



Transport for the North's offer of support to local transport planning

August 2023



Introduction

Transport for the North (TfN) is the voice of the North of England for transport. We are a statutory body of elected and business leaders from across the North, who collectively represent the region's 16m citizens, 1.1m businesses and an economy with an output of £363bn GVA in 2021 (almost 19% of the total UK economy). Complimenting the work of local transport authorities (LTAs), and with powers devolved from central Government, our role is to add value by ensuring that funding and strategic decisions about transport for the North are informed by local knowledge, expertise and requirements.

Our Strategic Transport Plan also acts as statutory advice to the Secretary of State for Transport, clearly articulating strategic transport priorities within the region. We are currently developing our second Strategic Transport Plan (STP) for the North of England, which will be a key consideration for any spatial or transport plans within the North.

As a Sub-national Transport Body (STB), TfN can support LTAs in their planning and development of transport strategies and potential solutions. This document presents 'The TfN Offer' to our LTA partners, setting out how the data, evidence, tools, and advice prepared by TfN that is available to support local transport plan (LTP) development and implementation. Our support is in line with our statutory functions and core focus as a strategic sub-national transport body.

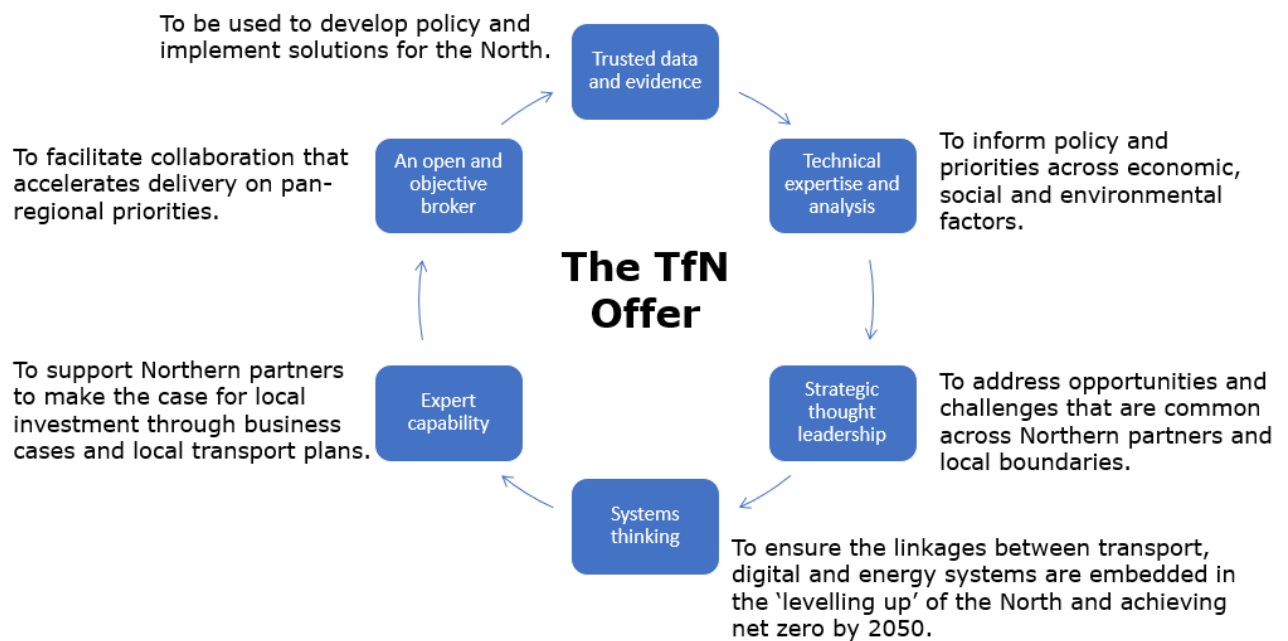
TfN has five statutory functions:

1. To prepare a transport strategy for its area.
2. To provide advice to the Secretary of State about the exercise of transport functions in relation to its area (whether exercisable by the Secretary of State or others).
3. To co-ordinate the carrying out of transport functions in relation to its area that are exercisable by different constituent authorities with a view to improving the effectiveness and efficiency in the carrying out of those functions.
4. If TfN considers that a transport function in relation to its area would more effectively and efficiently be carried out by TfN to make proposals to the Secretary of State for the transfer of that function to TfN.
5. To make other proposals to the Secretary of State about the role and functions of TfN.

TfN's core focus is on:

- Being 'one voice' for the North on the case for change/investment in strategic transport infrastructure, underpinned by evidence.
- Working with partners to enable delivery of pan-regional transport infrastructure priorities.
- Enabling cross boundary working on areas of common interest/issues for partners across the North.

The TfN offer is intended to provide the following, subject to resources, to our LTA partners:



This document sets out the support TfN can offer from September 2023 to local transport plan development and delivery, including our existing evidence base and technical expertise. We have developed the offer based on what is expected to be reflected in the Government's updated guidance for local transport planning. Given that guidance will be subject to consultation, it is possible the TfN offer as described in this document may need to be amended and/or augmented, once the final guidance is published, to ensure appropriate alignment.

TfN will continue to work with LTAs to refine the support on offer, within the resources available.

To access the 'TfN Offer' please contact TfNOffer@transportfornorth.com, and/or refer to Appendix A which provides direct links to the tools and research already available.

Background

As outlined in our (draft) second STP, the successful delivery of our strategic ambitions and headline objectives can only be achieved through a collective effort nationally, regionally, and locally. That means effective transport planning and ensuring a strong golden thread through:

- Nationally through Local Transport Plan Guidance.
- Regionally through our STP.
- Locally through LTPs.

At TfN, our role is to present the collective priorities and ambitions for the North at a strategic level with a specific focus on pan Northern connectivity. However, for the North to thrive, we also require efficient, high-quality local connectivity so as to create an inter-connected, decarbonised strategic transport system for the entire region.

For TfN, local connectivity is “the way in which people and freight move around a localised area with a choice of transport modes.”

Within the second STP, we have adopted an outcome-focused, user-centred, place-based approach to strategic transport planning. This approach recognises that the policy priorities for a rural and dispersed area may be significantly different from a large conurbation and that not just TfN but also our LTAs, through their own LTPs, must represent a multitude of places with different transport challenges.

The place-based approach builds on the work within the second STP to outline the importance of connectivity and multimodal integration in providing door-to-door sustainable transport for people and goods. Improved travel choices are key to achieving our ambitions for reducing transport related social exclusion and have an important role in achieving transport decarbonisation. Consequently, there is a need to invest in improving local and pan-regional connectivity.

To enable better connectivity, it is essential to balance major infrastructure and long-term investments in road and rail, with local decisions around streets, junctions, stations, and service patterns. Therefore, our focus for local connectivity considers a choice of transport modes across all place typologies, building on existing TfN workstreams, as well as identifying relevant policy gaps in our evidence base for further research.

The TfN Offer

Overview

National, regional and local transport networks are critical in ensuring a whole journey perspective to transport planning. We want to support local partners to utilise TfN’s broad strategy and policy work, as well as our Analytical Framework, as they develop their LTPs.

We are utilising, and building upon, our existing functions and workstreams to create ‘The TfN Offer’. We will use feedback from partners to evolve and augment the offer over time, depending on resources available. As of September 2023, we have created three levels of support we can provide in line with current resource allocation and our business plan. Table 1 below provides an overview of the three current levels of ‘The TfN Offer.’

Table 1: The TfN Offer - Bronze, Silver, and Gold levels (August 2023)

Level	Description	Explanatory notes
Bronze	'Off the shelf' evidence and tools, available on our website or data that can be made available within 20 working days	This includes policy positions, Electric Vehicle Charging Infrastructure (EVCI) and Transport-related Social Exclusion (TRSE) tools and other publications, which partners can access for their own use via the TfN website/other access routes. In addition, we expect to provide data from the Common Analytical Framework within 20 working days.
Silver	General advice/guidance/training on the application of our tools; <u>and</u> (topic specific) pan-regional partner engagement/facilitation.	This would include specific training/workshops on how to use our tools and analytical framework, as well as user guidance where appropriate. For example: pan-regional workshops on using/applying our TRSE tool, Quantified Carbon Reduction (QCR) dashboard and/or other TfN tools; and pan-regional partner workshops on common policy areas.
Gold	Bespoke advice and/or support using our tools/evidence	This is where a LTA partner may ask for specific advice or guidance on a matter/scheme/project in their locality. It does not include direct delivery (e.g. of business cases or other appraisal/analysis work at this stage). Any request will be subject to available TfN/partner resources and considered against relevant criteria as to whether it can be supported.

TfN's 'off the shelf' menu to support LTPs

To develop 'The TfN Offer' we have considered how our existing evidence and tools may be applied in support of LTP development. We have compiled an 'off the shelf' menu of the TfN tools and evidence currently available. The tabs within the menu summarise TfN's key workstreams, as well as providing further detail on data and evidence available from our Technical Assurance, Modelling and Economics (TAME) function. The menu aligns with the 'Bronze' level in the above table, which local partners can readily access without TfN support. The 'off the shelf' menu is provided in **Appendix A**.

Across the workstreams captured in the menu, TfN can provide a coordinating and influencing role in support of our partners and with other stakeholders to ensure the North's one voice shapes national policy direction. We have established a strong network of communication and engagement channels which can be utilised as part of 'The TfN Offer.' This includes knowledge sharing of

evidence and best practice between local partners, other STBs, academia, and industry, which we can make available to support LTP development where applicable.

Common Analytical Framework (CAF)

The CAF is any analytical tool or technical capability relevant to transport that:

- TfN owns, or owns in common with other CAF contributors.
- Has been made available for sharing.

The primary aim of the CAF is to lower the barrier to entry for high quality analytical products and provide good value for money. Development of the CAF is a natural evolution of TfN’s existing Analytical Framework, enabling a move more towards sharing and collaboration.

We expect LTPs will be required to provide a comprehensive picture of transport demand, land use and transport challenges in the area and our CAF offer could provide a starting point.

The Analytical Framework is comprehensive and will provide several potential offers to LTA's, which includes:

1. Data/evidence from the TfN Analytical Framework that can be provided for LTPs within 20 working days (subject to TfN quality assurance). The types of data that can be provided include:

Data Category	Outline Description
Land Use	Data describing location of people, economy, and infrastructure. Includes population data by traveller segments and jobs numbers.
Demand	Data describing movement for both passenger and freight. Contains detail on all modes and trip purposes, a well observed base year (2018) and various forecasts.
Network data	Data describing the northern transport network, for all modes.
Accessibility	Data describing the interaction of transport supply and transport demand. Usually, a description of how many people can make a certain type of journey.
Appraisal	Data that quantifies the impacts of proposed schemes
Decarbonisation	Data that quantifies or is relevant to carbon impacts. Includes vehicle fleet.

Given the need to balance partner asks against resources available, we commit to processing partners requests for this data listed above within the standard Freedom of Information (FOI) timescales of 20 working days (+20 if more analytically complex). This will allow time to ensure appropriate quality assurance of the outputs before passing onto our partners.

2. Provision of bespoke advice, subject to resources and within the TfN offer remit, on specific LTA activities, such as local modelling frameworks.
3. Technical training on use of available tools (as specified in Appendix A), such as QCR dashboard, Clean Mobility Visions (CMV), EVCI tool and the public transport model, which are all key elements of the CAF (further details on each of those is provided below and timescales for when we expect to make them available to LTA partners).
4. QCR dashboard (plus) – advice on local/bespoke application.
5. Early-stage scheme appraisal template/resource pack – **we expect to have available in 2024.**

The models and data are intended to support data inputs, modelling, and analysis for partners' LTPs and business case development. The above data and models (points 2-5) would be accessed by emailing:

TfNOffer@transportforthenorth.com

Strategy, Policy, and Research support

The breadth of TfN's policy development and research evidence that is readily available to our partners is contained in our 'off the shelf' menu within **Appendix A**. The menu draws upon TfN's wider workstreams including our Research and Economics function with evidence on TRSE available as a visualisation tool, the refresh of the Northern Powerhouse Independent Economic Review, as well as other relevant TfN policies and strategies.

Included within our 'off the shelf' menu is our Policy and Places Framework. This brings together our insight on the North's nine different people and nine different place types to provide guidance to LTAs on what policy priorities might be appropriate for specific place typologies. These recognise that the short - medium term transport priorities in a deep rural area will be different from a large conurbation or commuter town. As a Framework, this approach is not prescriptive and therefore there is flexibility in its application and relevance at a local level. LTAs will ultimately be responsible to consider the suite of transport policies that best support the places they represent.

As part of our 'Silver' level offer, we will also facilitate policy workshops with TfN experts on key topics to help partners consider the wider evidence and formulate views on what a local position on (often) complex policy issues might look like. These workshops will be shaped by partners requirements: they could include exploring topics such as demand management and the future of roads, the application of TfN's Policy and Place Framework or how to embed a more outcome focused approach to transport planning.

Decarbonisation and Quantified Carbon Reduction (QCR)

In relation to decarbonisation, our focus is to provide support for our partners, and to do so in a way that anticipates the QCR requirements for LTP development. This will be delivered across the following three work areas:

QCR tools: TfN's QCR baseline dashboard is intended to provide the spatial emissions baseline that LTAs will be required to calculate and describe within their LTP (likely to be Step 1 of the QCR process, LTP Phase 4 - subject to the guidance being published). Partners will be able to use simple filters and drop downs within the dashboard to understand 'Business As Usual' and 'EV Accelerated' baselines for 5-year increments to 2050. Crucially, partners will be able to understand emissions from trips originating in their spatial area as opposed to emissions from through traffic and therefore use this information to define the scope of their LTP in terms of the emissions it is responsible for.

The dashboard, driven by TfN's regional models in the Analytical Framework, will include a number of target trajectories 'in built' including those related to the Government's Net Zero Strategy and TfN's Decarbonisation Strategy. The dashboard will be a password protected Power BI format accessible to all LTA partners, with access granted via our TfN Offer inbox. It will include a user guide, which will also detail key assumptions and caveats, and TfN intends to offer some demonstration/explanation sessions if requested by partners, in line with our 'Silver' level offer.

TfN is also working to integrate the baseline dashboard into the STB Decarbonisation Policy Playbook tool, which is being developed across England's STBs. This will allow both the interrogation of the baseline and the ability to test potential LTP policies/interventions to aid understanding of their carbon reduction effects – within one intuitive web-based tool (expected to be Step 4 of the QCR process). The intention is that the STB Decarbonisation Policy Playbook will be available in late autumn 2023 and will incorporate the QCR Baseline Dashboard. TfN will provide more information on this in due course.

Vehicle Mileage Reduction Policy: Our Clean Mobility Vision (CMV) tool is part of our offer on QCR. It can be used as a planning tool to understand the most effective types of policy packages to achieve vehicle mileage reduction in different place types, aiding the development and refining of policy/intervention longlists during the LTP development process (expected to be QCR Step 3, LTP Phase 6).

The outputs of the tool will be accessible through an online intuitive visualiser (link available in TfN's 'off the shelf' menu). The tool will include a user guide and ad-hoc support advice will be available for any further queries on its use and application.

Hydrogen Refuelling Model and Visualiser: Our work will overlay potential aggregated heavy duty transport hydrogen demand (e.g. HGVs, Buses) with plans for gas grid conversion to hydrogen. It allows a systems approach that recognises that the biggest barriers for green hydrogen use are cost and certainty of sufficient supply.

To achieve adequate supply (and reduced cost), a piped hydrogen solution, i.e. piping hydrogen directly from suppliers to refuelling stations, is likely to be the optimum solution. The visualiser will enable partners to understand 'no-regret' areas for hydrogen refuelling stations based on: the amount and type of demand; proximity to hydrogen suppliers and proximity to potential hydrogen pipeline proposals. Optimum locations will change over time and the tool will provide a number of temporal snapshots out to 2050.

Partners can also use the visualiser when developing Zero Emission Vehicle strategies to accompany LTPs, providing evidence to support decisions around public transport fleet/council fleet transitions. The cover page to the tool will include a brief user guide as well as some key assumptions in modelling around fuel choice, uptake and demand spread. The tool is currently being developed and expected to be available by the end of 2023.

Electric Vehicle Charging Infrastructure (ECVI) tool

The ECVI framework supports local authority and national government partners in the planning and deployment of EV charging infrastructure. It can also be used by those partners to engage with the energy sector to help them with alignment of investment in supporting energy infrastructure.

This tool enables value-for-money, consistent and integrated public sector activities and decisions, as well as informing and enhancing any delivery with the private sector. Key outputs are openly available via a simple to use interactive tools to enable delivery of the density and coverage of charge points required to support decarbonisation ambitions.

The ECVI framework provides granular place-based details for EV uptake and charging requirements. Delivering a whole network view, by considering the user movements across our region and further afield. The tool also takes a whole systems approach in identifying the significant requirements placed on the electricity grid and energy networks arising from the electrification of road vehicles. The ECVI Framework methodology is published to support clarity and aid understanding of how the tool is developed.

We will provide ongoing support to LTAs in how the tool can be embedded within their LTPs, ECVI strategies, and public funding such as the Local Electric Vehicle Infrastructure (LEVI) fund and On-street Residential Chargepoint Scheme (ORCS).

TfN continues to enhance the ECVI Framework, working in conjunction with Local Authorities on our regional EV Steering Group to identify new enabling capabilities and initiatives. Local Authorities can raise and suggest developments, which once agreed, TfN will seek to ensure capability updates are accessible to all local authorities in the region. This includes further systems alignments with the energy sector, applications of spatial data related to parking, assessments of commercial viability and monitoring and evaluation of deployment capabilities. The EV Steering Group provides also provides a forum for co-ordination, collaboration and knowledge sharing.

Public transport model and bus policy development

TfN's public transport model will integrate bus and light rail demand data into the Analytical Framework, creating a user-friendly tool to assess bus supply and demand with other existing data and intelligence. This will include demographics, bus service reliability, transport related social exclusion and place typologies. The tool will provide evidence to support partners' development of bus improvements, including service patterns, priority measures, multi-modal interchange, and cross border collaboration. We expect to make this tool available by spring 2024.

Other activities

The existing buddy system provided by our Strategic Rail team to support LTAs is detailed in our 'off the shelf' menu will continue and enable us to identify opportunities for specific project support in line with our Bronze, Silver and Gold levels.

The publication of our Connected Mobility Strategy (expected by autumn 2023) and the evidence and tools available to partners is also captured within our 'off the shelf' menu. That strategy identifies the next phases for our connected mobility implementation, which will include the development of an analytical tool for fare structures, embedding access to 4G/5G into our TRSE visualisation tool and developing a multi-operator vehicle to collectively procure and operate integrated systems across the North.

How to access further information

For further support on the 'TfN Offer' and to explore how TfN's work can support LTP development, please contact TfNOffer@transportforthenorth.com.

Appendix A is provided separately.



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