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# TfN Multi-Modal Hub

# Policy position statement

January 2022



## Context

The Strategic Transport Plan (STP) states that “TfN will support the development and delivery of improved multimodal transport hubs at key national and international gateways in the North”, and that TfN will “work with Partners to develop and implement their local plans and strategies, ensuring they complement the policies and proposals set out in the Strategic Transport Plan, to deliver packages of improvements that support a more seamless, integrated end-to-end experience.”

Currently, TfN does not have a developed policy position on multi-modal hubs. The scale of multi-modal hubs across the North varies significantly in both size and demand. For the purpose of this work, TfN are considering multi-modal hubs in areas of “important economic centres”<sup>1</sup> which can be supplemented with enhanced facilities and information features to both attract and benefit passengers. Examples of a multi-modal hub include bus park and rides, or a bus and rail interchange.

This document identifies the potential role of TfN in achieving better integration between Strategic Road Network (SRN), Major Road Network (MRN) and local public transport networks including bus and rail.

TfN intends to adopt this policy position statement and use it as a basis to help inform and support TfN programmes, the refreshed STP and TfN partners local transport plans.

TfN are looking to support partners with the development of multi-modal hub plans and can apply our pan northern evidence base to support partners in adding value to their multi-modal hub development. This will also help ensure multi-modal hub plans consider pan northern connectivity, facilitating cross-boundary travel and where beneficial, collaboration between neighbouring transport authorities.

Our ambition to support multi-modal journeys is reflective of a growing policy focus on improving integration across transport modes, for example improving rail and bus connections, and transforming rail stations into integrated mobility hubs<sup>2</sup>. This includes consideration of the spatial element of the multi-modal hub itself, with a focus on efficiency, inclusive design, quality, planning and funding<sup>3</sup> to contribute to urban realm improvements alongside overlapping transport modes. The recently published National Bus Strategy for England refers to an aspiration to develop railway stations as hubs for connecting services with high quality bus stops close to station entrances<sup>4</sup>.

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<sup>1</sup> A population of <50,000 people, or perform a sub-regional function (e.g. Northallerton), represent a regionally important gateway for people or goods (e.g. Manchester Airport or the Port of Liverpool), or employment cluster (e.g. Daresbury) or university located external to a major settlement (e.g. Liverpool Hope).

<sup>2</sup> Transport Decarbonisation Plan (2021)

<sup>3</sup> TfL Interchange Best Practice Guidelines (2021)

<sup>4</sup> DfT Bus Back Better: National Bus Strategy for England

Data from the National Travel Survey shows multi-modal journeys only accounted for 3% of UK trips, and 2% of trips across the North in 2019<sup>5</sup>. This is a small proportion of total trips and shows significant potential for increasing multi-modal journeys through identifying potential demand which could be enhanced through improved integration and transport options.

The differences between multi-modal hubs across urban and rural areas of the TfN geography is recognised, with equal consideration given to both area types. This includes the varying needs, with urban areas more likely to have ambitions to reduce traffic levels and rural areas more likely to be focused on improving accessibility and managing the peak traffic levels generated by the visitor economy.

As such, case studies of different locations have been developed to show the scale of multi-modal hubs in different areas as part of setting the context for the development of the policy position.

## Case Study Evidence Base

### *Transport for Greater Manchester*

- Transport for Greater Manchester (TfGM) are responsible for co-ordinating transport services across the ten Greater Manchester districts.
- The Greater Manchester 2040 Strategy makes reference to the development of Greater Manchester Travel Hubs, which have improved pick-up and drop-off provision, access to cycle facilities and access to electric vehicle charging points. Travel Hubs aim to have a more rounded view of improving access to rapid transit stops and stations by increasing rapid transit customer numbers, whilst decarbonising access to rapid transit stops and stations. A pipeline of Travel Hubs is being developed and, subject to funding, would see 1 to 2 Travel Hubs implemented per Greater Manchester district over a five-year programme.
- Additionally, there is reference to the development of hubs through improved demand responsive travel, multi-modal ticketing and payment, and the evolution of park-and-ride. There are currently 21 park-and-ride sites within Greater Manchester.
- TfGM are also developing a strategy and pipeline of potential sites for mobility hubs away from rapid transit nodes, alongside the development of a toolkit to assist in identifying the most suitable locations for mobility hubs.
- TfGM have provided feedback that TfN contributions in this area would be beneficial for the design of HS2 / NPR stations, alongside the development of interchanges, Mobility Hubs and Travel Hubs. This could be supported by a **TfN produced design guide, coordination of collaborative working on hub development, and any additional evidence for mobility hub demand**. The process of site selection and business case / operating models is identified as a current knowledge gap.

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<sup>5</sup> National Travel Survey (2019)

## *East Riding*

- There is an existing Park and Ride in Bridlington and this provides a service to the Bridlington resort via both land train and bus.
- There are a number of locations within the East Riding area which have been identified as areas of potential development for future multi-modal hubs. These include a proposed park and rail / bus facility with EV charging and cycle parking in Brough, and a potential Parkway station at Melton. There is also overall support and implementation for cycle parking at railway stations where there is evidence of demand.
- The East Riding Local Transport Plan Bus Strategy refers to the development of cycle parking at bus stations and significant hubs, to encourage multi-modal journeys. There is also reference to encouraging multi-modal journeys i.e., the Bridlington Bus / Rail Interchange.
- TfN work in this area would be most beneficial in providing evidence of the potential demand to support identification of locations, and to assist with business case evidence.

## **Role of TfN**

As a sub national transport body, TfN's role is to set the overall transport vision, and to provide statutory advice on planning and priorities for large scale transport investment. Within this context, TfN supports the development of multi-modal hubs in the North and this policy position aims to set out the role of TfN in this area for future development.

## **Challenges & Opportunities**

For TfN, there are several challenges to address as we develop our multi-modal policy, including:

- As a Statutory Transport Body, TfN has the remit to influence and promote strategic transport interventions, and our STP is a formal plan that should be a key consideration for any transport plans within the North. Through developing a defined policy position, TfN have the opportunity to support partners further in this area.
- The creation of a TfN multi-modal hub policy position creates greater certainty for partners around what TfN's defined role is and the added value which TfN can provide.
- Multi-modal (M-M) hubs can vary significantly both in size and demand levels, and TfN recognises the need for a flexible 'Place based' approach to supporting M-M hubs.

## **Links to other workstreams**

- Strategic Rail – supporting the development of new and existing rail stations as multi-modal hub locations, with coordinated timetables and facilities (i.e. EV charging points). Also applying best practice / guidance to the spatial elements and provision of facilities in multi-modal hub development. This includes the development of multi-modal hubs at NPR / HS2 stations. The focus is achieving integration of all rail services, links to other forms of public transport, active travel modes and integration with land use planning to promote appropriate development.
- Decarbonisation Strategy - the draft TfN Decarbonisation Strategy outlines the commitment from TfN and partners to a regional target of near-zero carbon surface transport network by 2045.
- Clean Mobility Visions – will gather evidence and produce contextualised examples of how better integration between public transport modes, and between private and public transport, can reduce levels of car use. This is to support decarbonisation, health, and social inclusion.
- Major Roads Report – supporting a reduction in urban centre trips through encouraging park-and-ride sites.
- TfN Freight Strategy - the draft TfN Freight Strategy outlines the ambitions for freight growth and support across the North.
- TfN Spatial Planning policy position – Delivering high-quality, accessible multi-modal hubs should be embedded in new developments to promote public transport, active travel and car sharing, whilst reducing single car occupancy. For spatial planning, multi-modal hubs can transform and revitalise communities through supporting increased density and mixed-use development around public transport hubs, enhancing the attractiveness of public transport across all parts of the North.
- TfN Active Travel policy position - TfN is supportive of active travel journeys across the North, and supports active travel trips to and from multi-modal hubs.

## TfN's Role in Multi-Modal Hubs

As noted within the context section, TfN as a Sub National Transport Body (STB), has a statutory responsibility to support and implement transport strategies across the North, promoting the investment priorities of the North on a national scale. Our STP is a formal plan and therefore as part of our role within multi-modal hubs, we aim to ensure the ambitions and priorities of our STP are included as a key consideration for any spatial or transport plan developed within the North by local partners.

### **Action: Making the case for financial investment in multi-modal hubs in the North**

**Evidence:** *Support for multi-modal hubs in wider Government policy is growing and there is scope to increase the number of multi-modal journeys in the North. There is an opportunity for TfN to work with local partners to identify locations for future development of multi-modal hubs or improvements to existing multi-modal hubs, and work with local partners in making the case to Government for investment.*

### **Action: Supporting partners through access to expertise**

**Evidence:** *Partners can seek support from TfN around their proposed development plans for multi-modal hubs. This can include seeking advice from TfN Officers on making the case within business case development (i.e. ensuring TfN plans are represented in the Strategic Case) and also using communications between TfN and central Government to gain insight into future funding opportunities and Government direction. TfN can facilitate communications between local partners and DfT, through inviting the correct DfT representatives to provide updates on multi-modal hubs at partner engagement meetings (i.e. Major Roads Group, Strategic Oversight Group).*

### **Action: Providing partners with an evidence base of potential multi-modal hub demand**

**Evidence:** *Through the TfN Analytical Framework, TfN can provide data to local authorities which reflects the regional scale of travel patterns and accounts for cross-boundary trips, for both baseline demand for multi-modal hubs and forecast demand in various future travel scenarios. This can support partners in developing business cases through providing evidence of the wider spatial context, alongside support for submitting funding applications for investment in multi-modal hubs.*

### **Action: Collation of best practice for partners to apply to their areas**

**Evidence:** *There are various existing best-practice documents which relate to multi-modal hubs, however the guidance has a tendency to focus on larger scale hubs than those of a smaller scale i.e. in rural areas or smaller towns. Those hubs which may be considered small on a broader scale, are often significant for the surrounding rural area and therefore the development of such hubs is key.*

*For example, Government documents such as the Transport Decarbonisation Plan and Bus Back Better make reference to the support for multi-modal hubs, however there is minimal reference to guidance on the development of hubs. There is guidance within international best practice, however there may be lower levels of applicability of this guidance for some local partners. Similarly, Transport for London have issued guidance on principles which could be considered in the development of hubs.*

*There is an opportunity for TfN to collate existing best practice which considers examples across the North, across England and internationally. This could also consider different planning requirements relevant to multi-modal hubs. This repository could be made available to local partners, for their reference in the development of multi-modal hub plans, and business case development.*

### **Action: Undertake work to identify multi-modal hub locations which would benefit from improved passenger information / marketing**

**Evidence:** *A clear element of TfN's role is to help prioritise investment across the North. TfN have recently commissioned a Stations Study to identify which rail stations would provide the best value for money if ticketing information and wider marketing improvements were implemented.*

*TfN can share the findings of the Study to inform future investment and decision making and to assist in identifying effective measures for multi-modal hub enhancement.*

## **Next steps**

Engage with partners on the identified “actions” and seek feedback on whether this is reflective of their thinking, and whether these actions are considered useful to them in the development of multi-modal hubs.



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