

Meeting: Scrutiny Committee

Subject: Strategic Transport Plan Vision & Objectives

Author: Lucy Jacques, Acting Head of Policy and Strategy

Sponsor: Tim Foster, Interim Strategy and Programme Director

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1. Purpose of the Report:

- 1.1 Update on defining the vision, objectives and outcomes required in TfN's second Strategic Transport Plan (STP2). The Committee meeting will be an opportunity to discuss draft proposals before the Partnership Board discussion on the 29 September.

2. Recommendations:

- 2.1 The Committee is asked to note progress as set out in this paper and accompanying slides.
- 2.2 The Committee is also asked to review and comment on the principles outlined in Section 4 of this report regarding TfN's Monitoring & Evaluation Strategy.

3. Main Issues:

- 3.1 TfN has a statutory duty to produce a Strategic Transport Plan on behalf of the North of England. The first Strategic Transport Plan was adopted by the TfN Board in Feb 2019. In September 2021, TfN Board agreed that TfN should commence work on a new programme of work to revise and update the Strategic Transport Plan (STP2) and seek adoption of the new plan no later than Spring 2024. The Board has now agreed the overall structure and principles behind STP2 and will agree the vision, objectives and structure of the STP in December 2022.
- 3.2 The adoption of the STP in 2019 was a major milestone for TfN and the STP continues to provide a powerful articulation of the North's vision and ambition to transform connectivity for the benefit of both people and business. The next STP will need to match the vision and ambition of the original Plan, but now incorporating the very significant development work undertaken since 2019 and with a recognition of the new context and challenges facing the transport network.
- 3.3 In June 2022, TfN Board agreed the structure for STP2 and the principle that STP2 needs to ensure it is outcome focused, building from our original STP objectives but making them SMART - Specific, Measurable, Achievable, Relevant and Time Bound. The STP objectives have been reviewed and work undertaken to identify appropriate targets, trajectories or KPI's that would make them more meaningful and would allow us to monitor progress over time and reevaluate our policies and actions as required.
- 3.4 The Partnership Board will hold an initial discussion at the end of September before the Board agrees the final vision and objectives for the new STP in December.

Officers are seeking early input from this Committee, and the annex to this paper sets out the detail of work to date.

4.0 Progress in developing the new vision and objectives

- 4.1 The annexes to this paper set out the progress officers have made to date in developing a single vision for the North's transport network, to be supported by three strategic ambitions:
- Rapid decarbonisation of the transport network by 2045 (as agreed in the TfN Decarbonisation strategy adopted by the Board in November 2021);
 - Reducing transport related social exclusion (defined in the inclusive transport strategy being discussed by TfN Board in September); and
 - Transforming economic performance (as defined by the Northern Powerhouse Independent Economic Review currently being updated).
- 4.2 Given the scale of ambition and the long-term nature of our vision, for STP2 we need to strike a balance between a really clear set of headline long term objectives with targets and trajectories but also a robust set of multi-modal metrics for measuring progress in the shorter and medium term (year on year and between STPs).
- 4.3 For each strategic ambition there are a number of sub themes which together represent relevant aspects of the objective and an overview of the best current available metrics that will allow appropriate analysis, monitoring, and evaluation of performance. While the metrics proposed are already a fundamental part of the TfN modelling suite this exercise will be the first time the Board will agree specific targets and trajectories for TfN to monitor as part of the implementation of the STP.
- 4.4 Our approach, defined in the TfN Monitoring & Evaluation (M&E) Strategy, breaks these down into three clearly defined categories.

Headline metrics – these [18] metrics would be linked to the 3 strategic ambitions of STP2, should be ambitious, long term and transformative and have concrete targets and trajectories. They must be methodologically robust as these will be the highest profile, public facing objectives for TfN that will drive TfN's strategic focus.

Core metrics - these [30-40] metrics provide the key evidence required to monitor the road and rail networks in the short to medium term and will form a fundamental part of monitoring the STP. They must be methodologically robust, allowing TfN to track the data. However, a 'good is' target may be sufficient, targeting sustained improvement in all areas, rather than specific targets and trajectories. Above all they must be set and calibrated as a single set of targets to work holistically towards the overall outcomes required.

Supplementary metrics - These metrics provide supporting evidence to understand the wider context of the transport system beyond TfN's direct remit the wider context of places, the economy and environment. The links between TfN's own work and these metrics is less direct and less clearly evidenced.

- 4.5 We are also proposing a series of further activities to ensure we have a system that works and can drive progress towards the ambitious outcomes TfN is seeking, we will also:

- Publish the M&E strategy, once finalised, and embed that approach in our wider workstreams.
- Set interim milestone targets (eg to 2030) so we can ensure we make progress and understand the trajectory.
- Develop an annual action plan to monitor progress and be clear about respective accountabilities for delivery at national, regional and local level.
- Undertake a full assessment and recalibration of strategic ambitions and metrics each time the STP is updated (on a five yearly cycle).

5.0 Corporate Considerations

Financial Implications

- 5.1 No direct financial implications of these recommendations beyond resource implications noted below. However, TfN's ability to undertake this work in full will be subject to its 2022/23 funding allocation and the 2022/23 business planning process.

Resource Implications

- 5.2 There are potential human resource implications associated with the preparation of STP2, namely ensuring adequate resources within TfN to prepare the plan as per our agreed timeline. These have already been fully considered and will align to TfN's overall financial position post-CSR and the outcomes of the business and budget planning process for FY2022/23.

Legal Implications

- 5.3 The statutory obligations on TfN under the Local Transport Act 2008 as amended by Cities and Local Government Devolution Act 2016 in preparation of the STP will be kept under review to ensure the STP is legally sound and complies with the legal requirements.

Risk Management and Key Issues

- 5.4 This paper does not require a risk assessment. TfN's Corporate Risk Register includes risks associated to the continual embedment of the 2019 Strategic Transport Plan (STP). TfN will undertake a risk assessment during the development of the new STP.

Environmental Implications

- 5.5 To accompany STP2 we will be revising our existing Integrated Sustainability Appraisal (ISA), the extent to which changes to the existing ISA may be required will depend on how fundamentally different the revised STP2 is from our current one, as such a full review will be undertaken in due course supported by external expertise.

Equality and Diversity

- 5.6 To accompany the revised STP we will also be undertaking an Equality Impact Assessment as part of the wider Integrated Sustainability Appraisal (ISA).

TfN's Transport Related Social Exclusion workstream will allow TfN and its partners to better understand the distribution and causes of TRSE in the North and will form an important part of the evidence base for the revised STP.

Consultations

- 5.7 A consultation is not required at this time; the statutory consultation planned for the revised STP in Summer 2023 will be undertaken in due course.

6.0 Appendices

6.1 Appendix 1 – Draft STP2 Vision & Objectives Slide deck

Glossary of terms, abbreviations and acronyms used (*if applicable*)

Please include any technical abbreviations and acronyms used in the report in this section. (Please see examples below.) This will provide an easy reference point for the reader for any abbreviations and acronyms that are used in the report.

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| a) STP2 | Second Strategic Transport Plan |
| b) SMART | Specific, Measurable, Achievable, Relevant and Time Bound |
| c) M&E | Monitoring & Evaluation |