

STP2 Vision & Objectives

Scrutiny Committee - 14th September 2022

STP2 Vision & Objectives chapter

Project Description

Revisit original STP vision and objectives and **test whether they remain relevant or need to be amended** to reflect where we are now.

Undertake supplementary work to **ensure STP2 is outcomes focused** and aligns to the requirements of the revised green book i.e., **SMART** objectives.

Outputs and Deliverables

Advice to TfN Board in December, seeking agreement to:

- ✓ Pan northern vision for STP2
- ✓ Strategic Ambitions (outcomes) that support the vision
- ✓ Headline objectives and associated targets under each strategic ambition.
- ✓ Priorities for further analytical development needed to support the STP2 programme and its ongoing monitoring and evaluation.

Purpose of SC session

- Brief SC on development of STP2 Vision & Objectives to date.
- Seek feedback on our proposed vision, strategic ambitions & headline metrics.

LTA feedback on STP1 Vision & Objectives

Keep

- ✓ 'A thriving North of England'
- ✓ Objectives 1, 2 and 3 feel right in their ambition but need to be added to / amended to be more specific about outcomes.
- ✓ Reference to integration – we need multi modal journeys to be as seamless as possible

Remove

- **Objective 4** (“promoting and enhancing the built environment”) no longer represents the correct focus for the plan and is too vague. Replace with more specific objective on decarbonisation.

Add

- Specific objective/s referencing carbon reduction green house gas emissions, air quality, electrification of road and rail linked to decarbonisation.
- Add objective on improving connectivity by rail
- Objective on increasing sustainable travel (mode shift)
- Need to be stronger on multi modal journeys, encouraging mode shift to more sustainable modes and supporting tourism / leisure sectors.
- Consider whether anything can be added on behavioral change required, environmental resilience, affordability of transport, and safety.
- Place based approach to be more explicit in vision.

Revise

- The vision needs to be broadened out to increase emphasis on inclusion for all communities and places, environment and health as well as economic growth.
- In vision what do we mean by “world class”? What are we benchmarking against?
- Revisit the order of priorities in the vision and objectives.
- **Objective 2** needs to reflect the relationship between enhanced connectivity and increased productivity.
- **Objective 3** needs to also consider the Transport Related Social Exclusion evidence base and be more specific on how we minimize that.
- Can uncertainty be added into the existing objectives somehow? Future is uncertain and we may all need to be agile (using TfN’s future travel scenarios)
- Objectives need to be specific, measurable and time bound to make them more meaningful.

Strategy Hierarchy for STP2



DRAFT STP2 Vision & Strategic Ambitions

DRAFT VISION

By 2050 the North of England will be a thriving, socially inclusive region where our communities, businesses and places all benefit from sustainable economic growth. Enabled through a zero emission, integrated, safe and sustainable transport system.

DRAFT STRATEGIC AMBITIONS (and supporting strategy)

AMBITION

Rapid decarbonisation of surface transport (TfN Decarbonisation Strategy)

AMBITION

Reducing transport related social exclusion (TfN Inclusive Transport Strategy)

AMBITION

Transforming economic performance (Northern Powerhouse Independent Economic Review)

STP2 Objectives - Headline Metrics



Objective Setting

3 Core categories with clearly defined differences;

Headline metrics - should be ambitious, long term and transformative and have **SMART targets and trajectories**. They must be methodologically robust as **highest profile, public facing objectives** that will drive TfN's strategic focus. **Objectives will be set for 2050, but with interim 2030 objectives wherever possible.**

Core 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 STP2**. 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.

Supplementary metrics - provide **supporting evidence to understand the wider context** of the transport system and wider context. The Theory of Change between TfN's own work and these metrics is not as robust and monitoring these is a lower strategic priority.

Rapid Decarbonisation of surface Transport

Impact	Target	Action
Eliminate surface transport CO2 emissions	Reduce surface transport CO2 emissions from 25 million tonnes in 2018 to near zero by 2045	
Modal shift to public transport and active travel	Share of trips made by public transport increases from 8% to 15%, and active modes from 29% to 36%, by 2045	Further analysis by place typology and journey type
Modal shift to public transport and active travel	Share of miles travelled by public transport increases at pace to meet TfN's decarbonisation targets, reaching xx% by 2045	Further analysis to set a target linked to refresh of Future Travel Scenarios
Modal shift to public transport and active travel	Zero overall increase in travel demand on the road network by private car to 2045	
Freight modal shift to rail	Double rail's share of freight carried to 12% by 2050	Further targets to be set for alternative fuelling for HGVs and LGVs once analysis is complete
Roll-out of EV charging infrastructure	Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, starting by increasing to 70,700 by 2030	Build link between target and delivery into existing EVCI Tool

Rapid Decarbonisation of Surface Transport

Impact	Target	Actions
Improve the performance of the rail network	Public Performance Measure (PPM) of at least 91.2% for both Transpennine Express and Northern by 2028, returning to levels achieved before 2018	Work with TOCs and DfT to inform shorter term interim targets
Reduce population exposure to air pollution from transport	Eliminate paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2045	Enhanced analysis of air pollution monitoring data
Reduce population exposure to air pollution from transport	Reduce Air Quality Management Areas in the North from 139 to zero by 2045 by bringing air quality within legal limits	

Reduced Transport Related Social Exclusion

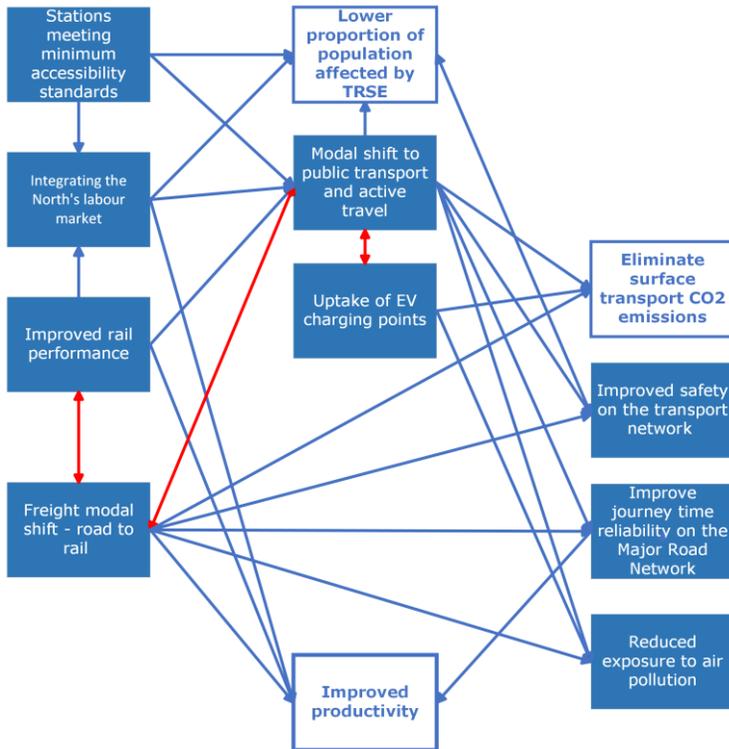
Impact	Target	Action
Lower proportion of the populated affected by transport related social exclusion	Eliminate the gap (currently 2.7%) between the North's population at high risk of TRSE compared to the rest of England outside of London	Continue to develop multi-modal accessibility tools
Lower proportion of the populated affected by transport related social exclusion	Eliminate the gap of population at high risk of TRSE for the North's sub-regions compared to the rest of the North (currently 10.2% for North East and 0.5% for Yorkshire and Humber)	
Improved safety of the transport network	Vision zero: reduce the population killed and seriously injured in traffic incidents from 7239 in 2019 to zero by 2050	Enhanced analysis of local data from Road Safety Foundation
Improved physical accessibility of the transport network	All stations in the North to meet TfN's desired accessibility standards by 2050 (currently at 53% of required level)	Collect data for a comparison with TfN's existing baseline analysis

The level of risk of TRSE in specific local areas is determined by a combination of a transport accessibility and deprivation. It takes into account a wide range of factors including accessibility to employment, health services, schools, car ownership, and deprivation based on the Indices of Multiple Deprivation

Transforming Economic Performance

Impact	Target	Action
Integrating the North's labour market	37% of the North's population can access 500,000 jobs by rail by 2050, up from 27% in 2018	Figure may change based on ongoing analysis linked to NPR network
Integrating the North's labour market	Xx% of the North's population can access 100,000 jobs by rail by 2050, up from xx% in 2018	Figure to be determined based on ongoing analysis linked to NPR network
Improved economic productivity	Productivity gap between the North and the rest of England average (excluding London) closes by 2050, following the TfN trajectory	Delivered as part of the Northern Powerhouse Independent Economic Review (by December 2022)
Improved journey time reliability of the road network	Minimise proportion of the North's Major Road Network with significantly increase peak weekday journey times by 2050	
Improved journey time reliability of the road network	Minimise the proportion of the North's Major Road Network with significantly increased weekend journey times by 2050	

Headline Objectives – linkages and gaps



Potential gaps in headline objectives	Comment
Safety	Included in new headline objective on road casualties
Affordability	Will be considered through ongoing development of Social Inclusion Strategy
Financial sustainability of transport network	Difficult to define an appropriate metric – consider alongside Funding Strategy
Digitalisation	Scope to include as a core metric but further work to define more clearly
Multi-modal integration	Will be considered as part of enhanced accessibility analysis
Environmental resilience of infrastructure	Would require significant programme of analysis to understand adequately. Continue to consider as part of Integrated Sustainability Appraisal.
Embodied carbon	
Biodiversity net gain	

Next Steps

Internal & External Engagement

- Partnership Board – 29/09/2022

Further Work

- SC confirmation of headline metrics, priorities and any available resources for those with data challenges.
- Refinement of targets for each headline metric with internal teams.
- Refinement to governance paper and vision and objectives document.