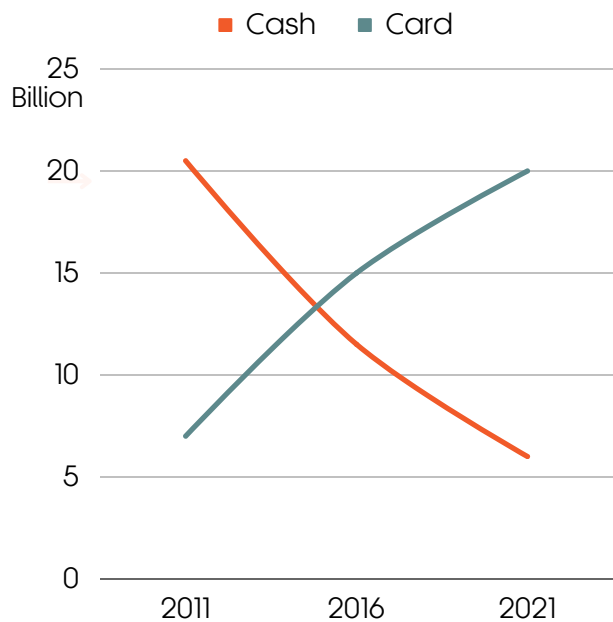
Travel Patterns

The COVID-19 Pandemic led to a sharp drop in public transport use - due to social distancing, lockdowns and increased remote working. This has resulted in challenging financial environments, and necessitated government funding, as people moved back to private car use or made more local journeys via active travel.

Likewise the rise of flexible and hybrid working has reshaped the traditional understanding of a commuter market. Demand has changed as mon-fri commutes have become less regular and instead new peaks have emerged mid-week.

These changing levels of demand have reduced peak-time congestion but have made it harder to plan networks, or for traditional ticketing products to remain relevant; with passengers preferring more flexible options.

Links to Social Exclusion

Our research shows that 3.3 million people in the North live in areas where there is a high risk of social exclusion because of transport issues. This risk is higher in the North than the rest of Transport and the social inclusion challenge in the North with 21% of the population of the North living in areas with a high risk, compared with 16% of those in the rest of England

Factors around rural isolation, cost or network provision can factor into this; similarly the aforementioned digital divide can exacerbate it too.

Ticketing, journey planning and data infrastructure should be prioritised around reducing this risk of exclusion and increasing accessibility to services and opportunities by public transport. Integrating products and tools across regional barriers would support this.

Split of journey by purpose (all modes)

Education 4.6%
Business 6.6%
Personal 9.3%
Day trip 12.2%
Shopping 15%
Visiting friends 22.4%
Commute 26.3%

Source: National Travel Survey

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Places context

Commuter Towns

Commuter Towns are typically smaller towns and suburbs which neighbour Large Conurbations, with strong economic and commuting linkages to these large cities.

Requirements

Main focus is on delivering reliable multi-modal hub and spoke transport options.

This requires reliable journey planning tools, linked to viable and integrated ticketing products, that work across boundaries to support the hub and spoke model.

Timetables and ticketing should align with local services provided, including supporting the leisure and night-time economies.

Many commuter towns may be in areas which struggle to finance bus services and would benefit from funding of their Bus Service Improvement Plans and other external funding

Example: Warrington

Warrington Borough Council's Enhanced Partnership has a focus on frequency and reliability including investment in bus priority along key corridors, along with new and higher specification / zero emission buses.

Connected Mobility Plans include:

- Lower fares / simplified fare structure

- Multi-operator ticketing offer

- Enhanced options for payment (e.g. Touch-on, touch off reader equipment allowing fare capping

- Updated multi-modal network maps

- A Warrington-based tap and cap offer initially with an aspiration to address cross-boundary services in due course.

Large conurbations

Large conurbations contain 51% of the North's population. They benefit significantly from economic agglomeration and generate greater productivity than the Northern average.

Requirements

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

Bus services are the backbone of public transport networks in Large Conurbations, and franchising or Enhanced Partnerships offer the opportunity to provide affordable city-wide services and connectivity to other transport provision. Capped fares will help achieve affordability and reduce the risk of transport related social exclusion.

Large Conurbations are perfectly located to maximise the benefits of multi-modal enhanced journey planning, to enable the services to function as a single, cohesive network. Integrated digital management systems can feed into journey planning tools should be implemented for providing a more reliable information base for users to make their travel choices.

Example: Liverpool

Liverpool City Region's bus service improvement plan has five objectives:

Quick and reliable bus journeys; A comprehensive and integrated bus network; Straight forward ticketing and great value fares; An excellent passenger experience; An emission-free bus system.

Ticketing reforms include:

- To adopt a city region-wide fare zone for bus tickets

- To introduce a framework for ticketing, to support simplification

- To introduce new ticket types to suit passenger needs, such as short hop, hoppa and bundles

- To introduce account-based contactless, mobile and smart ticketing and reduce cash transactions as much as possible in order to speed up boarding times

- To improve the availability of good value multi-operator and multi-modal tickets

- To introduce fare capping, enabled by tap-and-go technology

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Rural villages and dispersed

Rural Villages and Dispersed areas are rural districts geographically isolated from cities and towns. These locations are generally characterised by long distances, poor accessibility, and high levels of car dependence.

Requirements

Community based transport will play a key role for access to wider services and amenities. Policy aims should look to make private vehicle travel more sustainable, for example by switching to electric vehicles and community-led car clubs.

Digital connectivity is a foundation of delivering sustainable economic growth, reducing demand for journeys through greater opportunity for remote working and unlocking digitally connected demand responsive bus and logistics trips.

Active awareness campaigns, training, and fare incentives should be considered for car clubs, demand responsive transport, and scheduled bus services.

Example: Rural Lancashire (e.g. areas of Ribble Valley)

The enhanced partnership covers the whole of Lancashire. Specific to rural areas are:

- Work to provide affordable public transport to disadvantaged and isolated communities

- Work with the health sector to make sure that people can connect with the health provision they need

- Work with operators to introduce a new Smartcard technology covering multiple forms of transport

- Improving the range of sustainable transport options available

Lancashire County Council has an interest in demand Responsive Transport which could potentially address all the above.

Transformational

They can be characterised as particularly dynamic and successful local economies, with productivity and employment growth above the national average.

Requirements

Due to high levels of car ownership associated with workers in knowledge intensive jobs, there is a need to prioritise modal shift from private car to public transport.

Public transport must be integrated, reliable, accessible, and inclusive. Integrated ticketing with larger conurbation mass transit networks is required. For large centres of employment, such as Sellafield, timetables should be aligned with working patterns.

Ticketing must be smart and flexible, ensuring value for money for non-5-day commuters, as well as those working outside of conventional working times. Furthermore, due to high levels of flexi commuting, existing bus and rail stations should be adapted to act as integrated multi-modal hubs with inclusive design. Information and journey planning tools should complement the integrated transport system for users to make their travel choices.

Example: York

City of York Council has a comprehensive set of initiatives regarding fares and ticketing including:

- Fare reductions for young persons (a low, flat fare for young persons aged under 19; free bus travel for up to three children when accompanied by an adult; targeted fare reductions for the 19-25 age group)

- An app-based All York Ticket

- All York tickets for off-bus purchase which can be marketed through employers and to residents of new property developments

- Review the range and pricing of All York tickets, ensuring they carry no price premium over single-operator tickets

- Develop a smart All York carnet of journeys ticket, which can be used alongside fares capping

- Support and promote PlusBus and work with train operating companies to develop local rail/bus products

- Work with colleagues in adjoining areas to develop a range of add-on tickets valid for both an interurban journey and local travel in York

- Investigate opportunities for sales of bus tickets as a means to access festivals and Major Events

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Visitor

The definition of Visitor Destinations is focused on rural destinations and towns that attract large numbers of seasonal tourists each year. Visitor destinations tend to experience seasonal demand which requires a careful consideration for the transport infrastructure and modal splits in these areas.

Requirements

Local authorities can work with train and bus operators to deliver a tourist-industry friendly offer and timetable, complemented with reliable information systems. Leisure cross-modal ticketing could increase public transport provision uptake.

Example: Blackpool

Blackpool Borough Council's Enhanced Bus Partnership incudes:

- Lower fares: Co-ordinating young person fares, making group and corporate travel attractive. Focus on locking people in with easy to purchase and renew season products. Also do more in terms of advertising the good value bulk ticketing

- Simplify fares: Multi-operator tickets, including co-ordinating fares for all, particularly young people

- Integrate ticketing between operators and transport: Develop multi-operator ticketing offer for the Fylde coast in association with LCC

Multi-operator ticketing will enable integration with the tram and good connections to rail services bringing visitors to the town. Fares policy does, however, have a focus on jobs and regeneration.

Towns within Metropolitan Counties

They are prominent around Leeds, Manchester, and Sheffield, where they can be found intermingled with Industrial Places and adjacent to large Conurbations.

Requirements

Due to their proximity to Large Conurbations and high percentage of people commuting, there is an opportunity for connectivity to large urban centres to support labour supply effects.

This needs to be balanced with local regeneration and improvement of town centres to avoid excessive amounts of commuting in peak hours and encourage more local trips.

15/20-minute neighbourhoods should be complemented with multimodal hubs where feeder bus services that link with rail stations are provided and/or for hub and spoke services

Example: Keighley

Keighley is a key town within the West Yorkshire Combined Authority area. The West Yorkshire BSIP has objectives around connected communities and integrated travel.

One interesting initiative is around 'more 'FlexiBus' Demand Responsive Transport schemes and Mobility Hubs to give people access to integrated, sustainable travel options built round their individual needs.

Around ticketing, the combined authority aims for:

- clear and simple fares

- a common framework for bus fares

- use and develop the MCard branded multi operator tickets

- reduce the maximum price for a day's bus travel to a more affordable level.

- introduce a multi operator "tap and go" capping system

- buy travel in advance at discounted rates using mobile phone apps.

- trial a new form of mobile phone ticket which provides for travel over the next 90 minutes which will help people making two leg journeys using different company's buses.

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Industrial Places

They are areas where employment is focused around 'traditional' industries, with typically lower levels of productivity and higher levels of economic inactivity and unemployment. They are typically located surrounding Large Conurbations.

Requirements

Focus should be on creating 15/20-minute neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

15/20-minute neighbourhoods should be complemented with multimodal hubs where feeder bus services that connect them to rail stations and/or hub and spoke services.

Example: Gateshead

The North East Combined Authority bus service imprvoment plan includes:

- Region-wide affordable fares for multi-modal travel on all bus, Metro and Ferry services across the North East, as well as on selected rail services.

- Multi-modal fares available both as a ticket purchased before travel begins (from a bus driver, at a Metro ticket machine, online, or through a new app); and as a price "cap" that is automatically calculated and applied when a customer uses a contactless bank card, mobile phone payment app, or Pay As You Go smartcard to pay for travel.

- Value for money region-wide affordable fares for under 19s.

- A trial of "kids go free" for under 12s on bus services matching the offer already in place on Metro.

Strategic Purpose

The rationale of the Strategy is based on the following premise.

Every partner has their own priorities, depending on several factors including the operators in their area, ticketing products available, levels of technological maturity and infrastructure, current travel patterns and approaches being adopted to deliver more sustainable future travel. Regardless of priorities, however, there are many commonalities of experience.

There are a small number of suppliers in many areas of digital delivery, with many transport authirities working both with the same operators and same suppliers.

Working together would support better outcomes for all.

There is also a common set of technical requirements and challenges, depending on whether, for instance, ITSO smart cards, barcode technology or contactless bank cards are chosen. It can be both resource-intensive and confusing if every local transport authority must explore these themselves alongside creating risks making it harder to integrate across modes and regions later.

Transport for the North could facilitate access to resources and expertise; artefacts (e.g. specifications, templates); shared procurements and / or shared learning (e.g. Mobility as a service, pay as you go, multi-operator ticketing, demand responsive travel, future mobility).

This collaborative, cross-border, emphasis will also support government and HM Treasury. Working together across technological delivery and development will reduce duplicated funding asks and help spread and scale public funds in delivering passenger benefits quickly; rather than funding more pilots or consultative work.

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Why?

- To be a catalyst for the sharing of best practice and the development of common technical and strategic digital approaches

- To reduce the duplication of effort, cost, and resource in delivering digital innovation across areas

- To make the case for more joined-up investment in the collaborative delivery of connected mobility systems

Outcomes for People and Place

The strategy will support delivery of:

→ Seamless Ticketing and Retail   → Integration Across Regions

→ Integration Across Modes   → Better Journey Choices

→ Enhanced Journey Planning   → Passenger Focused Innovation

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Alongside this, the commercial viability of many interventions is limited without the benefit of economies of scale. For example, the number of transactions that pass through a particular system might make it viable for a larger geography in a way that would not be true for a single Authority.

Several national initiatives currently in development will also work most effectively with larger geographies and / or well-resourced Authorities.

Both Project Coral / broker for bus and light rail and the future ticketing and retail programme of Great British Railways have a common business model. This model requires that partners to onboard and access centrally offered services once they have acquired the necessary capabilities e.g. infrastructure (hardware and software) in place; established commercial agreements and management of revenue and risk; product range agreed.

Objectives

Defined by the Transport for the North Board in 2022

1 Build on existing successes and identify the medium and long-term foundations to collaboratively expedite delivery of digital mobility for passengers

2 Develop an evidence base that supports and empowers local decision-making whilst also identifying where more joined-up investment in technological delivery would benefit areas

3 Develop a combination of policy position statements across thematic areas and common delivery and procurement frameworks / strategies to support greater efficiencies and economies

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Strategic Focus and Governance

The strategic focus of the Connected Mobility Strategy is to identify implementations that add value to local offers and projects. It builds on, adds value to and facilitates local ambition, decision-making and planning.

Role of Transport for the North

→ Establishing of value adding activity to include the development of standardised documentation (incl. commercial, procurement, technical)

→ Identifying areas of joint interest for across the North, set out and deliver a plan for each area (e.g. preparedness for multi-operator pay as you go both at a local level and in readiness for any national initiative)

→ Identifying areas where there are economies of scale (e.g. joint procurements) that indicate the benefits of joint working

→ Supporting development of funding bids and supporting business case development with partners to enable draw-down of central government and other sources of funding

Supporting TfN's Regional Offer

Transport for the North has an objective to be proactive in supporting authorities across the North and as such the activity and outputs delivered under the connected mobility strategy will be targeted towards and success measured against, supporting that golden thread.

This collaborative, cross-border, emphasis will also support government and HM Treasury. Working together across technological delivery and development will reduce duplicated funding asks and help spread and scale public funds in delivering passenger benefits quickly; rather than funding more pilots or consultative work.

Specific areas of focus will be determined by our membership and shaped around those which add the most value to them and the whole region.

This will require clear governance and steer from members as to what activities in this space should be, what the required outputs are and what the defined measures of success will be for each financial year.

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Governance

The above needs governance and mechanisms for effective oversight and engagement. It is also recognised that there is time overhead for partners, so the work needs to be focussed on active interventions.

It is proposed that this work will be undertaken under the banner of a Connected Mobility Workstream. In practice this will be delivered by our connected mobility team, some project management resource and external advice as required), together with resource from partners as appropriate to each defined project.

Governance will be in the form of a connected mobility implementation group. Each TfN member would be entitled to sit on the implementation group with each meeting focussed on identified project areas. Members would identify or elect a Chair and Deputy Chair to work with the connected mobility team to set out a programme of work for the year and oversee meeting management.

It is important that the group is pragmatic, with success measured in outputs and resources that add value to partners and are actively used to support local delivery.

The initial meeting of the Implementation group, and at a meeting once annually thereafter, should identify key indicators of success for each financial year.

This should be supported by qualitative feedback from members and be linked to a setting of the priorities that group have set for TfN's focus in the area of connected mobility.

Governance RACI

	Strategic Development and Review	Document Development (Templates, standards and research)	Joint Activity (Procurement, business case development, Programme Delivery)
TfN Executive Board	A	C	C
Connected Mobility Implementation Group	R	A	A
Connected Mobility Team	R	A	R
Member Transport Authorities	C	R/C	R/C
External Partners (e.g DfT, STBs and GBR)	C	C	C
Transport Operators	I	C	C
Supplier Marketplace	I	C	C

R = Responsible A = Accountable
C = Consulted I = Informed

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The Future of Ticketing

(media, retail, payment and fares reform)

**Pay as You Go
and Account Based Travel**

Passengers and authorities in the North of England seek a simple and seamless payment experience for public transport. With most buses accepting contactless payments and rail infrastructure funding available under Great British Railways future ticketing programme, this should be achievable. Transport for the North aims to assist the region in achieving this goal sustainably and relevantly to their existing plans.

We recognise that planned aggregator approaches may not always be relevant or necessary in all areas, such as those moving to a franchised network, and waiting for it could create unnecessary delay in implementing pay as you go capping; those areas should be free to introduce a capping ecosystem on their franchised network, in the same vein as single operator capping currently, with later integration with a regional/national aggregator for cross border travel and multi-modal travel.

We will strive to minimise duplicated efforts in applicable areas and ensure experiential and technological interoperability with neighbouring systems through any aggregator, starting from an early stage

Transport for the North will:

→ Collaborate with Transport for the West Midlands, Midlands Connect, Transport for Greater Manchester and Bus Operators to promote and facilitate a single point of engagement for introducing a 'Broker' aggregation model.

→ Work with Great British Railways to as a forum for defining and delivering regional Pay as You Go on rail and define how it integrates with other modes.

→ Develop and provide toolkits and models that support pay-as-you-go delivery based on the authority types in Policy and Places Framework.

→ Embed common technical specifications across regions and modes to ensure interoperability by design preventing silos and reduce future integration costs

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Multi-Modal Ticketing

The National Bus Strategy and the Plan for Rail emphasize the importance of multi-modal ticketing.

The North already has established multi-modal ticketing in areas linked to former PTE areas (now MCAs) delivered through mature Ticketing Schemes.

We will promote and build upon these schemes, as well as any franchised replacements, as examples of best practice to be scaled.

We will encourage the sharing of best practices and economies of scale in administering ticketing schemes, and facilitate the introduction of new schemes in areas aspiring for multi-modal ticketing

We will look to scale, support and learn from our existing schemes:

Transport for the North will:

→ Create a comprehensive set of resources and toolkits for implementing multi-modal ticketing, including documentation on standardised governance, apportionment agreements, and operating models to minimize complexity for operators and local transport authorities.

→ Establish a "Ticketing Schemes" advisory group with members from existing Ticketing Schemes and Ticketing Companies, working together to share best practices and promote increased standardisation.

→ Investigate the possibility of partnering across multiple local transport authorities through TfN's statutory provisions to develop a "super" ticketing scheme that enhances efficiencies of scale and simplifies administration for new schemes.

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Barcodes, QR and new Tokens

In recent years, there has been an exponential increase in the use of barcode/QR tickets for both bus and rail.

Approximately a third of rail tickets are now issued as barcodes, and other token agnostic solutions are emerging.

These tickets often support mTicket solutions, but unlike the ITSO standard for smartcards, there is limited standardisation on how they work, especially on buses where operators have implemented them in isolation with success.

Transport for the North will:

→ Enhance standardisation of barcode business rules across the North, especially in a multi-modal setting, by leveraging industry and supplier experience.

→ Build confidence among local authority partners and operators by serving as a single source of truth and promoting engagement as more barcode and token agnostic solutions are developed.

Smartcard (New and Legacy)

In the past, integrated ticketing achieved through ITSO smart cards, and the North has several mature smartcard schemes. The English National Concessionary Travel Scheme still requires ITSO smart cards as the primary format.

However, as new media is introduced, ITSO smart card systems may experience reduced transactions and potential cost increases for ITSO delivery or new schemes. Where smart cards are maintained or introduced for commercial or ENCTS purposes, economies of scale should be sought through more joined-up procurement and administration as alegacy solution.

Transport for the North will:

→ Collaborate with partners to support aligned tendering and procurement of ITSO systems, aiming to reduce transactional costs and drive economies of scale.

→ Deliver insight into migration risks as regions transition from smartcards to new ticket media and advocate with the government for future media delivery of ENCTS entitlement.

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Draft

Fares and Retail Reform

The future of ticketing across the North and in a national context depends on fares and retail reform that reduces transactional costs while ensuring fares remain relevant and sustainable for passengers and operators. Simplification or reducing perceived complexity is key to fares reform, which can be achieved through technical innovations and greater local specification of fare structures. Regions across the North have plans to simplify their fare structures, and our priority is to build on that knowledge with added capacity and capability.

Retail reform is also a core focus for both rail and bus, and ticket office closures can be contentious. We recognise the strength of local transport brands, such as the bee network, Travel South Yorkshire, Nexus, MerseyTravel, or Metro, and aims to support and refine locally derived fare structures accessible to technical innovators. Ideally, local transport authorities can procure retail systems collectively to ensure uniformity in passenger experience and achieve economies of scale.

The North of England has experienced strong patronage growth and is recovering from the pandemic, but needs to respond to emerging trends to maintain and increase ridership.

Transport for the North will:

→ Build place-based fares analytical tools for local transport authorities to model and decide on appropriate fare structures and mitigate risks for their networks.

→ Advocate for local decision-making in fare structures for any nationally integrated solutions based on member authority areas' experience and conditions.

→ Develop a business case for collective procurement of white-labelled retail solutions to secure economies of scale and uniformity of passenger experience.

→ Research and model changes in travel habits post-COVID-19 and their impacts on travel products' retail and pricing across modes, days, and times.

→ Spearhead radical fare structure reform across modes and develop collaborative pilots to encourage flexibility and maximize patronage recovery in the North.

25

Draft

Data and Infrastructure

(Enabling connections and information confidence)

Open Data and Open Source

TfN's integrated and smart travel programme played a crucial role in the Bus Open Data Service's initial setup, emphasising the importance of open data in driving transport innovation.

Open data enables easy access to transport data for technological innovators, driving passenger-focused innovation.

Open bus fares data could support technological development similar to independent retail on rail. The government's Transport Data Strategy highlights the importance of data sharing, quality, skills, user needs, and governance.

We aim to support the north of England in realising the benefits of open data and building local capacity and capability to benefit transport users and network development.

Open data enables better passenger experience, network planning, and strategic decision-making, as already demonstrated in the strength of TfN modelling across other workstreams.

Transport for the North will:

→ Advocate for increased open data and standards in transport and communicate the benefits for passengers and authorities.

→ Provide practical support to local authority partners s in publishing, accessing, and utilising transport data transport data where applicable.

→ Work to embed Open API as technical requirements in the specification and procurement of new systems.

→ Produce guidance and clarity on local responsibility for quality assurance and publishing of Open Data and identify sustainable administrative models across partners.

26

Draft

Journey Planning and Disruptions

Passenger confidence in a network is reliant on the information available to them. In the North, various approaches to providing journey information exist, ranging from real-time information at stops/stations to online journey planning tools to printed timetables.

Third-party platforms like Google, Moovit, and Trainline are increasingly used to plan journeys over locally managed planners.

Decisions on the appropriate platforms should remain local, especially where strong local transport brands are in play.

However, standardisation, collective business rules, and white-label solutions may offer opportunities for economies of scale and more common user experiences.

Additionally, it is crucial to communicate effectively with passengers when something goes wrong, whether through at station systems or social media channels, and provide uniform next best action guidance across different channels to help passengers complete their journey.
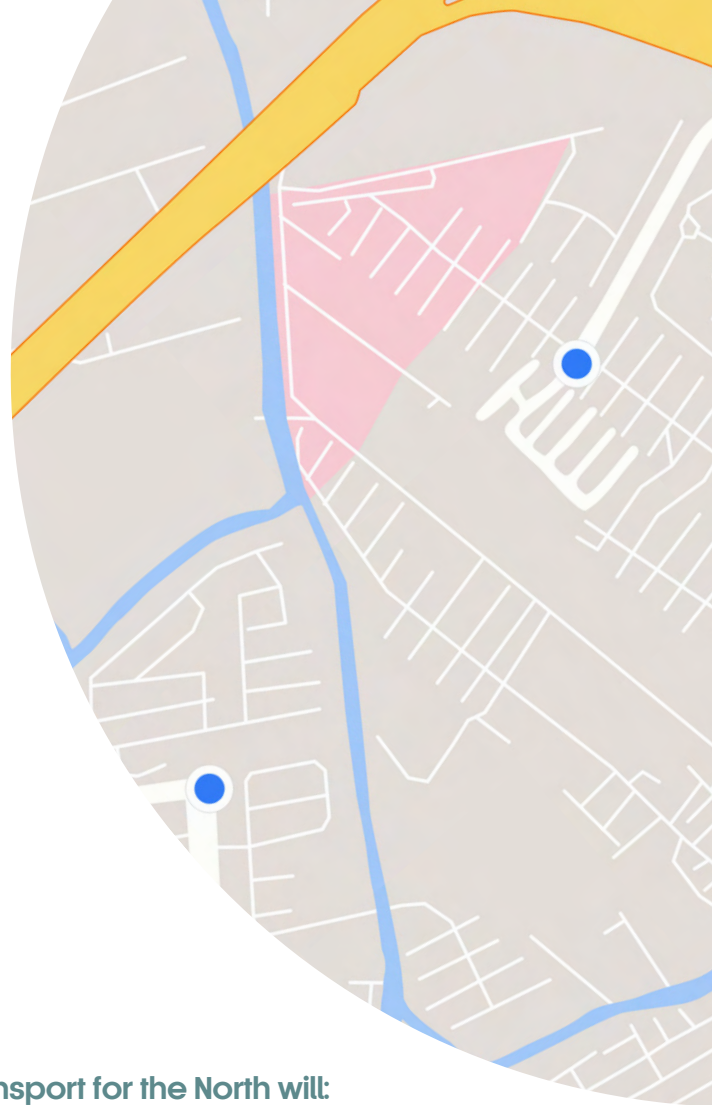
Transport for the North will:

→ Collaborate with authorities and industry to develop standardised approaches to journey planning and disruption messaging to promote passenger confidence.

→ Develop the business case for collective procurement of white-label journey planning solutions across authorities, promoting innovation in the tech sector and integrating with online retail options.

→ Define the regional journey from traditional journey planning tools to enhanced multi-modal journey planners or Mobility as a Service systems.

Draft

Data Integrations across Place and Mode
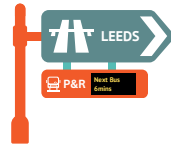
As open data becomes more prevalent across modes of travel, we are well-positioned to advocate and support its strategic integration between regions and modes.

For example, real-time information could be encouraged at stations for onward bus travel or capacity information for trains shown on journey planning apps. Alternatively, integration with the region's major road network could occur, with information provision systems providing live details of nearby station departures, parking availability, or onward bus arrival times.

Transport for the North will:

→ Work with partners across modes and regions to integrate travel data intermodally and across regional borders and at varying user touchpoints.

Data Standardisation and Interoperability

Transport technological systems have often emerged organically, resulting in silos of technical standards and business rules that were adapted to meet specific needs.

This has created challenges and risks, particularly when it comes to cross-border ITSO interoperability and uniformity or later integration between systems.

With new innovations this risk of silo working needs to be avoided from the offset.

Transport for the North will:

→ Engage with the government's Transport Data Strategy to promote its principles and provide guidance to our local transport authority membership.

→ Collaborate with standards organisations, such as the BSI, to support more uniform standards across guidance, models, and specifications that we and our partners develop for digital mobility.

Draft

Infrastructure and Procurement

Existing approaches to procuring technically innovative mobility solutions can be front-loaded or over-specified, and authorities may be procuring the same or similar solutions as other areas, duplicating cost and energy. To address this, there is an opportunity to explore and collate best practices for how authorities are procuring innovative mobility solutions.

Similarly innovation is only possible where there is suitable infrastructure in place - many mobility innovations rely on 4G and 5G connectivity which is less likely to be in place in rural areas where transport is a key link for residents.

Transport for the North will:

→ Deliver guidance, using existing experience across Authorities, of how innovative mobility systems are procured and emphasise for greater agility and collaborative tendering by default.

→ Model the availability of 4G and 5G connectivity, particularly in rural areas, and assess the impact on future and current mobility.

→ Work with partners to quantify the resources needed to close connectivity gaps and identify procurement routes available.

Enabling Supplier and Industry Innovation

Innovation in transport has historically taken time due to siloed development, complex regulatory environments, and bespoke procurements.

However, there is a risk that technology disruptors in the transport space will innovate in isolation. To avoid this, the industry should embrace private technological investment and create environments that allow regions and passengers to benefit from competition among innovative suppliers and disruptors.

Transport for the North will:

→ Encourage supplier and technology industry involvement in intervention developments and facilitate partnerships across the whole of the North.

→ Horizon scan technological developments and proactively identify areas across the North where lessons could be learned from deployment.

Future Mobility

(Integrating new modes, micro mobility and First/Last Mile)

Bus Open Data and Open Source

Demand Responsive Transport (DRT) could be an important aspect of the overall public transport network in the North of England. It is a flexible transportation system that responds to the demand of individual passengers, particularly in areas where ridership levels do not support the running of a full-time service.

Increases in flexible working and travelling patterns also mean that a demand responsive solution may have wider application as an important adjunct to the standard public transport offers as a solution is needed so that places do not become isolated for people who do not have access to private transport.

These services, typically made available through a mobile application, allow customers to book bus services, with the demand responsive solution matching available buses to waiting customers, dynamically creating best path routes between them.

Transport for the North will:

→ Produce evidence to support demand responsive solutions across the North, including partnering with private operators and our authority members.

→ Share lessons learned and best practices to support authorities, aligned with our rural mobility policy position, in using demand responsive transport to reduce transport related social exclusion.

→ Deliver commercial and network gap analysis exploring integration of demand responsive transport with existing transport networks and ticketing systems.

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Draft

Micro-Mobility Integration

The last few years have seen an increase in micro-mobility provision. - such as eBikes and eScooters - being trialled in towns and cities.

In the North York currently has a trial underway and there is extensive learning from cities like London on their experience and wider integration of these modes with the transport network.

Nonetheless these modes are contentious and partners may be hesitant to implement and integrate whilst this remains the case and there remains ambiguity around their future.

Transport for the North will:

→ Maintain a watching brief on micro mobility pilots, creating an evidence base for their integration from existing pilots.

→ Provide research and support on commercial modelling for micro mobility integration in fare structures or MaaS systems.

EV Payment and Car Clubs

Transport for the North has provided trailblazer support in EV charging infrastructure modelling.

As this progresses to delivery there is a window to explore how payment for EV charging, or swapping to EV vehicles, can be linked with transport payments or transport credits.

This could see EV charging costs bundled with bus or train tickets for example.

Transport for the North will:

→ Research how paying for EV charging could be incorporated with transport ticketing - either in a mobility as a service setting or in a mobility credits context.

Draft

Integrating Active Travel

Active Travel, such as cycling and walking, is an important mode of transport and should be integrated into the wider transport network.

This could include options for walk breaks in journey planning or early alight, as well as converting steps/miles travelled into credit for public transit journeys.

Transport for the North will:

→ Collaborate with partners and government agencies to explore ways of integrating active travel modes with transport networks through technology, such as journey planners that offer walk breaks and early alight options.

→ Develop potential partnerships with fitness apps and operators to converting steps/miles travelled via active travel into credit for mass transit journeys.

Connecting to Mobility Hubs

Connecting people with places works at a local level but also between regions. This is an area where we are ideally placed to support 'islands and nations' approaches.

This would see exploration of integrating ticketing and journey planning provision with 'ports' linked with our International connectivity policy or for traditional transport hubs like rail and coach stations.

Transport for the North will:

→ Engage and understand the international entry ports for the North and identify with partners ways to integrate transport payments with inbound travel.

→ Progress intercity payments and ticketing integrations across rail (expanding on PlusBus as a concept) alongside intercity coach services.

Draft

Future Facing and Innovation

To foster innovation and reduce risk aversion in the transport industry, Transport for the North has a pivotal role in simplifying and expediting the delivery of innovation across the north of England.

This can be achieved by promoting collaborative development and shared standards embedded in specifications to build confidence in emerging mobility trends.

By reducing the duplication of effort, ambiguity across the sector can be reduced, and duplicate costs can be avoided, allowing more efficient investment in the systems and networks used by passengers.

Furthermore, common structures around multi-modal agreements, revenue allocation, and governance can help to support commercial operator and supplier buy-in.

These structures can help to streamline the development of new technologies, reduce costs, and provide a more integrated passenger experience. Transport for the North can also facilitate the sharing of best practices and lessons learned among its delivery partners, enabling them to benefit from one another's experiences and expertise in the field of transport innovation.

Transport for the North will:

→ Identify research and future facing analysis to support partners that is used in longer-term strategic planning for connected mobility developments.

→ Embrace standardisations across governance for schemes, procurements and collaboration to reduce complexity and mitigate partner fatigue in engagement.

→ Act as a single source of the truth for our region on emerging trends and thought leadership. Developing evidence aligned with out Policy and Places Narratives to build local understanding and applicability.

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Measures of Success

Future of Ticketing - Outcomes

Ref	Outcome	Target Date
FT.1	Passengers in the North of England are travelling across bus, tram and train with payment made via Model 2 Contactless Capping, or an equivalent account-based system.	**2025/2026**
FT.2	Multi-operator ticketing is available for passengers across the North and, if viable, for non-mayoral authorities this will be delivered through a collaborative region-wide scheme.	**2024/2025**
FT.3	The delivery of multi-modal ticketing, regardless of media, is being delivered with uniform governance, apportionment and technical standards achieving regional interoperability.	**2024/2025**
FT.4	Fares across the North of England will be easier to understand, commercially viable and authorities confident in their relevance to their markets - enabled by a TfN fares modelling tool.	**2023/2024**
FT.5	The future media requirements for ENCTS concessionary products will be known and agreed and the region will have an agreed policy on the future relevance and viability of smartcards.	**2025/2026**
FT.6	Transport for the North's Connected Mobility Implementation group is the recognised vehicle for engagement between local authorities and national ticketing programmes.	**Ongoing**
FT.7	Transport for the North, with a lead authority partner, has delivered a user-centric white-label ticket retail solution that can be accessed, and branded, by transport authorities in the North.	**2024/2025**
FT.8	Passengers benefit from Rail fares in the North of England that have been reformed to promote, and build on, the leisure markets and existing post-pandemic recovery for the region.	**2023/2024**
FT.9	Passengers have greater certainty on discretionary discount products across the North that are more uniform, such as a clear definition of a young person, with fewer regional variations.	**2023/2024**
FT.10	Passenger expectations on when and how they want to travel, and how they want to pay, are known through a robust placed-based evidence base for the North.	**Ongoing**

Data & Infrastructure - Outcomes

Ref	Outcome	Target Date
DI.1	Transport authorities across the North are using common guidance on how to produce, use and deploy transport data in an open standard - aligned with the national strategy.	**2023/2024**
DI.2	Passengers in the North have access to more tailored journey planning that allows them to mix modes, avoid busy periods and be presented with next best option mitigations to disruptions.	**2024/2025**
DI.3	The North has an agreed roadmap of regional requirements, risks and the business case, to progress from current journey planning tools to integrated planners / mobility as a service.	**2024/2025**

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DI.4	Passengers are benefiting from the integration of open across modes and regions to support modal shift, to better nudge decarbonisation behaviours and inform choice.	2023/2024
DI.5	Non-Mayoral authorities are working together, with a core fund of money secured through a Transport for the North business case, to develop and deliver white-labelled journey planners.	2024/2025
DI.6	Passengers are benefiting from public / private sector partnerships, rewarding, and supporting transport, enabled by TfN through open data and private sector innovations.	2024/2025
DI.7	Authorities in the North are using common standards, vetted by a standards body, in the development of connected mobility specifications ensuring regional interoperability.	Ongoing
DI.8	The North of England has the connectivity infrastructure required to enable better connections in rural areas - including increased 4G & 5G coverage enabling live systems.	2025/2026
DI.9	Authorities across the North trust, and engage with, the connected mobility implementation group, to work through any data or infrastructure problem statements	Ongoing
DI.10	Authorities across the North are coordinated in the procurement of technical systems to maximise the spread and scale of funds and reduce duplicated effort in shared delivery.	2023/2024

Future Mobility - Outcomes

Ref	Outcome	Target Date
FM.1	Passengers in rural and isolated communities have access to viable demand responsive service to keep them connected to services and opportunities.	2024/2025
FM.2	Passengers traveling into a region, where viable, can choose to travel and from a mobility hub via a demand responsive solution for the first/last mile element of their journey.	2025/2026
FM.3	Transport for the North's modelling and evidence has enabled local delivery of viable demand responsive transport as part of local transport plans where this was sought.	2023/2024
FM.4	Transport users travelling via micro-mobility, where this available, use journey planners to integrate this with other modes and pay with an integrated fare.	2024/2025
FM.5	Transport users parking an electric vehicle at a charging point that is a transport hub or a park and ride site pay for their charging in with their travel ticket.	2024/2025
FM.6	Transport users access cars via car clubs as an appropriate mode of transport, that can be selected and paid for, alongside mass transit options and mobility hubs.	2025/2026
FM.7	Passengers are incorporating active travel into journeys - to avoid high occupancy, out of choice for an element of journeys or to support local policies on walking between modes of travel.	2024/2025
FM.8	Inbound transport users pay for, and access, onward travel when planning their journey - be it by car, rail, plane or sea. with ticketing integrated at regional mobility hubs	2025/2026
FM.9	Transport for the North has commissioned user-research on new questions - such as pricing car as a mode of travel - from across the region as new emerging technologies are considered.	Ongoing
FM.10	Case-studies are produced using our policy & places framework to detail how emerging technologies apply in a placed-based analysis of requirements and impact.	Ongoing

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Stakeholder Engagement

Transport for the North must own the engagement lessons learned from the former IST Programme and ensure all activities undertaken under the Connected Mobility Strategy are communicated locally, regionally and nationally concisely and clearly.

It is key that any developed business cases or delivery programmes have robustly evidenced buy-in across the full stakeholder mix prior to outline business case stage. Likewise we are clear with partners where we intend to act as a conduit for other partner engagement or as a singular source of the truth.

Central Government

We will align with national strategies and programmes from the Department for Transport and Great British Railways, and work in partnership with central government to explore the local impact of national initiatives and approach with members.

Passengers and End Users

We will Undertake passenger research and seek end user feedback to ensure that interventions developed and delivered across the North are informed by the needs of users and their changing behaviours.

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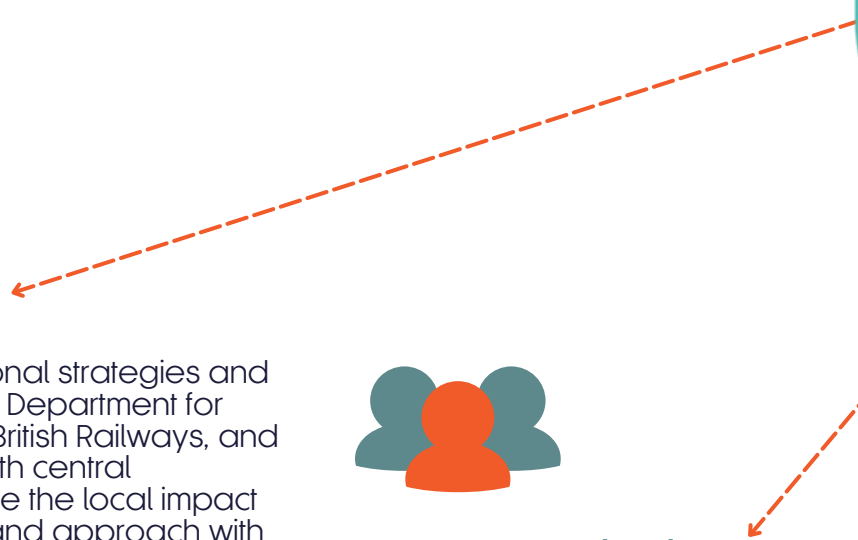
TfN Member Authorities

We will engage with its members through the CM Implementation Group, made of representatives from all TfN members, will providing a forum for collaboration, feedback and decision making.

Delivery Vehicles And Local interest

We will integrate existing local structures in engagement, such as Ticketing Companies, alongside Business Improvement Districts on connected mobility.

Industry and Operators

We recognise the importance of early buy-in from operators .This engagement will occur at the local, regional, and national and include the Confederation of Passenger Transport and the Association of Local Bus Managers

Arms-Length and Statutory Bodies

We will partner with other sub-national transport bodies and organisations where there is overlap in workstreams, e.g Active Travel England, and act as a communications and engagement conduit for their work with our members.

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2023/2024 Programme

Connected Mobility Hub

During 22/23 TfN secured funding from the Department for Transport to pilot a connected mobility hub to support partners in realising their connected mobility ambitions.

This has been undertaken and during 2023 initial outputs form the hub will be published in support of TfN's regional offer but also national centre of excellence activities.

Work undertaken so far includes:

- Assisting York, Tees Valley and Lancashire to set the foundations for the rollout of contactless capping via a system compatible with operator-derived systems that will also allow for later integration with the national broker solutions. This involves working with the LTA to understand the current state of ticketing systems and identifying the changes needed to implement single operator PAYG capping schemes for those operators that do not have any contactless EMV capping schemes in place already.

- Supporting Cheshire West and Chester, Warrington and Cheshire East in navigating how to position themselves in relation to conflicting contactless capping mechanisms utilised by interconnected regions of TfW, Greater Manchester and LCR.

A guide has been developed to cover the activities needed to offer PAYG capping, this provides information and guidance for other LTAs looking to offer PAYG capping schemes

Support has been given to City of York Council in the development of an operating model (including apportionment) to support the local ticketing scheme which could be deployed elsewhere in the future. In particular, measures have been proposed to support products for young people and offers for customers coming into York City from the wider Yorkshire area.

Options are being developed around how these products could be implemented.

As part of this work a checklist for implementing multi-operator ticketing has been created, including guidance on how to undertake each of the steps, which will enable any LTA to identify potential gaps in their own provision and how to address these.

Work has been undertaken to assist Lancashire County Council with learning the lessons from live DRT projects elsewhere and assessing its suitability, with outputs suitable for use by other authorities.

This involves researching DRT implementations by other TfN LTAs as well as implementations in other parts of the UK.

Work has been undertaken to audit and support journey planning, and use of Data, in the Tees Valley to help shape how authorities provide timetable information, interchange information and disruption messaging to passengers.

This will again produce shared learning, examples of best practice and help frame ongoing development of innovative journey planning tools.

Draft

Developing a 'Super' Ticketing Scheme

During 2023/2024 Transport for the North will explore a 'super' ticketing scheme to cover the North of England in areas aiming to implement multi-modal ticketing; this will complement and be shaped by existing ticketing schemes with a focus on non-combined authority areas.

This will consider using TfN's statutory powers to create ticketing schemes in partnership with non-combined authority member authorities to help drive uniformity in governance, administration and apportionment of multi-operator ticketing revenue in areas that may not have the capacity to deliver those elements.

This will explore:

- Developing a joint venture across authorities and operators to deliver multi-operator ticketing in non-CA areas.

- Identifying a vehicle for collective procurement of systems, marketing, administration and financial processes to minimise local administrative burden and generate economies of scale.

- A governance model delivering local ticketing boards to develop, embed and promote local fare structures and own their later interaction with national schemes.

Developing an OBC for a Connected Mobility Joint Fund

During 2023/2024 Transport for the North will work to develop an outline business case, supported by statutory advice to the Secretary of State, for a devolved connected mobility funding pot designed to promote collaborative procurement of collective mobility systems.

This case will argue for a reduction in duplicated bids, a reduction on consultancy commissions and a movement towards collective procurement of white-labelled technical solutions through a singular funding mechanism across Northern authorities.

This business case will define a technological investment roadmap across authorities with common ambitions and would strive to secure reduced administrative costs, reduced duplication of systems impacting in higher cost of sale for products and greater use of open data in alignment with national data strategies.

A robust case would be made, shaped by the region's needs, to ensure all authorities across the North can progress their collective connected mobility ambitions in a way that encourages seamless passenger experiences across mode and geographical boundaries.

Draft

Building a Fares Modelling Tool

During 2023/2024 Transport for the North will build a fares modelling tool, using experiences derived from areas with mature multi-operator products to simplify the creation of new products, or the creation of viable pay as you go caps.

This will explore:

- A fares tool that assess the level of abstraction risk created through moving from single/return product types to weekly caps and flexible products.

- The relative modal premia applicable to different modes of travel - ranging from traditional modes through to new and emerging modes

- Identifying a newer understanding of pricing elasticities at play when considering the cost of travel in a multi-modal and more flexible travelling environment.

- The tool should be created to allow for geographical variations to help maintain locally relevant structures or assess these in comparison with new proposed structures.

Delivering Passenger Behaviour Research

During 2023/2024 Transport for the North will work across our partners to identify or commission research to set out a stabilised post pandemic analysis of travel patterns and changes to travel behaviours.

This will explore:

- The changing role of cash payments in transport post-pandemic

- The preferred way of paying for and proving and authority to travel (mobile vs contactless)

- Changing definitions of peak vs off-peak within a day and for days of the week.

Draft

Definitions

BSI	British Standards Institution
cEMV	Contactless Payment Card
DFT	Department for Transport
DRT	Demand Responsive Transport
EV	Electric Vehicle
FTR	Fares, Ticketing & Retail Programme
GBR(TT)	Great British Railways (Transition Team)
ITSO	Smart Card System
LTA	Local Transport Authority
LTP	Local Transport Plan
MCA	Mayoral Combined Authority
OBC	Outline Business Case
STB	Sub-National Transport Body
STP	Strategic Transport Plan
TOC	Train Operating Company
TRSE	Transport Related Social Exclusion

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Draft

Appendix A - Interfaces across other TfN Workstreams/Programmes

DECARBONISATION	TRANSPORT RELATED SOCIAL EXCLUSION

Transport for the North's Decarbonisation Strategy sets out ambitious targets and areas of focus around how the organisation and region can work towards decarbonisation.

The Connected Mobility Strategy has clear interfaces with this as, through encouraging people to make smarter journeys, it will maximise capacity of vehicles and reduce single-occupancy diesel and petrol car use.

There are also opportunities for specific project interactions where the development of technical solutions, or the deployment and delivery of better data, can explicitly or passively support efforts for decarbonisation.

These could include:

- The integration of mobility credits linked to net-zero car scrappage schemes.
- Digital DRT integrated with spatial planning reform for new developments to reduce built infrastructure encouraging single occupancy vehicle use.
- Incorporation of CO_2 emissions data and comparisons by mode in journey planning by default.

Transport for the North's work on transport related social exclusion has been welcomed by our partners and winder industry and helps to highlight the varying factors that contribute to TRSE.

With the focus of the Connected Mobility Strategy being to make it easier for passengers and authorities alike to connect journeys between places and purpose this area of work needs to be embedded from as earlier stage as possible.

This interface could include:

- Incorporating new metrics like modal split vs cost into future iterations of the tool.
- Incorporating factors like connectivity (e.g 4G) in impacting on TRSE.
- Using data on TRSE to build and target interventions developed under the strategy (e.g where to focus DDRT effort for maximum benefit in reducing TRSE)

Draft

STRATEGIC RAIL / RAIL REFORM

A key element of of the Connected Mobility Strategy overlaps with ongoing reform to the railway and work underway within TfN on areas like stations and rail fares reform.

The core area of interface will be with how a station is connected for onward journeys, or journeys to them. This is alongside exploring how innovations in retail across all modes can help reframe the role and purpose of a station as retail moves increasingly off-site organically.

This interface could include:

- Integrations providing next bus real time information on board trains onboard or on rail journey planners.

- Ensuring early integration between bus and rail Pay as You Go deployments.

- Trailing new ticketing products to promote leisure travel or to integrate with through-tickets (e.g building on plusBus)

- Integrating DRT systems with rail stations as a fixed boarding or alighting point at one end.

RURAL MOBILITY AND LOCAL CONNECTIVITY

Transport for the North has published policy positions on rural mobility and local connectivity. These policy positions interface with this strategy as it intends to develop the systems and innovations needed to better connect those communities.

Work is underway in modelling network gaps where a Digital Demand Responsive travel offer could best complement rural transport networks and this strategy would see this built upon. Likewise these policy's explore how networks can be integrated with 'ports' be they air, water or rail.

This interface could include:

- The integration of onward travel via through ticketing on airline tickets or on inbound travel products.

- The deployment of jointly procured DDRT white-labelled systems across multiple rurally orientated authorities based on TfN modelling.

- Broader integration of transport data and technological innovation in spatial planning to better connect developments.

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Draft

MAJOR ROADS AND BUS POLICY

The roads network across the North is the primary way that people travel and stay connected to the things that are important to them. As investment in this is explored, alongside work around supporting bus prioritisation, there is a clear interface with this strategy. This is both in terms of the modes being used on those roads, and the capacity of those roads to cater for differing vehicles - but also in smarter roads playing a role in encouraging modal shift or less urban driving.

This interface could include:

- Engaging with National Highways to link motorway signs to onward travel times for nearby park and rise systems.

- Levering shared data to support authorities in planning their transport networks to maximise the efficient use of finite road resources and better target investment in new roads construction /alterations.

ACTIVE TRAVEL

Transport for the North has published an Active Travel policy position. Active Travel remains one of the most popular way for people to get around and this has likely increased as people work more from home or engage more with their local communities.

This mode should be integrated with other network provisions so it appears in parity with the likes of bus, tram or car.

This interface could include:

- Integrating active travel in any procured white-label journey planning system.

- Exploring the ways technology can be levered to reward and encourage active travel alternatives for journeys in lieu of cars or where this high demand.

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Draft

Transport for the North has produced well received work on Electric Vehicle Charging Infrastructure. As this work progresses with partners to delivery there is a logical interface with connected mobility as we look at how cars can be integrated with transport networks - both in terms of mobility hubs but also in terms of payment to dissuade private ownership.

This interface could include:

- Using multi-modal hubs data to explore how EVCI deployments can link with broader transport networks like park and ride.

- Identifying how paying for EV charging at modal hubs can be seamlessly integrated with onward travel costs.

- Exploring how car clubs progression to EV fleets can be integrated to any future MaaS solutions within regions.

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