



December 2016

Transport for the North is at a critical stage in defining how its mission of transformational economic growth will be delivered.

Campaign for Better Transport has engaged the environmental and community sector in discussing the issues around the emerging Strategic Transport Plan.

We found real enthusiasm from a large number and range of groups in a short timescale.

We were also impressed by the range of expertise and examples that offer TfN a rich resource of good ideas.

The attached reports set out the key challenges and opportunities identified by stakeholders and the details of how we engaged with them and the responses we received.

In discussions with stakeholders we heard, as we had anticipated, concern about climate change, pollution and the landscape, an emphasis on shifting to sustainable transport rather than building new roads, and a desire to see improved local services to connect people to jobs.

However the key challenges and opportunities identified through this process go beyond this.

These combine to offer an exciting vision of what TfN's Strategic Transport Plan could offer:

- Leadership in moving to a low carbon economy
- Real action on air pollution
- A transport network that connects communities and protects the environment
- An investment programme that rejects a 'bypass economy' that has traditionally brought environmental pain without economic gain
- A truly integrated transport system, with smart ticketing enabling multi-modal door-to-door journeys
- A greener North, past, present and future, through an investment programme that will retrofit, mitigate and future-proof environmental impacts.
- A plan for smarter growth, that is inclusive, equitable, and sustainable.

This is a challenge we are confident that Transport for the North can rise to meet.

Stephen Joseph OBE  
Chief Executive, Campaign for Better Transport

# **Key challenges in developing a Strategic Transport Plan for the North**

**A report by Campaign for Better Transport for Transport for the North**

## **Summary**

- **Key challenges**
- **Priority themes**

## **Background**

- **Project methodology**
- **Identifying priority themes**

## **What stakeholders told us**

- **Economic performance, access to jobs and services**
- **Carbon reduction**
- **Air pollution and health**
- **Biodiversity and natural capital**
- **Landscape and heritage**
- **Flood protection**
- **Making the connections: joining up with spatial and land use planning**
- **Quality across the North: joining up with local transport provision**
- **Transport for all: promoting equality of access**

## Summary

Campaign for Better Transport (CBT) has been commissioned by Transport for the North (TfN) to facilitate participation by NGOs (Non-Governmental Organisations) and voluntary sector groups with an interest in the environment and sustainable transport, in contributing to the emerging Strategic Transport Plan.

As the first stage of this work, we have consulted a wide range of these stakeholders to compile this report which sets out some of the key issues for TfN, both challenges that the Plan should address, and also opportunities for the Plan to deliver improvements.

This report is accompanied by a methodology report recording how the engagement with stakeholders was undertaken, which organisations took part, and appendices recording the detail of the responses received.

Note: the views reported in this report are solely those of the participants in the engagement process undertaken for TfN by CBT, and do not necessarily reflect CBT's policy positions.

### Key challenges

In summary, the responses are dominated by three issues:

First, there is a strong view from the participants that **carbon reduction and high environmental standards should be essential goals for TfN's strategies and its programmes**. There is a view among some economists and business groups that reducing carbon, cutting air pollution and promoting high environmental standards impose costs on the economy and business, and hence these goals have to be traded off against economic goals. NGOs in general rejected this view. Instead they cited evidence that reducing carbon emissions and promoting high environmental standards brings economic as well as environmental benefits. They took the view that a good quality of life, with access to the National Parks, heritage and other features in the North were part of the North's attractions to businesses, investors and people, i.e. economic assets not barriers, and should be retained and enhanced, not traded off. Participants highlighted the West Yorkshire Local Enterprise Partnership's promotion of "good growth" as something that TfN might explore.

This related to another point made by participants – that **current transport appraisal gives insufficient weight to reducing carbon and air pollution and protecting and enhancing the quality of life**, and too much to small time savings by travellers, especially motorists. There was also a view that it does not give sufficient weight to access to jobs and services, particularly from rural communities and old industrial areas, and that TfN needs to reflect this in evaluating its strategies and proposals. Some participants talked of a "new model for the North" as a way of expressing this issue.

Participants recognised that TfN's focus is on strategic transport and pan-Northern measures and schemes. However, there was a strong view that **TfN should seek to help improve transport across the North, including local transport**. Ways to do this were suggested – e.g. providing support for local authorities through projects and programmes to look at carbon and public health outcomes, or assisting with frameworks for local policy makers for example with public transport accessibility mapping to help guide development towards locations that can be well served by public transport and away from car-dependent locations. It was also suggested that TfN could help

local authorities and others across the North by creating an evidence base and giving access to research and intelligence, highlighting and sharing good practice in transport the North and elsewhere in the UK and abroad.

We recognise that given TfN's governance this could be challenging, but participants were clear that **unless TfN is seen to help local as well as longer distance transport it will be seen as irrelevant to many communities in the North**. The smart ticketing programme was seen as an example of a practical way that TfN could be seen to help communities across the North with supporting infrastructure, and was widely supported by participants.

### Priority themes

The online surveys identified, and the workshops explored, some priority environmental and social themes. The feedback on these themes is summarised here and explored in more detail in the main report.

- **Access to jobs and services:** there is enthusiastic support for improving transport connectivity to support economic activity and access to services. There is great potential perceived and support offered for connecting communities to the public transport network and integrating different transit systems. **Smart ticketing and travel planning information are seen as big benefits that TfN's work can deliver to an increasingly flexible and dispersed workforce.** There is a strong view that these benefits should be available to every community across the North, not only those currently well served by public transport.
- **Carbon reduction:** NGOs in this sector are acutely aware of the challenge of meeting essential and binding carbon reduction targets, and the critical role that transport planning plays. Without embracing carbon reduction as a goal of the STP instead of a constraint upon it, there will be a conflict in expanding travel while reducing carbon emissions. Respondents see **opportunities for TfN to be a leader in moving to a low carbon future, through programmes of rail electrification and modal shift** (such as Park & Ride infrastructure) away from motor vehicle use, and that this can bring economic as well as environmental benefits.
- **Air pollution:** participants are concerned about the illegal levels of air pollution in many communities across the TfN area, and aware of the emerging legal judgements requiring Government action. As with carbon reduction, this is an area where binding targets will not be met without leadership from transport bodies. **TfN has a great opportunity to show such leadership by making improving air quality a goal not a constraint in its investment programme**, prioritising sustainable modes, promoting clean infrastructure and mitigating existing pollution sources.

Additionally, respondents raised the following issues:

- **Landscape and heritage:** the beauty of the natural and built environment are seen as part of what makes the North special, and as an active economic asset stimulating tourism, food production, as well as well as a valuable setting. **Any new infrastructure is a potential threat so a strategic approach is welcomed to get the right locations and the right design.** Respondents saw opportunities beyond statutory minimums for the Strategic Transport Plan to value these assets and safeguard them. They urged making the most of

the existing infrastructure first, then where new provision is required, that sustainable low impact options are prioritised.

- **Biodiversity and habitats:** respondents were well aware of the loss of biodiversity recorded in the UK, contrary to policy targets. Again this was an area where **transport strategy was seen to have great potential risk of erosion and fragmentation of habitats, yet also potential opportunities to plan the network to minimise impacts by joining up policy.** One option suggested is that TfN could work with specialist NGOs to develop a scorecard to evaluate development sites in terms of their importance for biodiversity. There is also potential for TfN to lead in retrofitting existing transport infrastructure to reduce its adverse environmental impact.
- **Flood protection:** Respondents recognised the importance of this issue for the North given extreme weather events of recent years, but felt this was an issue already being addressed so less of a priority for attention than some others. **TfN has a role in sharing best practice in location, design and management** of infrastructure to address flood risk. Stopping the erosion of protective woodland, respecting flood plains, and mainstreaming SUDS and similar technical solutions into all schemes, were seen as critical.

In discussing these themes with stakeholders, three further cross-cutting themes have emerged which, while outside the initial scope of this report, are, stakeholders believe, critical to successful implementation of a sustainable Strategic Transport Plan.

- **Integration with local services.** We were repeatedly reminded that all journeys are local at some stage and many vital journeys are wholly local. Intensification of the region's core cities will increase this trend and the role of local and metropolitan transport authorities remains vital. TfN can share best practice and provide a quality framework, encouraging a levelling up of the local service provision on which many journeys depend.
- **Joining up transport planning with spatial planning.** Virtually all responses touched on this issue. Whether at a macro level – where the North's activity should be centred – or at the more local level of where new homes and jobs should be located – **having a clear view on spatial planning priorities, and where appropriate influencing these to locate development near transport hubs, was seen as critical to TfN's Strategic Transport Plan being effective** in reality. South Yorkshire's "traffic light" site appraisal and London's PTAL model are examples of how these connections can be made.
- **Equality and accessibility.** This principle was raised on multiple levels: access to participation in the development of the STP; access to specific modes, locations or services; **TfN's role in addressing 'transport poverty' and improving accessibility and affordability of transport services across the region.**

## **Background to the report**

Transport for the North (TfN) is developing a long-term Strategic Transport Plan (STP), covering road, rail, passengers and freight. Its purpose is to bring transformational economic growth, unlocking economic activity and jobs by improving connectivity across the North of England.

TfN has engaged Campaign for Better Transport (CBT) to manage engagement with key environmental and sustainable transport organisations and other NGOs in inputting into the development of the STP, and, as required, provide advice and leadership for TfN with respect to engaging with stakeholders on environmental issues arising from the Strategic Road Studies.

The project will assist environmental NGOs in contributing their views effectively to the strategy-framing process, receiving substantive feedback and assisting TfN in developing an ongoing constructive relationship with the sector.

### **Project methodology**

As the first part of this work, CBT has engaged with around 200 contacts in NGOs and voluntary sector networks, raising awareness, exchanging information and encouraging active engagement to produce this report of key challenges.

We have engaged with stakeholders to look at social and environmental challenges and priorities (such as carbon reduction, air quality, landscape protection, and access to jobs) and the opportunities for potential transport measures to address them.

We made early direct contact with national environmental and sustainable transport NGOs (including CPRE, Cycling UK, Friends of the Earth, Green Alliance, Living Streets, National Trust, Sustrans, Wildlife Trusts and Woodland Trust) inviting them to participate in the process. We combined this with emailed invitations to networks of local transport and environmental campaign groups across the TfN region. In addition, we sent invitations to voluntary sector organisations in the health and community sectors, publicising the process to them and inviting them to participate.

Given the tight timescales involved, the project team used a range of methods to capture stakeholder views. We launched an online survey (which attracted over 100 whole or partial responses) publicised by email and on the CBT website and held three workshops at locations across the TfN area (Newcastle, Leeds and Manchester), attended by over 60 NGO and volunteer participants. Invitees could choose which workshop they attended: the mix of attendees at each workshop varied, with a larger proportion of public transport user groups in Newcastle, cycling campaigners in Leeds and environmentalists in Manchester, but overall the feedback from all three workshops (detailed in the methodology report) was broadly similar.

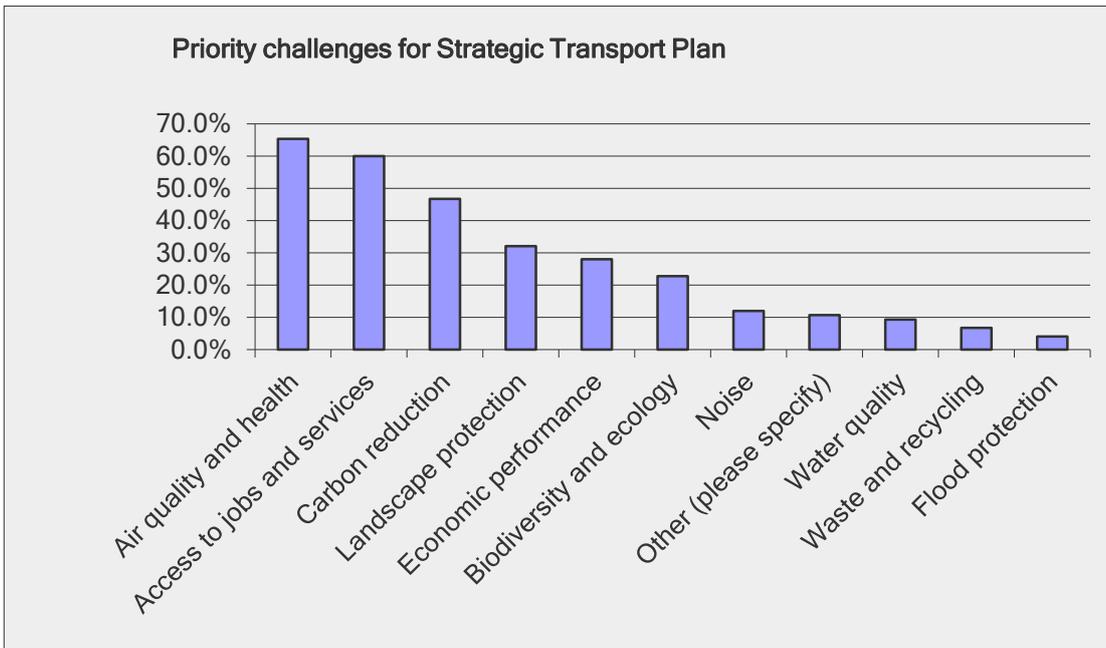
In addition, we had a number of smaller meetings and interviews with key stakeholders to capture what they see as the key challenges and opportunities in the emerging Strategic Transport Plan. The details of the survey and workshop programmes, participants and responses, are set out in the accompanying methodology report.

The online survey asked respondents to prioritise a range of social and environmental considerations, in terms of the challenges posed by and for the STP; and then in terms of the opportunity the STP could afford to address these challenges. The same themes were explored in group discussion at the workshops. Respondents were also invited to suggest relevant transport

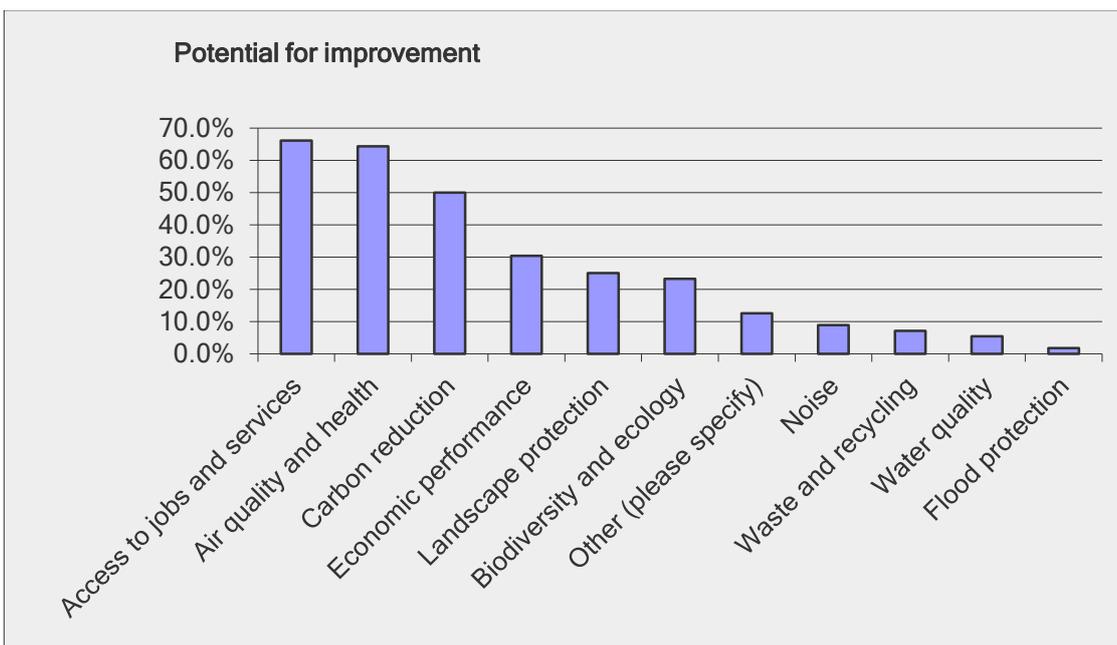
interventions, including examples of best practice and/or research. The combined responses from surveys, workshops and interviews are summarised in this report.

### Identifying priority themes

The online survey helped identify the priority themes to explore in the workshops. Survey respondents were invited to identify their three priority challenges for the STP to address, with the top three being air quality and health (65%), access to jobs and services (60%) and carbon reduction (47%).



Survey respondents were also invited to identify the three areas where they felt the STP had greatest potential to deliver improvements. The top three were access to jobs and services (66%), air quality and health (64%) and carbon reduction (50%).



## What stakeholders told us

### Economic performance, access to jobs and services

TfN's raison d'être is to deliver economic growth and improved economic performance across the region. Participants are well aware of this, and although not all would make economic growth their top priority, there is general support for improving connectivity and access to jobs and services, particularly by public transport and sustainable modes.

The TfN strategy is seen as focusing on long distance, cross-regional journeys as being the key to unlocking economic performance. Participants repeatedly stressed that while long distance networks are important, long distance journeys are much less so; they perceive that the majority of journeys are local or intermediate, including journeys to work, and that inter-city journeys are already easier than some regular journeys between different suburbs in the same city region. TfN should not lose sight of the importance of local services and the need to connect strategic and local infrastructure.

Many participants became engaged through campaigns to preserve, extend or restore public transport connections on which their communities depend; they are enthusiastic about the potential for TfN to help deliver their aspirations, either directly through infrastructure investment, or indirectly by setting a policy framework that will support such provision in future.

*"There should be an emphasis on providing good public transport links between areas of economic deprivation and areas with healthy economic growth. This means local links from rural and former industrial areas to cities, not just strategic inter-city links."*

South East Northumberland Rail User Group

Examples were given of communities in ex-industrial villages who now need to travel to reach jobs, yet have inadequate commuter connections. For example in the Newcastle travel-to-work area, where there is a long-running campaign for a local train service along the coast from Edinburgh to Newcastle, improving the service to existing stations with potential to reopen others on the line. The point was also made that forcing stopping, express, and freight services to share the same tracks was very problematic and to everybody's disadvantage: there is a need and potentially an opportunity to separate them out with new infrastructure.

There was recognition that TfN/ Rail North had already made a big difference, and there were ambitions for it to go further on extending the rail network in the North with new/ reopened lines and stations serving communities without much public transport.

*"There is an enormous gulf separating the level of rail services provided between (and via) Darlington for Newcastle or York from those between Stockton and both places... Transport for the North must recommend, and if appropriate carry out, radical improvement to this entire 'diversionary' route, especially the Norton-Ferryhill section. This will be at least a start towards achieving increased convergence between the economy of Tees-side and that of its north-eastern neighbours, both north and south."*

RailFuture North-East

There was also concern about cuts in bus services – there was recognition that this was outside TfN’s direct remit, but there was interest in whether it could help authorities use the powers in the new Bus Services Bill by setting frameworks and promoting better information through its smart ticketing project.

The point was made that rail connections have multiple economic benefits which conventional appraisal may underestimate: for example, in the tourist town of Ripon, where there is potential for a rail connection to serve both Ripon residents travelling to work and the incoming visitor economy.

Participants were generally supportive of boosting economic activity but not at the expense of seeing the environment destroyed to provide new transport infrastructure which would be of little or no local benefit, for example new roads designed for long distance freight.

*“Is it clear also whether its approach will just provide additional road capacity in order to accommodate forecast traffic growth (and maybe even encourage that growth), or is it trying to encourage modal shift towards more sustainable modes? If sections of the strategic highway network are expanded, what will happen on the local highway networks that connect with it?”*

Yorkshire & Humberside Transport Activists Roundtable

There is a desire to see TfN move beyond focusing on a few major projects and to look holistically at interventions, either directly or through co-ordinating local transport authorities, that will reach and benefit all communities.

Smart ticketing and travel planning information are seen as big benefits that TfN’s work can deliver to an increasingly flexible and dispersed workforce. There is a strong view that these benefits should be available to every community across the North, including rural areas, not only those currently well served by public transport.

## **Carbon reduction**

NGOs in this sector are acutely aware of the challenge of meeting binding carbon reduction targets, and the critical role that transport planning plays. Although this is the largest challenge faced in developing the STP there are also positive opportunities for TfN to be a leader in moving to a low carbon future.

The Government has legally binding commitments to reduce UK carbon emissions by at least 80% from 1990 levels by 2050. The UK Committee on Climate Change reports that domestic transport emissions account for around a quarter of UK greenhouse gas emissions, and that despite increased vehicle efficiency, emissions are likely to have increased by around 1% in 2014, due to rising demand.

TfN should see embracing carbon reduction as a goal of the STP instead of a constraint upon it: otherwise there will be an inevitable conflict between expanding travel and reducing carbon emissions. For many environmental groups, this is the primary challenge faced in developing the STP and other strategies, and the basis on which success or failure will be judged.

However, respondents see real opportunities for TfN to embrace this challenge in the STP, and to join forces with other sectors in the region as leaders in moving to a low carbon future.

2050 is also the timescale of the Strategic Transport Plan, and TfN could, through the STP, explicitly commit to its role in achieving carbon targets and to design its investment programme accordingly. The base in the North of manufacturers of low carbon vehicles, including Nissan in the North East, Alexander Dennis in Scarborough and Optare in West Yorkshire, are opportunities for TfN to promote carbon reduction with local manufacturing and supply chains.

Respondents stressed that embracing a low carbon future can bring economic as well as environmental benefits, and that it complements the region's economic goals. For example, the North East Local Nature Partnership (which brings together a range of environmental NGOs and agencies with the Local Enterprise Partnership) has already agreed a "circular economy" approach, while the Leeds City Region LEP is a recognised leader among the core cities in adopting a successful low carbon future as its economic goal.

However, participants pointed out that a low carbon transport policy was not all about green vehicles and urged TfN to proceed with its existing ambitions to promote modal shift for passengers and freight away from private road transport. The carbon impacts of airport expansion plans in the North were also raised, and TfN urged to take account of these in setting "northern carbon budgets".

For example, the STP could prioritise rail ahead of road for strategic freight movement, and take a lead in programmes of rail electrification through Northern Powerhouse Rail. Use of dual voltage/battery trains was suggested as a good option for secondary and reopened rail lines, something TfN could pilot.

*"Aim to achieve carbon neutrality for the north's rail network by 2030 and set a legally binding target for that....Electrification brings more passengers and more revenue hence is more worthwhile than any business cases usually predict."*

Community Rail Partnership

Joining up public transport and delivering infrastructure that encourages modal shift away from motor vehicle use, is seen as vital to achieving carbon reduction targets. This includes measures to join up longer distance and local transport to make door-to-door sustainable journeys a reality, incorporating quality cycling and walking connections (in line with the national Cycling & Walking Investment Strategy) as well as bus and light rail for last mile travel, and Park & Ride infrastructure to allow people to switch modes in at-capacity locations.

Smart ticketing is seen as a positive response to many challenges, including carbon reduction, as it improves the image and convenience of public transport for longer journeys, encouraging modal shift, and making public transport more viable through boosting passenger revenue.

Aviation is seen as a particular challenge, with TfN having an important role to play in enabling sustainable surface access to the region's airports, in particular improving rail links. TfN should also take a strategic view as to whether it is more sustainable to concentrate aviation activity on fewer airports or to disperse it across the region.

*"The plan could look to restrict expansion in air travel by providing good quality, fast and frequent surface public transport for journeys within Great Britain. Also ensuring that existing airports are well served by bus and rail services will help to reduce the emissions caused by private cars taking people to and from airports."*

Woodland Trust

### **Air pollution and health**

Air pollution has risen up the agenda in the last year, with the Government issuing new guidance on Clean Air Zones following the ClientEarth court case. There is growing awareness of the negative impact of diesel emissions, and, to a lesser extent, of particulates from vehicle braking systems, on public health.

Cities across the TfN area are already developing plans for Clean Air Zones, Low Emission Zones and related initiatives which the STP must take into account. Stakeholders wanted to understand the consequences of the TfN strategy's approach to roads and traffic for air quality and air pollution, and whether it would be focused on securing compliance with the legal limits of the Air Quality directive by 2020.

Participants showed great awareness of the problem; there was a strong view that there are economic costs of having high levels of air pollution in the North, in putting off investors and businesses, and hence economic benefits of cleaner air.

There was a large degree of consensus on what needs to be done. Electrification of rail services, a move to electric vehicles (EVs) on the road and support for greener bus fleets are all seen as part of the solution that TfN could help deliver. Specific initiatives suggested included having a pan-regional EV charging network and diesel scrappage schemes.

One suggestion is that a scrappage scheme could offer membership of a car club rather than replacement private cars. CarPlus, based in Leeds, have many examples of best practice to share.

*"Short-term immediate action is needed to meet legal limits, and crucial to this is to prevent the dirtiest vehicles from entering urban areas. In the longer-term we need to move towards mobility as a service rather than thinking of it as just infrastructure."*

ClientEarth

This technical shift is seen as necessary but not sufficient, with modal shift also vital, including providing public transport alternatives to congested road corridors.

*“To open a service from Stockport to Manchester Victoria would ease congestion on the roads, thereby improving air quality and reducing carbon for those of us on the east of the city who have no option but to drive and make matters worse”*

Friends of Reddish South Station

Long distance freight, particular less time sensitive goods such as bulk waste, building materials and aggregates, were mentioned as a particular area where moving to rail or water could have a major impact and where TfN's freight strategy could give leadership.

Greening transport corridors is another area where TfN could show leadership, share best practice and direct some funding. The Woodland Trust's report on trees and urban air quality outlines how planting the right tree in the right place in urban areas can help with removal of pollutants from the atmosphere.

While air pollution dominated this theme, respondents were also aware of the impacts of transport provision on obesity and on mental health. TfN could work with Public Health England and the health functions of local authorities to develop public health audits of schemes proposed in the TfN investment plan.

Active travel was also felt to be an important as it not only helps reduce air pollution but can provide positive health outcomes, addressing high cost areas for the NHS. Many examples were given of how high quality walking and cycling facilities could be included as part of a sustainable transport network.

### **Biodiversity and natural capital**

All respondents saw the North's natural environment as an asset in its own right. The headline message is that TfN should “connect and protect”, not deliver connectivity at the expense of the region's natural capital. The importance of considering and encouraging "quality of place" as part of the “good growth” agenda was mentioned here as a potential way of achieving this.

For expert NGOs in this area, including the Wildlife Trusts, Woodland Trusts and Local Nature Partnerships, there were specific concerns arising from the marked decline in biodiversity, reported in the recent State of Nature report, and the loss of ancient woodlands and other irreplaceable habitats which cannot be mitigated. As a minimum, TfN's plan should seek to avoid this.

This loss comes both directly from the impact of new infrastructure like HS2 but also indirectly from the effects of severance, pollution and climate change.

Getting the location, design and management of infrastructure right is essential. NGOs are keen to assist TfN in this. Appraisals and scheme assessments should place a higher value on natural

capital. One suggestion is that TfN could develop a biodiversity scorecard for option appraisal. There is also the opportunity to contribute to initiatives like the Great North Forest.

The Highways England paper Biodiversity Action Plan contains a number of useful suggestions as to how wildlife can be protected and enhanced both in new road building and in the management of existing roads.

*“Integrating transport routes by identifying opportunities for protection, maintenance, enhancement, restoration and creation of green infrastructure and specifically ecological networks. Using spatial planning tools to minimise the need for travel. Creating and maintaining attractive, linked and accessible semi-natural greenspace in and around the conurbations to increase the opportunity for more people to access nature and wild places and to reduce the need to travel into less populated areas to do so.”*

Lancashire Wildlife Trust

## **Landscape and heritage**

With five National Parks and seven Areas of Outstanding Natural Beauty (AONB) respondents see landscape and heritage as a valuable asset and an important part of the economy. Economic benefits derive from the visitor economy, and food production, but also indirect benefits of economically active people choosing to locate in the North because of the quality of its environment.

With this in mind, it was felt that there should be stronger recognition of this asset and a greater emphasis on the need to enhance it, and to strengthen its appeal, not just to protect it. It was felt that landscape and heritage should not be looked on as a constraint; but to realise its full potential, a strategic approach is needed to creating a network of walking and cycling links from local stations into these areas, combined with an integrated bus network.

It was felt that to minimise landscape and heritage impacts as well as to benefit other policy outcomes, such as reducing carbon emissions, the strategy should espouse making the most of the existing infrastructure first. If new capacity is still required, then the approach should be to consider sustainable transport first to minimise any impacts.

*“Design of schemes must integrate into the existing landscape and not be imposed upon it.”*

Durham Wildlife Trust

As with biodiversity, the challenge is to simultaneously connect and protect. Mitigation needs to be integrated into infrastructure planning from the start, both in terms of location and design.

Examples were given of schemes operated by the National Grid and Highways England working with environmental NGOs to forward plan mitigation and even enhancement of protected sites.

With so many protected sites and landscapes in the region, TfN has a central role in identifying key corridors, and managing their capacity, particularly managing access to honeypot sites. It was also felt that a shift of freight from road to rail or short sea shipping could also provide benefits and reduce the impact on the landscape. However, to do this would require investment in new rail gauge (W12) to allow modern containers to be transported by rail.

TfN's leadership on smart ticketing integrated ticketing and travel information could be particularly valuable in encouraging people to access landscape and heritage destinations by sustainable modes (including offline information in remote locations). The example was given of some National Trust properties giving discounts where people arrive by public transport, but this requires the public transport option to be there.

Participants saw lots of potential from longer distance cycle routes to provide sustainable connections, along with longer distance buses. There is a challenge in that the special locations that most need sustainable transport connections are often those without them, or where the connections are at risk (for example services like the DalesBus which is dependent on local business support and crowdsourced funding).

TfN's leadership role will be necessary to bring services like electric charging networks and car sharing schemes to more dispersed, rural areas. With the right support, there is potential for the future tech of electric and autonomous vehicles to be deployed in harmony with heritage sites for mutual benefit.

## **Flood protection**

The impact of extreme weather events on the transport network has been seen across the TfN area in recent years, including the severe floods of winter 2015.

As a result, flood protection and flood-proofing transport infrastructure are now seen as essential elements for the STP in a way that was perhaps not automatically the case for transport plans in the past. The challenge is the need to address this on both a micro level (infrastructure location and design) and also on a macro level (contributing effectively to carbon reduction targets).

Insensitive development in the past, for example building on flood plains or removing protective trees, is seen as having contributed to flood risk. This is seen as another argument for concentrating development in already developed areas, and planning transport in line with that.

There is also potential for the STP not only to respond to flood risk but to make positive interventions. Examples identified include: incorporating SUDS in all new infrastructure and retrofitting existing routes; avoid building on flood plains; future proofing routes through good design practice; making good use of flood defences, for example building cycle routes on barriers and causeways.

TfN is encouraged to work with expert bodies like Natural England, the Environment Agency and the Canal & Rivers Trust to get the infrastructure flood proof from the start, including potential future flood events, rather than risk the kind of disruption already suffered in some areas.

## **Making the connections: joining up with spatial and land use planning**

We understand that spatial planning and land use planning are outside TfN's remit and so did not raise this with participants. Nevertheless, virtually all responses touched on this issue and saw it as critical to the Strategic Transport Plan being effective in practice.

Some respondents approached this at a macro level, having a clear view on spatial planning priorities and commenting that transport planning must be informed by a view as to where the North's activity should be focused, whether that is about concentrating activity on cities, or about supporting dispersed development across all parts of the TfN area.

Others saw this in terms of the more local level, seeing multiple benefits from TfN encouraging development to be located near existing transport hubs and making best use of existing corridors. The traffic light grading of development sites devised by South Yorkshire Passenger Transport Executive was suggested as an example of best practice that TfN could roll out, as was the public transport accessibility level (PTAL) rating system used by Transport for London, which grades sites as suitable for development based on walking distance to public transport and frequency of transport services.

*"Make planning part of the transport strategy - require all new developments to have a robust low carbon transport strategy which reduces car dependency."*

CPRE

## **Quality across the North: joining up with local transport provision**

We were repeatedly reminded that all journeys are local at some stage and many vital journeys are wholly local. Regular journeys are likely to use a mixture of different local services rather than being wholly on main line rail or the Strategic road network.

Intensification of the region's core cities will increase this trend, with many journeys being within cities or city regions rather than across the TfN area as a whole. In delivering TfN's economic goals, the role of local and metropolitan transport authorities remains vital.

For the North as a whole to see the benefits of TfN's work, the same priorities outlined in this report - improving connectivity while addressing carbon reduction and air quality - need to be shared across these transport partners.

Many respondents saw potential for TfN to share best practice and provide a quality framework, encouraging a levelling up of the local service provision on which many journeys depend. This included options such as better co-ordination of bus services; gap analysis of services; ensuring 'consistency of offer' on discretionary fare schemes; setting quality standards for cycle provision; providing space for car club and bike share services at rail and bus stations, particularly those being operated by franchises managed by Rail North; having policy and strategy for Park & Ride services; and many other examples.

## **Transport for all: promoting equality of access**

A cross cutting theme that came up in a number of groups and individual responses is transport as both a means and a barrier to social and economic inclusion. The concepts of 'transport poverty' and 'transport justice' should be considered alongside economic growth.

There is a desire to see a transport plan that works for all, tackling isolation of geographical communities, promoting affordable transport and transport that is accessible to people with disabilities and that this is an explicit aim of the Strategic Transport Plan.

There was also a desire to see this reflected in having an accessible plan consultation process, of which this stakeholder engagement project is one part.

November 2016

Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

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## Stakeholder methodology report by Campaign for Better Transport for Transport for the North December 2016

**Summary**

**Our approach**

**Stakeholder identification and contact**

**Online survey**

**Workshops**

**Interviews and individual submissions**

**Next steps**

**Appendices**

1. List of participant groups
2. Examples of awareness raising materials
3. Survey questions and responses
4. Workshop materials
5. Workshop notes
6. Interview notes
7. Other submissions

### Help shape Transport for the North's strategic plan

07 November 2016



If you're part of a campaigning group, community group or NGO in the North of England, here's a chance to help shape the future of road and rail transport.

[Read more](#)



## Summary

Campaign for Better Transport has been commissioned by Transport for the North (TfN) to facilitate participation by NGOs and voluntary sector groups with an interest in the environment and sustainable transport, in contributing to the emerging Strategic Transport Plan.

As the first stage of this work, we have consulted a wide range of these stakeholders to compile a report which sets out some of the key issues for TfN, both challenges that the Plan should address, and also opportunities for the Plan to deliver improvements.

CBT has engaged with around 200 contacts in NGOs and voluntary sector networks, raising awareness, exchanging information and encouraging active engagement to produce a report of key challenges.

We have engaged with stakeholders to look at social and environmental challenges and priorities (such as carbon reduction, air quality, landscape protection, and access to jobs) and the opportunities for potential transport measures to address them.

Given the tight timescales involved, from project launch on 4 November to reporting by the end of the month, the project team used a range of methods to capture stakeholder views, including an online survey, workshops and smaller meetings and interviews with key stakeholders. We also received some individual written submissions.

The online survey attracted 114 whole or partial responses (103 of which had been received at the time the key challenges report was submitted to TfN); we held three workshops at locations across the TfN area (Newcastle, Leeds and Manchester), which were attended by over 60 NGO and volunteer participants. In addition, we had a number of smaller meetings and interviews with key stakeholders to capture what they see as the key challenges and opportunities in the emerging Strategic Transport Plan. A list of participant organisations can be seen in Appendix 1.

This methodology report records how the engagement with stakeholders was undertaken, with appendices listing which organisations took part, and giving the detail of the materials used and the responses received.

## Our approach

We followed the principles set by the Consultation Institute, and reflected in the Statement of Community Involvement policies of TfN's partner local authorities, that the consultation should be accessible, open and set in a clear context.

We adopted an engagement method that raised awareness of the project, and then encouraged organisations and their individual representatives to contribute at whatever level suited them best, in the time available.



**Active engagement**  
**Information exchange**  
**Awareness raising**

Workshops, interviews  
Online survey, written submissions  
Press release, emails, blog posts

## **Stakeholder identification and contact**

Campaign for Better Transport has an extensive list of NGO contacts, both national and local, which we supplemented with contacts from TfN's existing stakeholder list. From this contact list, we built an email mailing list specifically for the TfN project, to which we sent four mail merged emails.

The first mass email, sent on 4 November, introduced the engagement project and advertised the workshops, and was sent initially to national environmental and sustainable transport NGOs and their regional/local branches in the TfN area.

The second email, with similar text, was sent on 7 November to local transport user and campaign groups on CBT's local groups' database. In addition, we sent invitations to voluntary sector organisations in the health and community sectors, publicising the process to them and inviting them to participate.

The third email was sent to the full mailing list on 9 November, launching the online survey, and reminding recipients about the workshops.

The fourth email was sent to the full mailing list on 17 November, with a final call for the workshops and reminding recipients about the online survey.

The engagement exercise was also publicised with a press release and with a banner on the front page of the CBT website, linked to an article publicising the workshops and online survey.

To supplement the mass emails, we made early direct contact with national environmental and sustainable transport NGOs (including CPRE, Cycling UK, Friends of the Earth, Green Alliance, Living Streets, National Trust, Sustrans, Wildlife Trusts and Woodland Trust) inviting them to participate in the process, by a mixture of personal email and telephone contact. CBT colleagues also promoted the TfN project at regular meetings with other NGOs. We also sent courtesy invitations direct to TfN's partners, to email addresses supplied by TfN.

Samples of the awareness raising communications can be seen in Appendix 2.

## **Online survey**

We used an online survey as an accessible way for participants to contribute their views if they were unable to attend one of the workshops.

The survey, which used the SurveyMonkey web application, used a mixture of structured and open ended questions to capture participants' views on cross cutting themes before moving on to propose their preferred transport interventions.

The online survey asked respondents to prioritise a range of social and environmental considerations, in terms of the challenges posed by and for the Strategic Transport Plan (STP); and then in terms of the opportunity the STP could afford to address these challenges.

Respondents were also invited to suggest relevant transport interventions, including examples of best practice and/or research.

The online survey responses helped identify the priority themes to explore in the workshops, as well as providing useful feedback to supplement the more detailed points captured at workshops and in interviews.

The details of the questions and responses are set out in Appendix 3.

## **Workshops**

We held three workshops across the TfN area, one in each sub-region: Newcastle in the North East on Friday 18 November, Leeds in Yorkshire on Tuesday 22 November and Manchester in the North West on Friday 25 November.

Having agreed preferred dates with the project team, we booked available venues from a shortlist we had previously identified. In Newcastle we used the Conference Room at the Newcastle Arts Centre, close to the main railway station. In Leeds, we used the Harrison Room at Age UK in the city centre. In Manchester, we used the Front Room at the Royal Exchange Theatre in the city centre. All the venues had disabled access, were close to or accessible by public transport, and had appropriate facilities for the workshop, including presentation equipment and light refreshments.

The workshop invitations were set up on the Eventbrite website, allowing automatic reminders and issuing of joining instructions to attendees. We aimed for attendance of 20 participants at each workshop, in addition to attendees from TfN and CBT. We received registrations for 20 participants in Newcastle, 17 in Leeds and 30 in Manchester.

The workshops all had the same programme: an introduction from CBT; a presentation from TfN; followed by two 40 minute small group workshop sessions with a tea break in between, followed by a quick fire debrief session.

Participants were sat at four tables, arranged by a mixture of self-selection and direction where attendees were known to have a particular interest. Each table had a theme to explore and participants could change table to explore a different theme after the tea break.

The four themes were:

- Economic performance and access to jobs and services
- Air quality and public health
- Carbon reduction, biodiversity and ecology
- Landscape protection, heritage, flood protection

Each table had a facilitator whose role was to record the discussion and to ensure all participants had a chance to contribute. Each group was supplied with a worksheet to record the challenges and the opportunities for the TfN Strategic Transport Plan posed by their theme topic. Participants were also given individual feedback forms for any additional comments.

Examples of the workshop materials are given in Appendix 4 and notes transcribed from the worksheets are given in Appendix 5.

## **Interviews and individual submissions**

In addition to the online survey and the workshops, we invited individuals and groups to submit responses, take part in interviews or invite CBT to smaller meetings.

We interviewed the following stakeholders, who represent a range of interests and come from across the TfN region:

- Lillian Burns, convenor of North West Transport Roundtable (NW TAR)
- Chris Dale, Chairman of TravelWatch NorthWest
- Ali Abbas and Pete Abel, Manchester Friends of the Earth
- Malcolm Chainey, Chairman of the Tyne Valley Community Rail Partnership
- Anthony Rae, chair of Yorkshire & Humber Transport Activists' Roundtable
- Kate Gifford, Director of CarPlus & BikePlus
- Nick Sandford, Government Affairs officer for the Woodland Trust
- Graham Collett, Yorkshire RailFuture

The notes from these interviews are recorded in Appendix 6.

In addition, CBT attended a joint meeting of the Northern Transport Activists Round Tables (NWTAR, NECTAR, Y&HTAR) held in York on Saturday 26 November, at which there were representatives of a range of organisations including CPRE, RailFuture, Friends of the Earth and local rail user, bus user and cycling groups.

We also received a number of individual submissions, either tabled at the workshops or sent in directly, including from representatives of

- Sustrans
- North East Local Nature Partnership
- North East Combined Transport Activists Roundtable
- Campaign for Better Transport West and North Yorkshire

which have been recorded in Appendix 7.

## **Next steps**

TfN has committed to a further round of NGO engagement in early 2017, prior to publishing the draft Strategic Transport Plan for public consultation.

Following the November workshops, participants were sent a thank you email with a commitment to future engagement and copies of the TfN presentation were made available to them. A more general update was sent to the longer mailing list, again with a commitment to future engagement.

We recommend holding another online survey and a further trio of workshops, one in each of the TfN sub regions (North West, North East, Yorkshire & Humberside) possibly in different cities (e.g. including Liverpool, Sheffield).

As a result of this engagement work, the initial mailing list compiled by CBT has been expanded and enriched with new local contacts, providing a strong resource for future engagement by and on behalf of Transport for the North.

## Appendices:

### 1. List of participant groups

This is a list of the organisations represented in the survey responses, workshops, interviews and other responses.

38 Degrees Manchester	Leeds Campaign for Better Transport
Allan Environmental	Leeds Northern Railway Reinstatement Group
Altrincham & Bowdon Civic Society	Living Streets
Bolton & District Civic Trust	Manchester Friends of the Earth
Campaign for Better Transport	Merseyside Cycling Campaign
Campaign to Protect Rural England (Northumberland Branch)	Merseyside Environment Trust
CarPlus/BikePlus	MidCheshire RailLink
Campaign for Better Transport Lancashire	National Trust
Campaign for Better Transport West and North Yorkshire	North East Combined Transport Activists Roundtable (NECTAR)
Cities4People	North East Local Nature Partnership
ClientEarth	North West Active Travel Network
Coastliners (Durham Coast) Rail Users Group	North West Transport Activists Roundtable (NW TAR)
Community Rail Lancashire	NorthEast Combined Authority
Community Rail Partnership	Railfuture
Community Transport Association	Ramblers Association
CPRE Yorkshire	Ripon City Council
Cycling UK	Save Swallows Wood
Cycling UK East Yorkshire	Save Newcastle Wildlife
Cycling UK Merseyside	South East Northumberland Rail User Group (SENRUG)
Disability Rights UK	Stalybridge to Huddersfield RUG
Durham City Chamber of Trade	Sustrans
Durham Wildlife Trust	TEM Property
Friends of DalesBus	The Durham City Chamber of Trade
Friends of Marple Station	The Wildlife Trust for Lancashire, Manchester & North Merseyside
Friends of Reddish South Station	The Woodland Trust
Friends of the Earth	TravelWatch North West
Friends of the Earth Manchester	Tyne and Wear Public Transport Users Group
Friends of the Earth NE	Tyne Valley Community Rail Partnership
Friends of the Peak District	Woodland Trust
Greater Manchester Cycling Campaign	York Bus Forum
Green Alliance	Yorks & Humberside Transport Activists Roundtable (Y&HTAR)
Green Planet	
Greenfield Rail Action Group	
Lakes Line Rail User Group	
Lancashire Campaign for Better Transport	
Lancaster District Bus Users' Group	

## 2. Examples of awareness raising materials

Four emails were sent via Mailchimp to the stakeholder mailing list compiled for this exercise. All four emails can be seen online at <http://us1.campaign-archive1.com/home/?u=e9f42224cfe2e9f4f1fac02b0&id=51faa68b9e>

Your invitation to a Campaign for Better Transport/Transport for the North stakeholder workshop [View this email in your browser](#)



**Transport for the North (TfN)** is developing a long-term Strategic Transport Plan, covering both road and rail. Its purpose is to bring transformational economic growth, unlocking economic activity and jobs by improving connectivity across the North.

In developing its Strategic Transport Plan, TfN aims to balance its economic goals with social and environmental outcomes.

**Campaign for Better Transport** is working with Transport for the North on this project, facilitating engagement with environmental and sustainable transport stakeholders.

As part of this, we are holding workshops to seek NGO views on the key social and environmental issues affecting the TfN Strategic Transport Plan.

The first round of workshops are:

- Friday 18 November in Newcastle
- Tuesday 22 November in Leeds
- Friday 25 November in Manchester

Tickets are free but space is limited, so [register today](#) to secure your place or pass this invitation on to a colleague.

We will also be launching an online survey later this month and look forward to hearing your views. If there are any events or communications you have planned through which we can share information, please let us know.

Please don't hesitate to [get in touch](#) to find out more.

Best wishes,

Bridget Fox  
Campaign for Better Transport

[Twitter](#) [Facebook](#) [LinkedIn](#)

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Have your say in shaping transport for the North's Strategic Transport Plan [View this email in your browser](#)



**Don't miss your chance to shape Transport for the North's Strategic Transport Plan.**

**Campaign for Better Transport** is working with Transport for the North (TfN), facilitating stakeholder engagement by environment and sustainable transport groups in TfN's long-term Strategic Transport Plan.

**1) Join a workshop.**  
Our first workshop is tomorrow in Newcastle. If you have already registered, you should have received joining instructions. We still have a few places for our workshops next week (Tuesday 22 November in Leeds and Friday 25 November in Manchester). Tickets are free but space is limited, so [register today](#) to secure your place or pass this invitation on to a colleague.

**2) Fill in our quick [online survey](#)**  
We'll ask you to think about the key social and environmental challenges that the Plan should address, and the opportunities it could offer to do so.

**3) Send in your views by email or book a time for a longer chat**  
We're keen to your organisation's views on the key issues for the TfN Strategic Transport Plan.

All the feedback from workshops, surveys and direct comments will be collated in a report to TfN.

Please don't hesitate to [get in touch](#) to find out more.

Best wishes,

Bridget Fox  
Campaign for Better Transport

[Twitter](#) [Facebook](#) [LinkedIn](#)

CBT issued a joint press release with TfN which can be viewed online here: <http://www.bettertransport.org.uk/media/08-november-2016-transport-for-the-north-ngo-survey> and which appeared in New Civil Engineer <https://www.newcivilengineer.com/latest/northern-transport-plan-gets-ngo-input/10014595.article> and Charity Today <http://www.charitytoday.co.uk/charity-lead-ngo-involvement-northern-transport-plan/>

**For immediate release**

**Campaign for Better Transport to lead NGO involvement in Transport Plan for the North**

Campaign for Better Transport has been commissioned by Transport for the North (TfN) to support the involvement of environmental, sustainable transport, and other non-government organisations in the development of TfN's Strategic Transport Plan for the north of England.

The Plan will outline a comprehensive package of transport measures to unlock economic transformation in the north of England and make it a better place to live and work. It will go out for formal public consultation in early 2018, and to ensure a full engagement throughout the development of this significant proposal, TfN will also be engaging in an initial informal consultation on the emerging priorities in Spring 2017.

Stephen Joseph, Chief Executive, Campaign for Better Transport, said: "We welcome the opportunity to contribute to Transport for the North's emerging strategy and their positive approach to involving these specialist organisations from the start. NGOs have a wealth of expertise to offer and we are pleased to see this being recognised. We believe that sustainable transport can bring both economic, social and environmental benefits and we are looking forward to working with TfN to develop a Transport Plan that will transform connectivity in the north of England."

Amy Harhoff, Head of Policy and Strategy at Transport for the North, said: "This collaboration with Campaign for Better Transport underlines our commitment to working with a broad range of stakeholders in delivering our remit for improving connectivity as part of the economic transformation for the north of England. We want to better understand how the Strategic Transport Plan can achieve social and environmental goals, as well as jobs and growth."

Campaign for Better Transport is holding a series of workshops later in the month, with more to follow in early 2017, and has an online survey on its website. For more information, or to take part in the survey, visit [www.bettertransport.org.uk](http://www.bettertransport.org.uk)

**ENDS**

CBT also used social media to encourage participation, with a blog post, linked from a front page banner, which can be viewed online here: <http://www.bettertransport.org.uk/blog/better-transport/help-shape-transport-norths-strategic-plan> and use of Twitter and Facebook.

**Help shape Transport for the North's strategic plan**

07 November 2016



If you're part of a campaigning group, community group or NGO in the North of England, here's a chance to help shape the future of road and rail transport.

[Read more](#)

**Better Transport**  
@CBTransport

Following

Help shape Transport for the North's strategic plan - final places going at our November workshops [bettertransport.org.uk/blog/better-tr](http://bettertransport.org.uk/blog/better-tr)



### 3. Survey questions and responses

The online survey was held in SurveyMonkey: the survey can be viewed online at <https://www.surveymonkey.co.uk/r/VBBXT7M> . The survey has a mixture of structured and free text questions.

#### Q1. I am responding:

Answer Options	Response Percent	Response Count
As an individual	77.5%	86
On behalf of an organisation	22.5%	25

#### Q2. My main area of interest is:

Answer Options	Response Percent	Response Count
Public transport	67.6%	75
Cycling, walking, active transport	38.7%	43
Natural environment	30.6%	34
Health	14.4%	16
Other (please specify)	10.8%	12
Heritage	8.1%	9
Advocacy	6.3%	7

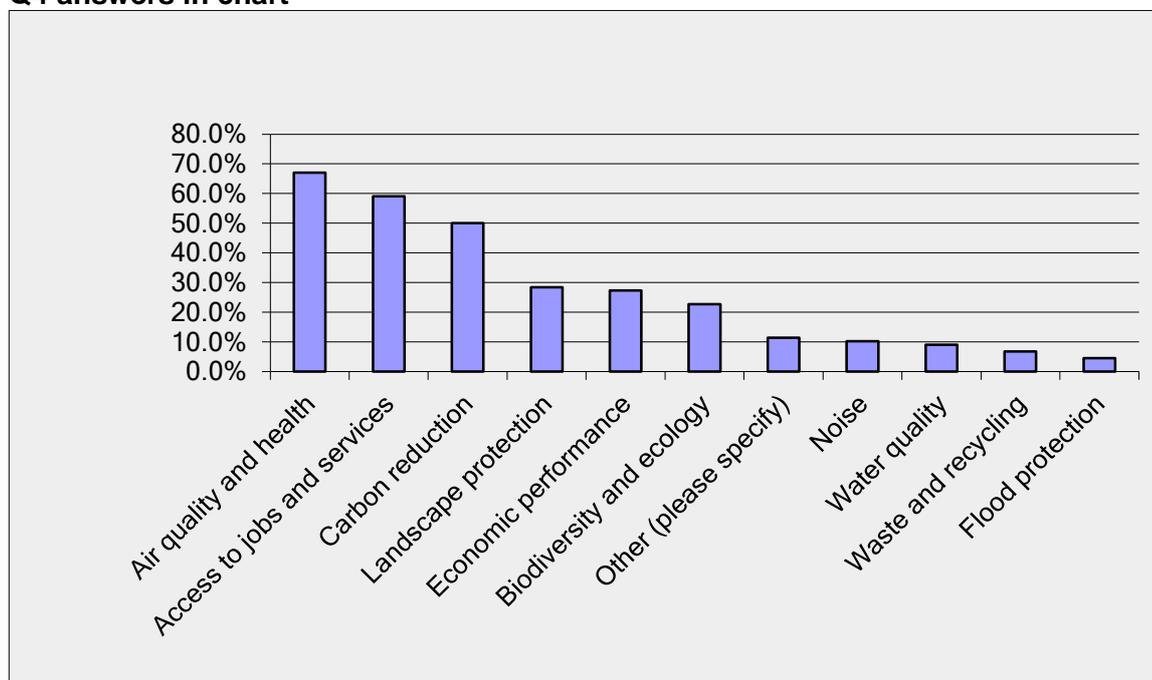
**Q3. The Strategic Transport Plan has potential for significant social and environmental impacts which need to be addressed. For each of these issues, please rate their importance for the transport strategy, where 1 = least important and 5 = most important.**

Answer Options	Least important		Neutral		Most important
Air quality and health	3	2	6	21	55
Carbon reduction	3	2	7	24	50
Access to jobs and services	2	2	12	26	46
Biodiversity and ecology	4	5	15	26	36
Landscape protection	3	2	27	27	28
Water quality	6	5	18	31	26
Economic performance	6	4	16	35	24
Noise	2	5	23	34	22
Flood protection	5	5	26	30	20
Waste and recycling	6	9	23	33	15

**Q4. Please pick the three issues [from Q3] that are most important to you**

Answer Options	Response Percent	Response Count
Air quality and health	67.0%	59
Access to jobs and services	59.1%	52
Carbon reduction	50.0%	44
Landscape protection	28.4%	25
Economic performance	27.3%	24
Biodiversity and ecology	22.7%	20
Other (please specify)	11.4%	10
Noise	10.2%	9
Water quality	9.1%	8
Waste and recycling	6.8%	6
Flood protection	4.5%	4

**Q4 answers in chart**



**Q5. Thinking about Transport for the North's remit and the top three challenges you raised, please identify up to three ways that you think the Strategic Transport Plan could address these when setting objectives and prioritising options.**

Whilst we recognise that the Strategic Transport Plan will focus on major routes and intercity connections, it is important that local connectivity and quality of place is also considered. This includes a focus on active travel within urban areas, to ensure that shorter journeys can be taken by sustainable modes (which will reduce pressure on local routes but also on major routes too). Walking/cycling as part of sustainable journeys should be facilitated, for example, working with train and bus stations to develop travel plans to ensure these sustainable modes are accessible to local communities, without people always feeling the only option is the car.

1) Frequent rail service at local stations 2) Manchester is a 24/7 city and this is important for public transport. 3) Car use reduction depends on a good local rail service.

Prioritisation of pedestrian accessibility as objective for developments; development consistent (NOT overly complex) GI methodology for analysis of pedestrian accessibility to inform master-planning; Adoption of desirable maximum distance standards for pedestrian access for key amenities (e.g. Primary schools, Secondary schools, local library, community centre. Result: potential to understand strengths & weaknesses of district centres across Greater Manchester and other conurbations.

Integrated ticketing system for public transport. Better and safer cycling infrastructure It needs to be cheaper and more convenient to take public transport than to drive -that may mean increasing costs for motorists to subsidise public transport.

1. Identify and implement strategic route improvements 2. secure government spending for new infrastructure that provides greater access to major employment areas. 3. secure funding to open up the mid cheshire railway line for passenger trains asap.
Transport has to be planned to make it economic and accessible to employment areas also to shops and health treatment facilities. In creating this web of transport network we must also protect the environment to prevent air and water pollution
1. Introduce regionwide London style bus franchising overseen by a committee incorporating local authorities, bus operators and bus users. One task should be to develop strategic bus links similar to, but better than, the Traws Cymru network in Wales. 2. Upgrade rail network by means of reopenings or new routes. 3. Introduce traffic management systems like a workplace and supermarket parking levy.
1. Legal limits of nitrogen dioxide need to be met in the shortest time possible but there is also the opportunity to work towards achieving WHO guideline levels for particulate matter pollution 2. Short-term immediate action is needed to meet legal limits, and crucial to this is to prevent the dirtiest vehicles from entering urban areas. In the longer-term we need to move towards mobility as a service rather than thinking of it as just infrastructure.
From a personal point of view to open a service from Stockport to Manchester Victoria would ease congestion on the roads, thereby improving air quality and reducing carbon for those of us on the east of the city who have no option but to drive and make matters worse
Don't prioritise the car. New roads create new traffic and rapidly fill up. Ban diesel engined vehicles from town centres. Main roads to be designed as green corridors.
sorting out commuter routes - stop focusing so much on big city interconnectivity - this doesn't help local productivity - and much congestion is caused at rush hour by commuters
Preventing tree destruction and actively planting for trees. Covering surfaces with plants such as done at deansgate station
Ensuring communities have adequate access to rail services
Return passenger trains to the Mid Cheshire Link Line- quick win, cheap- will act as a signal now that change is happening. It would be a driver (excuse the pun.)
Design out private vehicles from city centres ensure all transport runs on renewables make all transport routes greenways cancel HS2 and decrease activities at airports
Careful planning of proposals, not for cheapness but for maximum benefit to people and environment
A more effective railway link between Manchester, its Airport and the central Lake District to address Access to jobs and services; Economic performance
Setting targets for reducing emissions and improving air quality Encouraging switch from road to rail for both passengers & freight Preventing building on flood plains
Keeping traffic out of Central Manchester. Developing the public transport network in the nine municipalities other than Central Manchester. Discouraging people from flying frequently from Manchester Airport.
Improve the opportunities to cycle and walk, so that cycling is as safe as possible. Integrate the payment methods for metro, train and buses, so that one ticket covers all. Improve bus services outside of the main conurbations, to reduce dependence on private vehicles.
Investing to achieve modal shift away from private transport. This includes (re)opening railway lines (HS3 but also more local lines such as to serve Ripon, Wetherby, Keswick, Spen Valley, Beveley-York, Skipton-Colne etc) including opening freight routes to passenger trains; (re) opening stations: achieving bus/train integration at stations where possible: introducing workplace parking levies in cities and large towns;actively encouraging rail freight especially for UK internal intermodal and for parcels; rapid transfer to electric delivery vehicles in urban areas
Reliable public transport; car-free housing; creating and signing routes for active travel.
- Speed up average journey times, some of which are very slow compared to other regions. - Increase frequency of rail services, with at least half-hourly (Monday to Saturday) - Consider (re-)introducing further strategic links as a way of reducing press
Co-ordination of community transport needs with school buses Use of bus passes on community transport Option to pay community transport drivers
1. Cycling: promotion, safety infrastructure and traffic enforcement. 2. Integrated, timely, comprehensive and accessible public transport: bus, tram and rail. 3. Congestion control methodology and systems.
Better driver training for increased safety, good bus partnerships, pedestrians first
Be innovative, challenge the norms, think holistically.
improve capacity in public transport integrate ticketing for public transport safeguard flood risk
HS3 - the connections among the North's cities urgently need improving. Lower rail and bus fares Reopen Blyth-Cramlington rail line
Integrating transport routes by identifying opportunities for protection, maintenance, enhancement, restoration and creation of green infrastructure and specifically ecological networks. Using spatial planning tools to minimise the need for travel. Creating and maintaining attractive, linked and accessible semi-natural

greenspace in and around the conurbations to increase the opportunity for more people to access nature and wild places and to reduce the need to travel into less populated areas to do so.
* Ensure integration between all forms of public and sustainable transport (i.e. bus, rail, cycling, etc.), including of ticketing. * Ensure the development of rail based transport, i.e. either light rail, or heavy rail (preferably electrically powered) to reduce the need for road-based transport; * Ensure that all towns over a certain size are provided with a rail service (light or heavy), e.g. Consett and Stanley in Co Durham.
1. Co-ordination of service provision to benefit both locals and visitors. 2. Imaginative route planning to optimise resources. 3. Promotion of local events, amenities and business to attract users.
There should be an emphasis on providing good public transport links between areas of economic deprivation and areas with healthy economic growth. This means local links from rural and former industrial areas to cities, not just strategic inter-city links. Capacity should be retained on inter-city rail lines for local services serving smaller stations, not reserved solely for operators wanting more and more services to London that compete with each other. In Northumberland, the skip stop service provided by the inter-city operators means it is virtually impossible to travel by train between Morpeth, Alnmouth and Berwick (without changing at Newcastle or Edinburgh). Additionally, a north of Morpeth local rail service is required providing hourly service to existing and some re-opened local stations. Public Transport should be integrated and we should correct situations such as buses in Northumberland not serving Newcastle or other local rail stations, and avoid near misses such as HS2 not serving the existing city centre stations so no access to HS2 railhead by public transport.
The Plan should call for (1) all three pillars of sustain-ability to be treated equally, (2) a reduction in the need to travel and (3) public transport & smart choices to be given priority in order that modal shift can be achieved.
1. Radial transport routes - at present focus is on towns to cities (e.g. Bolton to Manchester) and city to city with very little town to town transport (e.g. Bury to Oldham). 2. Factor in external costs (lost time, air pollution) etc. when setting prices, rather than just economic reasons (e.g. trams are greener than cars so the price of a tram ticket should reflect that, rather than just a pure cost-recovery model).
Planting trees and small areas of woodland alongside roads to help trap particulates and other air pollution, provide shielding from noise, absorb carbon and provide habitats for wildlife. Making new roads permeable to wildlife by providing periodic gaps in central reservations etc.
The north is poorly served with east west transport links. The A66 is a disgrace and should have been dualled all the way between the A1M (very shortly to open) and the M6 years ago. The poor people who live in the single carriageway village sections and the drivers faced with a slow crawl when the lorries meet the hills. The A69 is the same. Sheffield in particular is isolated with very poor transpennine road links. There is a need for new strategic road with tunneled sections under the pennines between the M57 spur at Manchester and Sheffield and a proper new hub linking to HS2 close to Sheffield city centre. A new east west rail link is needed as well. Tunneling is no longer the challenge it once was. The A1 between the M62 at Ferrybridge and at least down to the M18 needs bringing up to Motorway standard with 3 lanes- it is a dangerous congested section with many accidents and holdups. The York northern distributor road also needs dualling- people look for alternative routes to avoid it. New rail can help but people want the direct access given to lorries vans and cars to get to work quickly and help to access public transport systems. If new schemes are done sympathetically then this will also attract tourism and new business.
A massive overhaul of public transport is needed.
More investment in transport both within and between cities. Greater focus on local priorities. Movement away from car travel through the provision of better public transport
Support low carbon and sustainable travel Prioritise LOCAL accessibility (access to jobs, retail etc), over long distance links Plan to maximise PT and sustainable travel options to activity hubs and new development
Support bus services to ensure everyone has access to public transport even in rural areas. Community transport and demand based options are not effective or preferable to a regular bus service. Regular buses alongside economical ticket prices will encourage the use of public transport and cut down on car use and emissions. Promote the use of more eco friendly transport options.
1. Ensure adequate rural transport networks to allow everyone in rural communities access to jobs, education and services in nearby towns and cities for good quality of a life not forced car dependency. 2. Ensure good, affordable cross boundary travel opportunities into our National Parks and protected landscapes to allow urban communities access to high quality countryside, footpath and access for outdoor recreation for their physical and mental health and well being especially at weekend 3. Manage traffic in tourist areas to reduce congestion and pollution and to offer alternative networks of bus services, car-free cycling and walking routes to improve physical and mental health and reduce car dependency.
Car restraint Congestion charging
1 Focus on upgrading public transport. 2 Scrap HSE 2 & 3 3 Protect the Peak District National Park
no ideas apart from broader collaboration to achieve integrated timetables
Integrated Public Transport
Joining up the existing public transport offer (timetables, fares and ticketing) to give a decently integrated system; Identifying the gaps, particularly geographical in rural areas, and plugging them; Encouraging people who

currently drive to use public transport.
1. Reopening old rail branchlines and integrating into network to avoid car use. 2. Expand urban tram networks and create new networks to avoid car use. 3. Segregated cycle lanes.
Timetables (bus to bus, bus to train, etc.) need to be integrated as far as practical. Transport should also be available earlier and later in the day than is usually the case. The existing infrastructure should be well maintained, and in some instances improved, without any new roads or railway lines being built.
Better cleaner electric trains Better connected services Cleaner environment
Taking care to preserve important areas of heritage, natural beauty and biodiversity
Integrated transport. Be braver in prioritising cycling and walking over providing for the car. Ensure new housing developments are well connected to existing/new services reducing the need to travel, especially by car.
Massive focus on finding ways in which public transport can viably compete with private vehicle use Make public transport affordable, but also enjoyable, for all
1. By setting a carbon reduction target of X% (that aligns with declared national carbon budgets under the Climate Change Act 2008) to act as a constraining policy driver for the strategy. 2. By setting an air pollution reduction trajectory that ensures overall compliance with EU directives across the TfN area within the timescales set by the Supreme Court judgement and thus also acting as a constraining policy driver for the strategy. 3. By setting and modelling overarching spatial objectives for the TfN area that identify the extent of either economic convergence or divergence that will occur over the future plan period as a result of proposed connectivity interventions.
Better funding for cycling infrastructure and better integral connectivity between access to jobs and public transport access
By reducing the need to travel By restricting new sustainable transport infrastructure to previously developed land By not providing any more highway capacity
Prioritising cycling as a safe, reliable and normal mode of transport for all. Providing safe cycling infrastructure and educating road users and police on the benefits of cycling and the rights of cyclists. Discouraging motor vehicle use in northern towns and cities.
1. High-speed rail line from Newcastle to Doncaster (stopping at Darlington, York only), utilising the former "Leamside line". Local transport hub at Belmont linked to existing Durham / Chester-le-Street "local" mainline service. 2. Evaluate the potential "neighbouring" regeneration possibilities (Bowburn, Coxhoe, Ferryhill, Spennymoor, Crook and Willinton) by improving East -West highway links across County Durham, by routing the A690 away from Durham City via extra A1(M) lanes from Belmont to Bowburn and dual carriageway Bowburn / Spennymoor / Bishop Auckland; thereby negating need for Durham City Western bypass. 3. Develop Doncaster airport as Regional Hub for "Eastern Pennine" Region.
Promote healthier, more alternative forms of transport like cycling, walking, by building and improving infrastructure.
The need for proper integration of public transport - something which is impossible while we still have bus deregulation
Maximum emphasis on rail travel, especially electric Use as far as possible of previously developed land etc. Reduction in reliance of fossil fuels, especially diesel
Adhere to the hierarchy of walking, cycling, public transport, essential services, private vehicles. Promote electric vehicles. Ensure public transport serves major places of employment and public services.
Reduce motor traffic. Develop public transport interconnectivity. Improve and develop cycle infrastructure. Reduce car parking and provide Dutch style cycle parks.
Improve connectivity, capacity and access for settlements not connected by reinstating more closed railways around employment hubs.
development of railways development of sufficient public transport Affordable public transport
Listen to what people want and do not override objections without public meetings first, to discuss matter honestly.
Local services should be encouraged, accessible by foot or public transport. Shared /public transport should be encouraged.
1. Give real priority and most funding to active travel modes. Investment in cycling will give a very large positive return far exceeding private motor transport whilst also protecting the environment and improving public health. Not just my opinion but the result of research. 2. Build NO new roads. 3. Accept that some short term congestion is a low price to pay for effecting real modal shift; take road space from cars and give it to active travel.
1. High quality network of segregated cycle infrastructure. 2. Bus lanes 3. Lower speeds & ban overtaking on all non-dual carriageway roads.
Introduction of cycling routes that are separate from roads, but parallel all main routes. Common in Europe. Reduces carbon by encouraging people to cycle. improves health air quality and removes traffic so less road building/ widening will be required.
Re open old railway lines. Don't build more roads, improve public transport and encourage people to use this,

car share etc. Bring in carbon neutral transport wherever possible.
Have the most modern equipment Bus lanes Transport for those in rural areas to cut down car use
Prioritise public and active travel modes. Plan so as to reduce the need to travel large distances or at least ensure essential journeys are feasible but public or active transport modes
Through ticketing on intermodal journeys Congestion charging in all town\city centres Most rail lines electrified asap.
health noise flooding
1. Prioritise inter-city rail journeys 2. Prioritise intra-city journeys using public transport and active travel 3. Demand manage existing road space and make new road building a last resort
Increase business rates on parking spaces at shopping centres and offices. Make planning permission dependent on a robust low carbon transport plan. Build more safe cycling infrastructure, more space for cycling.
Mass electrification programme to improve air quality, encourage modal shift abd reduce CO2 emmisons. Immediate seizing of rail operating companies by the people to run railways in passenger interest, by reinvesting profits to help achieve said goals.
A metro system for the major towns in West Yorkshire Public transport incentives for school children and young people Additional capacity / better rolling stock on services running on TPE rail corridor
Design of schemes must integrate into the existing landscape and not be imposed upon it. Schemes need to take account of their role within the landscape and seek to enhance ecosystem services.
1. Join up isolated commuter lines into a proper network (such as a rail tunnel under Manchester City Centre. 2. Ensure 'Smarter Choices' are part of the strategic plan
Access to jobs and services: Increased congestion – address e.g. through workplace parking levy community severance and access to jobs (for people without cars) – land use planning policies need to provide infrastructure to support active and public transport Air quality and health - Increases in air pollution – to be tackled e.g. through clean air zones and charging most polluting vehicles (incl. private cars and vans) Health inequalities – reducing health impacts on most at risk (older people, children) and people living in deprived areas Economic Performance - Reduce congestion and air pollution which have negative impact on public realm and attractiveness of city as place to live, work and shop by managing demand/restricting movement of commuter and polluting vehicles – and providing affordable, convenient and safe alternatives (active and public transport). Particularly crucial as improved economic performance could make car ownership accessible to more people - so this needs to be counteracted with making the car a less desirable option compared to other transport.

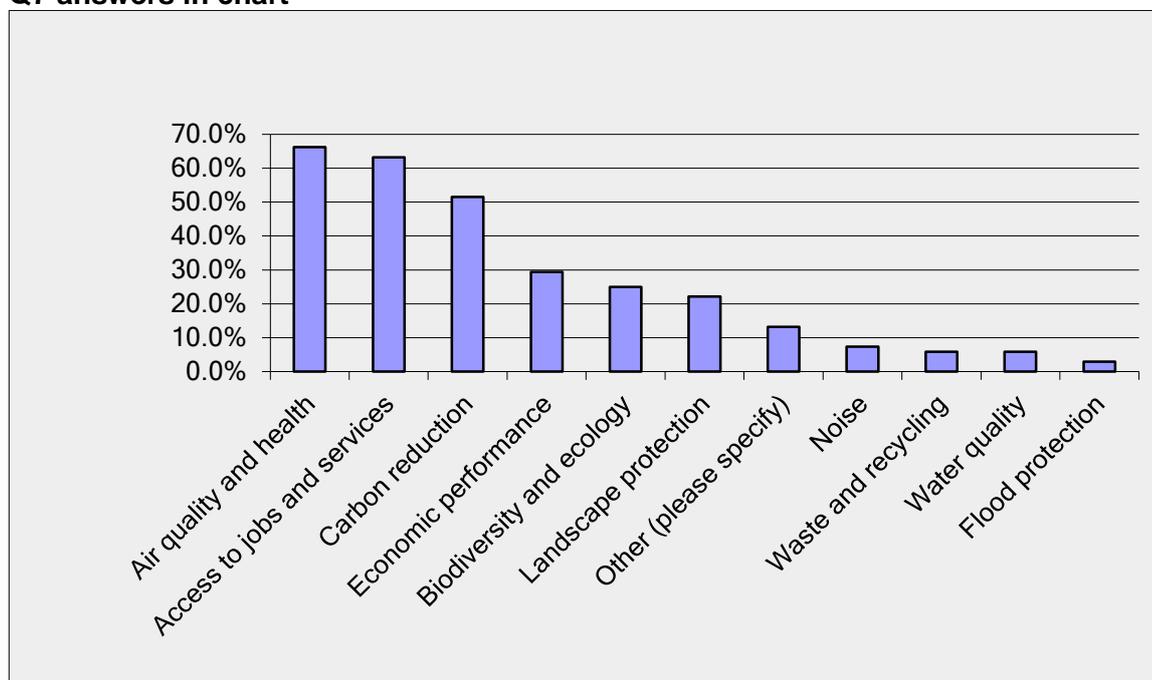
**Q6. TfN aspires to see the Strategic Transport Plan balance economic goals with social and environmental enhancements. Please rate the potential for each of these issues to be improved by the transport strategy, where 1 = least potential and 5 = most potential.**

Answer Options	Least potential		Neutral		Most potential	
Access to jobs and services	2	1	9	15	38	
Carbon reduction	3	2	5	19	35	
Air quality and health	3	2	7	22	30	
Economic performance	3	0	16	23	22	
Biodiversity and ecology	6	3	23	18	13	
Landscape protection	2	7	26	15	13	
Noise	1	3	22	26	9	
Water quality	14	4	24	13	8	
Waste and recycling	9	7	25	12	7	
Flood protection	7	7	24	19	4	

**Q7. Please pick the three issues [from Q6] that are most important to you.**

Answer Options	Response Percent	Response Count
Air quality and health	66.2%	45
Access to jobs and services	63.2%	43
Carbon reduction	51.5%	35
Economic performance	29.4%	20
Biodiversity and ecology	25.0%	17
Landscape protection	22.1%	15
Other (please specify)	13.2%	9
Noise	7.4%	5
Waste and recycling	5.9%	4
Water quality	5.9%	4
Flood protection	2.9%	2

**Q7 answers in chart**



**Q8 Thinking about Transport for the North's remit and the top three opportunities you raised, please identify up to three ways that you think the Strategic Transport Plan could address these when setting objectives and prioritising options.**

1) Good frequent rail service at local stations from early in the morning till very late at night
Carbon reduction through less car journeys, better air quality near residential areas, green bridges and trees along all roads.
1. Legal limits of nitrogen dioxide need to be met in the shortest time possible but there is also the opportunity to work towards achieving WHO guideline levels for particulate matter pollution 2. Short-term immediate action is needed to meet legal limits, and crucial to this is to prevent the dirtiest vehicles from entering urban areas. In the longer-term we need to move towards mobility as a service rather than thinking of it as just infrastructure.
Limit new road building. Limit use of diesel engines.
Improve local commuter options, helps all have better access to and more options for jobs.
Ensuring adequate rail services for rural communities
More rail services to Crewe (Middlewich reopening, earlier & later Airport services, new links to Yorkshire, Bolton, Blackburn and St Helens)
See previous- return passenger trains to Northwich-Sandbach. Line already exists-no environmental or visual impact from building. Gives access to services and jobs in Cheshire, Trafford and Manchester. A few trains

small passenger trains an hour will have a huge economic benefit but won't create much noise pollution
produce stringent carbon reduction plans work with local communities to design greenways plan for reduction in road space for private vehicles
Linking town/city centres more effectively, shifting balance to public transport, avoiding new road schemes and concentrating on improving what we have.
Electrification of the Windermere Branch Improved rolling stock Improved service frequency through capacity enhancement
Make addressing Climate Change and preserving/ restoring the natural environment the primary objective. Work in conjunction with Manchester a Certain Future <a href="http://macf.onthepatform.org.uk/">http://macf.onthepatform.org.uk/</a> Work with the economic model developed by Steady State Manchester <a href="https://steadystatemanchester.net/">https://steadystatemanchester.net/</a>
Improve opportunities for cycling and walking, so that cycling is as safe as possible. Integrate ticketing for metro, trains and buses. Improve bus services for areas away from main conurbations
- look at average car transit times, and where public transport transit times are noticeably slower, work on plans to make public transport more competitive on transit times, e.g. Northwich is 20 miles from Manchester and takes an hour by train - an average
1. Sustainable transport funding opportunities within and across all conurbations. 2. Management of traffic congestion and motorcar hegemony. 3. Cycling uptake and safety improvement through promotion, driver education and cycle infrastructure.
safer roads and demand management, bus quality partnerships, attractive active travel
Build on existing provision rather than creating new e.g run more trains or longer trains to increase capacity. Build new stations on existing lines e.g. Gilsland, Belford.
increase mode of travel change from car to public transport increase opportunities for multi model ticketing reduce congestion in cities and towns
Improve rail links across the North Develop and use non-polluting (e.g. electric/hybrid) buses Lower fares.
1. Reduce the reliance on use of personal vehicles. 2. Giving opportunities to access and attend events. 3. Support local groups and businesses.
1) Re-open Ashington Blyth & Tyne freight railway for passenger services, providing access to employment from Ashington & South East Northumberland. 2) Extend existing MetroCentre - Newcastle - Cramlington - Morpeth rail service on to Pegswood, Widdrington, Acklington, Alnmouth, Chathill, Belford (re-opened), Beal (re-opened) and Berwick, hourly each way throughout the day 7 days a week. Ensure that Morpeth and Cramlington railway stations bus turning circles actually have buses serving them, minimum service every half hour, and extend some buses from Newcastle on from Haymarket to Central Station and coach station
In addition to the points raised under question 5, the plan could look to restrict expansion in air travel by providing good quality, fast and frequent surface public transport for journeys within Great Britain. Also ensuring that existing airports are well served by bus and rail services will help to reduce the emissions caused by private cars taking people to and from airports.
By investing properly and fully with new strategic road and rail links that will improve peoples lives and give much better access to goods services hospitals and tourist sites
Development focussed around transport hubs Integrated PT and sustainable transport options Development of low carbon transport options
Address inequality in public transport provision. In rural areas bus routes are being axed. We need regular bus services. Impact assessments before cutting services. Tickets that can be used on public transport by different providers. Reducing some services which run every 10 mins for example and sharing provision with areas no longer supported by bus services. New routes, new ticketing options ,planning to ensure no area is left without access to public transport, new networking. Use of eco friendly modes of transport.
1. Supporting rural public transport to maintain decent standards of service 2. Managing traffic and parking in rural as well as urban areas to improve quality of environment 3. Ensuring equality of opportunity by creating high quality, affordable public transport networks not forcing individuals to own and be dependent on the private car owing to constant service cuts (especially at weekends and evenings) and high than inflation fares.
Car restraint Congestion charging No more free parking - all parking to be paid for
1 Better public transport 2 Scrap HS2 & 3 3 Protect the Peak District National Park
1. don't know details but would like to maintain a minimum of services in every area to avoid another "Whittington" (which only has school buses now) 2. low emission buses might help with air quality but who pays for them?
Integrated transport Frequent public transport services Passenger friendly services
Air quality requirements can only be met by restricting car use in urban areas; Carbon reduction requires alternatives to fossil fuel powered vehicles; Access to jobs and services requires proper attention to land use planning.
Stop fracking go green Cleaner green transport Better intergration

As per my Q5 response you have to set top level strategy objectives - which are then capable of being quantified, modelled and measured - capable of constraining and shaping the proposed Strategy programmes and outcomes. So a quantified carbon reduction target would act powerfully to shape the direction of every aspect of the strategy. It's precisely because of the shaping power of such approaches that they are excluded from strategies like this.
Improved connectivity between thye existing issues
By reducing the need to travel By restricting new sustainable transport infrastructure to previously developed land By not providing any more highway capacity
Recognise the socio-economic importance of Sunderland, South Durham / Darlington / Stockton / Middlesbrough and North Yorkshire and Doncaster. Recognise the the crassness of routing the A690 through Durham City Centre and the incompatibility of contemporary traffic flows adjacent to a World Heritage Site. Recognise the historically endemic corruption within the governance of the North East.
Reduce carbon emissions and recycle EVERYTHING!
(A meaningful 'strategy' is only possible if public transport is controlled by regional transport authorities - as is the case in much of continental Europe)
Use as far as possible of existing routes Electrification
Reduce use of motor vehicles. Improve interconnectivity of public transport. Improve walking and cycling infrastructure.
Reinstate more closed railways
Reducing need for individuals to use petrol /diesel vehicles would help.
Haven't you already asked this question before? 1. High quality network of cycle infrastructure. More people cycle. So more people save money from not buying as much petrol, means they have more to spend in local shops. They'd also use their local shop, rather than always drive to the out of town store. 2. Lower speed limits. People would use less petrol as they'd be less inclined to over accelerate & decelerate, so they'd have more money to spend in the economy. Without over revving engines & road noise from tyres, people living near roads would get better night sleeps and contribute to the economy. 3. Safer roads mean fewer accidents. IIRC a fatal accident costs c.£1m. Every time there is an accident there is the direct cost to the people & rescue services involved but there is also the incidental cost to other travellers of congestion, pollution, loss of time, loss of earnings. Safe roads would have a great economic benefit to the region.
Increase public transport during rush hours Construct two-lane roads to 'frustrate' car users Build cycle lanes within new road structures
Make best of of existing transport corridors rather than new build across green field sites
Greater co-ordination between transport operators Better facilities for passengers at terminals More frequent services
1. Prioritise inter-city rail journeys 2. Prioritise intra-city journeys using public transport and active travel 3 Demand manage existing road space and make new road building a last resort
Increase business rates on parking spaces at shopping centres and business parks. More safe cycling infrastructure. Better public transport.
Aim to achieve carbon neutrality for the north's rail network by 2030 and set a legally binding target for that. This way failure to tackle climate change will not be tolerated.
Address the grid lock situation on the roads.
Direct investment to public transport Encourage walking and cycling Integrated fares
Access to jobs and services - Modal shift – awareness raising, community engagement, business partnerships... - leading to more efficient transport system (movement of goods and people) Air quality and health - For a healthier city by reducing pollution and creating more attractive environment in which to live, walk and shop Economic performance - Increase footfall and turnover in a more walkable city, in addition to improvements in health resulting in reduced sick days and increased productivity

**Q9 We welcome any examples of best practice or research you may have that could contribute to the development of the Strategic Transport Plan, and any further comments you may have.**

The concentration on fast Inter-City links by the DfT at the expense of shorter journeys by commuters and leisure passengers is short-sighted in the extreme.
Examine the Charter for New Urbanism; town planning using the concept of Pedsheds; Refer to text book: Sustainable Settlements by Barton, Davis & Guise (1998). Don't bother with any town planning books which do not discuss pedestrian accessibility.
Encourage local authorities to allocate land with good connections to the strategic road and rail network. Plan

for the future, infrastructure and the economy must go hand in hand, funding for roads and infrastructure should also be able to open up development land
Cheaper public transport, better cycle lanes in towns and cities with areas to park bikes.
An example of good practice is the Dalesbus network providing access to the Yorkshire Dales National Park. Better still was the former Moorsbus network. However in both cases the emphasis on Sunday services made/makes things difficult for people coming from further afield. For rail development, top priorities should be reopening of Woodhead route, Wharfedale tram trains (including Harrogate line and Leeds Bradford airport) and Spenn Valley route south of Bradford. For strategic bus links, there should be a 2 hourly 7 day/week service between Northallerton and Kendal, plus regular east-west links via Stainmore and through Alston.
Provision made for the bicycle in Cambridge
We want more trams - better for access, better comfort, more reliability, and better for the environment and go right into city centres
MidCheshire Rail Link <a href="http://www.mcrua.org.uk/chairmansblog/wp-content/uploads/2016/09/MCRL-Campaign-Business-Case-v1.0.pdf">http://www.mcrua.org.uk/chairmansblog/wp-content/uploads/2016/09/MCRL-Campaign-Business-Case-v1.0.pdf</a>
just look at virtually any European city who do better at transport systems for social development and not just driven by economic performance
Nottingham's successful parking levy and development of tram system should give positive direction to northern cities.
It is unclear how the strategy will link to member authorities's strategies and plans - some of which have already been drawn up
For advice on how to conduct a meaningful consultation arrange to meet the core group who developed the People's Plan for Greater Manchester <a href="http://www.peoplesplangm.org.uk/">http://www.peoplesplangm.org.uk/</a> It's people who live in GM that matter, not the shareholders of multi-national corporations with addresses in the Cayman Islands
Studies of traffic management and clean air programmes in Copenhagen and other Scandinavian countries demonstrate how emphasis is given to reduction of vehicle use.
The business case for reopening railway routes always seem to considerably underestimate demand, especially latent demand. Social and environmental benefits receive far too little weight. The whole process needs revisiting
Beacon EU cities for sustainable transport, such as Freiberg, Gothenberg, Cambridge, Munster, Maastricht, should be reviewed to standardise best practice and innovation.
Oxford and Brighton bus policies. Dalesbus.
Implement Western link from Mid Cheshire railway to Manchester Airport, releasing train paths from city centre to Airport by enabling trains to run through Airport to Mid Cheshire towns, Chester and North Wales
Best practice: Tyne & Wear Metro.
Look at any German city - Stuttgart is a good example, for integrated services and fares, quality services and integration of land use planning with public transport.

## 4. Workshop materials

The samples below are taken from the materials used at the Newcastle workshop: similar materials were used at all three workshops (adapted for date and venue).

### Joining instructions

Thank you for registering for the Transport for the North stakeholder workshop in Newcastle on Friday 18 November.

**VENUE:** Newcastle Arts Centre, 67 Westgate Rd, Newcastle-upon Tyne NE1 1SG

Newcastle Arts Centre is a 5 minute walk from Newcastle Central rail and metro stations. There is a café on site that is open from 12 noon.

Workshop registration opens at 1.30pm.

**AGENDA:**  
2pm Welcome and introductions  
Presentation by Transport for the North  
Workshop 1 – group work looking at challenges and opportunities from the Plan  
Tea break  
Workshop 2 – second session of group work  
Feedback and next steps  
4.30pm Close of workshop & opportunity for informal networking.

**About this event**

Transport for the North is developing a Strategic Transport Plan to improve connectivity across the North in order to deliver transformational economic growth.

Campaign for Better Transport is working with Transport for the North on this project, facilitating engagement with environmental and sustainable transport stakeholders.

This workshop is an opportunity for NGOs and voluntary sector groups with an interest in the environment and sustainable transport to contribute to the development of the Strategic Transport Plan.

We are seeking your views on the key issues that the Plan needs to address in terms of social and environmental impact, and also the opportunities that the Plan could offer for improvements on these issues. We also welcome your views through our [online survey](#).

Bridget Fox  
Campaign for Better Transport

### Table labels

**TABLE 1**  
Economic performance  
Access to jobs and services

**TABLE 3**  
Carbon reduction  
Biodiversity and ecology

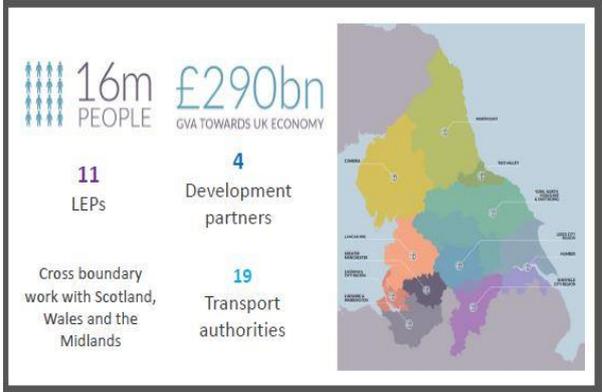
**TABLE 2**  
Air quality  
Public health

**TABLE 4**  
Landscape protection  
Heritage  
Flood protection

### TfN presentation

  
**Owen Wilson**  
Senior Policy Officer, TfN

**NGO Stakeholder Engagement workshop**  
Newcastle, 18<sup>th</sup> November 2016

  
16m PEOPLE  
£290bn GVA TOWARDS UK ECONOMY

11 LEPs  
4 Development partners  
19 Transport authorities

Cross boundary work with Scotland, Wales and the Midlands

## TfN adding value

1

Cities and Local Government Devolution Act - governance and funding powers to the North

2

Coherent and integrated approach to pan-Northern strategic transport planning

3

Existing strong and inclusive partnership, driving growth

4

Helping create a transformed Northern economy

## Devolving power to the North

- TfN will become the first sub-national statutory transport body in England in 2017
- Greater role in developing the case for investment
- Making the right transport decisions for the North
- Closer collaboration and intelligence sharing with businesses, through LEPs and Business North

## NORTHERN POWERHOUSE INDEPENDENT ECONOMIC REVIEW

Four prime capabilities:



Three enabling capabilities: Financial and Professional Services, Education, and Logistics

Sample locations of key assets for each of the North's prime capabilities



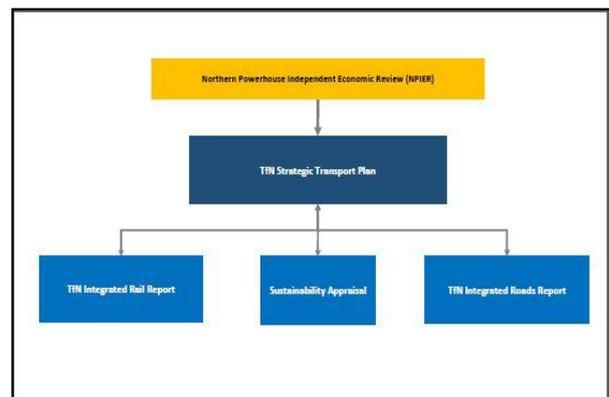
## NORTHERN POWERHOUSE INDEPENDENT ECONOMIC REVIEW

A 'transformational' growth scenario by 2050 could generate:

**£97 billion GVA**  
increase to the Northern economy

**850,000 more jobs**  
than 'business as usual'

## TfN Strategic Transport Plan (STP)



## Key Milestones for the STP

- Spring 2017 – Publication of the Draft STP, Road Report, Rail Report and Initial Sustainability Appraisal
- Summer 2017 - Public Engagement on STP and progress sequenced development programme
- September 2017 - Final Draft STP and refined priorities
- December 2017 – Consultation version finalised
- February – May 2018 - Formal Public Consultation of STP
- July 2018 - Adoption of Strategic Transport Plan

## Stakeholder Engagement

Public facing, publicly supported plan

- Keen to understand views of a wide range of stakeholders at each stage of the process
- Statutory consultation in Spring 2018, preceded by informal consultation in Spring 2017
- Engagement activity throughout

## NGO Engagement

- Series of surveys, interviews, workshops
- Today:
  - Given TfN's remit and the purpose of the STP – to set out an approach to achieving transformational economic growth by improving connectivity across the North – what should the development principles be?
  - What key social and environmental challenges/opportunities are there?
- Followed by more detailed sessions in the new year



www.transportfornorth.com  
@transport4north  
Transport for the North (TfN)

## Sample workshop agenda



**Transport for the North stakeholder workshop**  
 Friday 18 November Newcastle Arts Centre, Newcastle

1.30pm Registration opens  
 2pm Welcome, purpose of workshop & housekeeping  
 2.10pm Transport for the North presentation: strategy overview  
 2.20pm Workshop session 1  
 3pm Coffee break & view session 1 worksheets  
 3.20pm Workshop session 2  
 4pm Feedback, next steps & any questions  
 4.30pm Session close – opportunity for informal networking  
 5pm Venue close

**Workshop sessions**  
 Working in groups, identify the challenges & opportunities provided by the TfN Strategic Transport Plan for one of these themes.

- Economic performance and access to jobs and services
- Air quality and public health
- Carbon reduction, biodiversity and ecology
- Landscape protection, heritage, flood protection

For workshop session 1, your table will have an allocated theme.  
 For workshop session 2, we invite you to pick the theme you want, which may be at a different table.

In addition to group worksheets, there are sheets for individual views – please hand these in at the end or send your comments to [bridget.fox@bettertransport.org.uk](mailto:bridget.fox@bettertransport.org.uk).

## Worksheets

	Workshop venue	Date
Theme:		
<p><b>Challenges:</b> <i>Thinking of this theme, what do you see as the main issues for the TfN Strategic Transport Plan?</i></p>	<p><b>Opportunities:</b> <i>What potential measures could the Plan TfN Strategic Transport Plan include to improve them?</i></p>	

## 5. Workshop notes

We have transcribed the notes from the workshop worksheets below. They are not edited and provide the raw evidence base for the issues drawn out in the key challenges report compiled for TfN.

### Notes from Newcastle workshop Friday 18 November

#### Theme: carbon reduction, biodiversity and ecology

##### Challenges:

Fit with national carbon reduction budget for 2050. 80% carbon reduction from 1990 figures.

Carbon impacts from ships and aviation.

Needs to tie up with land use planning, there is a lack of a spatial plan. To achieve carbon reduction we need fewer large detached houses and more solar panels, wind turbines.

Using intercity routes to provide local services is a waste of space.

Biodiversity: legal obligations require connectivity between sites, but new schemes increase severance

Understand potential conflicts eg rail reopenings vs walking/cycling/wildlife sites.

50% decline in biodiversity since 1970. Goal should be a net gain in biodiversity.

To move from discussion to delivery.

##### Opportunities:

Less but better infrastructure.

Use existing infrastructure as the skeleton for new provision, use infrastructure plans to influence site allocation for economic and housing use.

Reduce need to travel. Support smarter working.

Align TfN's Strategic Travel Plan with local transport plans and land use plans

Make better use of routes eg use Ashington, Blyth and Tyne freight line for passenger services.

Re-open Gilsland, Belford, Hordon stations and the Leamside line.

Integration: use more Park & Ride, more rail freight, better use of waterways & canals

Biodiversity & ecology

- Set out to reverse decline.
- Mitigate severance from new schemes.
- Develop a scheme scorecard to appraise for ecosystem impacts, carbon & biodiversity effects
- Take Highways England mitigation funds as a model, develop something similar for biodiversity across TfN area

Carbon reduction

- Electrification for public transport and transport of goods from hubs.
- Electrification of Rail North
- Use hard shoulder for electric buses/trams
- Integrate public transit: new Metro fleet, dual voltage lines.

TfN will be judged on delivery.

#### Theme: Landscape, heritage, flood reduction

##### Challenges

Will infrastructure put landscape and heritage features at risks?

Loss of trees contributes to flooding

Infrastructure must not add to flood risk

Fragmentation of landscape is damaging heritage assets

Cost of access to landscape and heritage is an issue

Maintenance of rural roads

Getting location and style of new development right as well as the infrastructure to support it.  
Address loss of green space, creating sense of place.

### **Opportunities**

Give high priority to landscape and heritage assets, greater weight in decision making process: these are not 'luxury' items.

Protect landscape and green space by focusing new development around public transport, higher density developments with smaller footprint, although this may reduce green space within new developments.

Include SUDS in new infrastructure and avoid building on flood plains.

Tackle worst impacts of existing infrastructure: "retrofit"

Work together with other agencies and interested parties to mitigate impacts of current infrastructure.

Improve access for heritage and landscape visits

Better information on public transport options for accessing heritage sites: travel plans

Please make Strategic Travel Plan available in hard copy as well as online for equality of access.

### **Theme: Air pollution and health**

#### **Challenges**

5% or more dying from air pollution. Huge economic impact on health and biodiversity.

Measuring air pollution accurately

Cost of decarbonising diesel vehicles, particularly buses

More cars will mean more bad health and pollution

Look at housing & work sites, travel to work areas, to better manage commuting

Need to cut use of oil, petrol & diesel, by transport by 2/3.

Need to cut diesel from cars, buses, vans. Reduce congestion and pollution.

Truly multi-modal approach.

Rail electrification and vehicle electrification.

More use of buses and rail freight for longer distance trips.

More use of Teeside ports and freight on East Coast rail to boost economic growth.

Consider atmospheric rail tube from Liverpool to Hull as in California.

#### **Opportunities**

Rail electrification

Use motorways for buses or electric trams

Reallocate road space: need to encourage cycling & walking

More efficient use of cars & lorries to reduce stopping & starting

Minimise car use, encourage electric vehicles, shift to public transport.

Expanding use of solar panels.

Encourage car sharing as in Bristol.

Locate new homes near public transport eg Metro rather than building on green belt.

Make public transport more attractive with reduced fares and getting rid of private bus companies.

Restrict diesel cars in cities

More park & ride as in Oxford

Electric buses – but cost issue needs addressing: set minimum standards?

Express bus systems

Extend Metro towards Leamside and the A19

Develop NE Crossrail with good rail links to and from Newcastle.

### **Theme: Economic performance, access to jobs and services**

#### **Challenges:**

Lack of connectivity eg buses on main roads only.

Cost of travel

Staff training

Information on accessing transport services

Step-free access

Ticketing

GIS systems

Integration of bus and metro services.

Timetable changes  
Access to health services  
Buses lack regulation, affects affordability.  
Hard to make certain journeys eg Leeds to Manchester for work  
Smart ticketing needs to have good information for users  
Single track rail across Northumberland limits services  
Travel passes have time restrictions  
Suburb to suburb journeys are difficult  
Bottlenecks eg M62  
Lack of capacity on rail network for freight, slow passenger services.  
Unelectrified rail.

**Opportunities:**

More through services (eg Durham Coast to West Yorks)  
Better affordability, Fair Price Promise  
Smart ticketing (Oystercard type system) across different modes

- Common system across all bus operators
- Seamless between trains and buses

Services to new business and community facilities  
Franchises (Bus Services Bill)  
Engage users, stronger bus user voice  
Service operators should have consultative user groups  
Longer lead-in times for bus timetable changes as with train timetables.  
TfN could set standards, provide framework and guidance  
Smart ticketing programme needs to join up existing schemes  
Go beyond 'Northern Powerhouse Rail', more connections

**PICTURES FROM NEWCASTLE WORKSHOP**



**Theme: Economic performance, access to jobs & services**

**Challenges**

Inadequacy of bus network for longer journeys, both service levels and fares

Poor integration: interchange penalty adds to fare costs

Visitor economy needs support, direction of travel may be opposite to commuter flow

Strengthen economic performance of peripheral communities through better transport connections eg Ripon needs a rail link.

Without public transport, jobs are tied to car dependency.

Rail capacity eg on North Yorkshire routes into Leeds. Needs investment in network, rolling stock, conflicts between longer distance and stopping trains.

Reliability and resilience needed to build confidence in the rail network. More important than reducing journey times.

Roads should be for multimodal use, decisions about new roads risk not being strategic

Movement of freight from road to rail, support more use of Northern ports from Southern ports

Poor connectivity from smaller to larger towns is bad for economy with journeys that are only possible by car

Improving access by public transport will help developing the skills base, wider range of jobs available, better productivity.

**Opportunities**

More strategic planning for roads

Stakeholder engagement is vital

More distribution centres, with rail links to Northern ports

More use of rail siding space, for overnight storage.

Include bike space in all modes

Opportunities to improve transport for tourism and leisure, night time transport.

Attract higher skilled people with improved local transport.

Reopening rail links, eg Harrogate – Ripon – Northallerton and others would extend catchment of rail services benefitting other places not on the rail network.

Use increased rail network capacity to add shorter / faster rail journeys. Also diversion routes to provide resilience.

TfN should undertake a gap analysis and then tie that to the business case for rail reopenings.

Smart ticketing with TfN's "Fair price promise" will help join up public transport.

Express bus services: in the shorter term, longer distance routes to link local services; in longer term, use autonomous vehicles?

**Theme: Air quality & health**

**Challenges**

Too many roads = too much NOx and particulates. How to manage air pollution with more roads?

Emissions in all respects – Nox, carbon, noise, light pollution from major highways

Leeds: 150 people die prematurely from pollution each year, more than obesity and road casualties

Poor access to schools without cars, emissions around schools because of poor alternatives: cross boundary services are needed to reflect real travel patterns

Roads as integrated corridors not just for cars – cycling and pedestrians too.

Start with objective of reducing air pollution.

Obesity is a major problem, linked to inactivity

Engage with younger people, help them shape and have a say in the future

Parking: attitudes of business people who see parking as essential

Place building, reviving smaller town centres

Noise: upsets a lot of people, need to reduce traffic on busy roads

Air pollution in the worst areas needs an evidence base with good measurement.

Particulates from diesels engines: how to remove diesel from cities?

Impact of road building on communities, trade off between network efficiency and impact on health, where the traffic goes.

Severance issues from traffic and roads, physical activity lowest, worst health inequalities and worst mental health impacts

Strengthen local centres, not just city centres

Road building can just move congestion, and can generate extra traffic

Reduce need to travel with good location and design of developments

Harrogate and other towns have congestion in peaks, local not through traffic

Need to promote modal shift

Congestion in smaller towns like Ripon, including bus congestion

Further discounts for pensioners on public transport, bus pass users: good for wellbeing, "pensioner pound" keeps places ticking over.

## **Opportunities**

Community transport, providing an alternative to car but not as big as buses, meeting scattered demand

Statutory framework for buses with regulation

Integration between local and pan-Northern services

Enable people to walk and cycle for shorter distance journeys (up to 4 miles) to counter obesity; provide infrastructure to encourage this, makes people happier

Focus on key routes in urban areas, park & ride and good cycle infrastructure. TfN should encourage this through frameworks, including travel planning and demand management

Use digital economy better to manage transport – Uber, hot-desking, working from home, mobile technology, enables agglomeration

Consider rail services & infrastructure as alternatives to road schemes

TfN as an education function? Supporting cycle training, important for mode shift.

Engage young people in long term strategy

Nottingham's Workplace Parking Levy: TfN could spread this, make it part of the bigger picture, also control of long stay car parking.

Opportunities for health in placemaking, improve ambience of places

TfN as leader with long term ambition and intent to create places with clean air.

EVs are an opportunity, but depends on electricity generation.

Greater measurement of pollution in order to prioritise worst areas.

Smart motorways to manage movement better and reduce congestion (but need to avoid generating new traffic) also local traffic management. Need to include appraisal of traffic generation.

## **Theme: carbon reduction, biodiversity and ecology**

### **Challenges**

Carbon reduction is the big challenge: how to encourage switch to more sustainable modes, particularly for local trips.

Buses seen as 'poor relation'.

Bikes on trains: needs integration, different rules are causing confusion

Major roads create severance, for cycling routes and of habitats.

Biodiversity needs protection for irreplaceable habitats. HS2 is a threat to ancient woodland.

We need a corridor planning approach, protect green corridors.

Network Rail is clearing trees, not necessary?

Make better use of water for bulk freight.

Locate services such as waste disposal where they can be served by water or rail, get more freight onto rail.

Locate stations near out of town shopping centres.

Important to improve travel times to encourage modal shift, but make better use of existing infrastructure before building any new.

Airport expansion contributes massively to carbon emissions, also need to take airport surface transport into account.

How to encourage modal shift, necessary to cut carbon?

How to frame service contracts to improve services and secure good contractors?

Challenge the negative perceptions of public transport.  
Improve the role of car share including taxis rather than private cars.

### **Opportunities**

Better rail and long distance bus services will help modal shift.  
Out of town bus interchanges.  
Electric cars, TfN should be forward-looking. Eg Flash charging for buses at terminus  
Co-ordinate rail services for carriage of bikes  
"Retrofit" existing roads, make them greener and cycle proof.  
Design new roads carefully. Highways England biodiversity guidance is helpful.  
Create new habitats alongside new roads & rail. TfN could share best practice from NGOs eg on coppicing techniques.  
Trees contribute to air quality, add value. The Forestry Commission has done research on wider benefits.  
Join up the "Great North Forest".  
Use biomass rather than coal.  
Co-ordinate waste disposal across borders.  
Add more passing places (on rail network) to better manage conflict between fast and slow services.  
Bring underused/unused old rail lines into use  
Encourage cycle tourism  
Improve rail and light rail links to airports. Teeside, Robin Hood, LeedsBradford airports are all close to rail lines. Adding rail links would not only benefit air passengers but other workers.  
Smart ticketing helps modal shift.  
To improve public transport we need visible, frequent services.  
Park & ride in York has delivered 20m trips over 15 years.  
Real time information is important.  
Integrate bus and taxi services.  
Use apps to enable "smart" safe hitchhiking.  
Better user education and information.

### **Theme: Landscape protection, heritage, flood protection**

#### **Challenges**

Existing levels of flood resilience and extreme weather events are likely to become more frequent and worse due to climate change. Leeds, York and Hull all at risk of flooding. Need long term flood plan scenarios.  
Several important designated landscape areas in the North. Visual and noise impacts from transport infrastructure impact on tranquillity.  
TfN focusing on economic objectives: could environment be neglected as a result? Costs may be higher.  
Morphology and topography may impact on routes, risk of severance affecting landscape, heritage assets and communities.  
Consider knock on impacts on local roads when developing new strategic road and rail infrastructure.  
Emotive issues have wide range of affected communities. Also very complex issues, requiring detailed technical assessment. Not everyone knows what biodiversity means!  
Fair allocation of resources where needed, will Manchester dominate? Will other communities lose out? Concern that rural communities will get all the negative impact but no benefits.  
Will sustainability appraisal shape the decisions? Or will there be a preferred route/scheme with a sustainability appraisal added on?  
The Trans Pennine Tunnel road tunnel will cause induced road traffic in surrounding landscape, unleash more traffic from suppressed demand.  
Derelict land needs reclamation.  
Sustainable access to the countryside requires good cycle routes, cycle trails and bike space on trains.  
Economic objectives seem very narrow, focusing on manufacturing. What about the tourist economy? Professional workers are attracted by the beautiful environment.

## Opportunities

Enhance the existing infrastructure first if possible, then new infrastructure.

Improve flood and extreme weather resilience through measures like upstream catchment management to slow water flow: SUDS for road resilience.

Engage with environmental NGOs early especially where designated landscape/heritage assets might be affected. Eg HS2 has a national design panel.

Set objectives for schemes to enhance the landscape, a good objective to include in the Transport Plan eg targets for tree cover enhancement.

Improve access for visitors and tourists, and the resources for these.

Need to build in time in consultations to reach the wider interested public, including visitors. Make consultations user-friendly, reduce jargon and very technical detail eg fewer engineering maps.

Make use of flood defence embankments to add cycle routes along the top.

Consider bike shuttle buses for road tunnels.

Design new roads to minimise land take.

Integrate transport services, link cycle infrastructure to rail stations and railway routes.

Future proof new rail infrastructure to increase capacity including space to carry bikes.

Smart ticketing should include bike hire for tourists and commuters – would increase revenue.

Sustainable access to heritage assets is another opportunity to grow the tourism and rural economy.

Opportunity to attract and retain professional workers who want to live in beautiful landscapes.

## PICTURES FROM LEEDS WORKSHOP



## Notes from Manchester workshop Friday 25 November 2016

### Theme: Air Quality & Health Challenges

- Question need for so much travel, maximise active travel and public transport, reduce private travel
- challenge of air quality, legal challenge – road network already breaching air quality standards, cannot afford to increase capacity further
- increasing capacity on long-distance routes has impact on local roads and local network
- planning issues – out of town development vs. local shops, local streets – only now putting public transport to Trafford Centre
- remote working – will this reduce travel? - but manufacturing needs travel, on motorway network at present
- public transport orbital links in cities not good, poor public transport links to business parks, impact on labour markets & productivity
- why are people travelling? Needs to be key question, not just creating links
- obesity a health issue – active travel needed, especially in areas with low economic activity
- quality of space – green space benefits ‘natural health service’
- severance of places by roads & rail – homes from schools, people from shops, discourages walking
- cost – cheaper to drive and park, e.g. Manchester all-day parking cheaper than trams
- even public transport has emissions – need to clean up buses
- communication of benefits not always good, e.g. HS2, cycling
- role of health industry in North: public health challenge, need to join up with transport
- current focus on travel between conurbations not within conurbations
- consequences on air quality of corridor development, e.g. driving more traffic into conurbations
- reports already recognising air quality impact of freight, needs to look wider
- air quality worst on radial routes and in conurbations
- how do you make air breathable in trans-Pennine tunnel?
- TFN doesn't have power to tell local authorities what to do
- pollution from air travel at Manchester Airport
- what database/modelling will be used to assess air quality? - e.g. Defra modelling doesn't reflect real world
- challenge with public health being transferred to local authorities – uncertainty
- active travel not high on health agenda (e.g. personalised travel planning)
- Secretary of State for Transport is a junior minister
- issues with public transport in afternoon during school run
- public health = cost to economy
- divergence between city regions (e.g. Manchester and Leeds re: trams)
- rural areas – has to apply to rural and urban areas and benefit both
- economic consequences of failing to tackle air quality / public health
- obesity → cardiovascular disease, diabetes, etc.
- road accidents
- intimidation by increasing road traffic, impact of cars on other road users

### Opportunities

- Workplace parking levy as example of solution
- local interventions make most difference – travel planning, walking, cycling, local public transport, relieve congestion on long distance journeys, frees up road capacity
- public transport links and cycling links, key route networks, to existing out of town developments, industrial parks, shopping ?? = better transport connectivity
- rail freight and ship canal links to Liverpool 2 to avoid road freight, e.g. Newton-le-Willows Parkside freight interchange

- electricity supplies to ships in Liverpool?
- Smart ticketing as early measure, integrated travel planning – subnational bodies can help local transport work
- low emission zones, road charging can charge for emissions and carbon, maybe do something coordinated across the North – incentives for lower emission vehicles
- low emission vehicles not the whole answer and create congestion, particulates – need modal shift too
- promoting active travel in areas of low economic activity, ??? public health - 'Wheels to Work' schemes, promote cycling
- safe routes to stations, cycle parking at stations – as in Scotland – travel plans at stations
- quality of space in transport development, e.g. Leeds HS2, Sheffield rail station, Bike n Go – Merseyrail (but not linked to bike hire scheme) – smartcard?
- Within big transport schemes, ensure crossings and connections are enhanced not reduced to avoid severance, retrofitting too
- new fares structure, e.g bus hopper in London, and smart ticketing, bus re-regulation
- need low/zero emission vehicles for buses, rail electrification
- communication on key issues – congestion, pollution not just outputs like cycle lanes
- join up transport and public health organisations, behaviour change but also investment in place, building active travel into people's lives, champions, headteachers, business people
- work with combined authorities / LAs to plan transport infrastructure
- enhance natural environment, not just support and maintain
- reduce need to travel in conurbations and corridors in between
- shift of resources towards active travel
- research / evidence gathering on amount spent on active travel
- undertake analysis of air quality across the North and action needed to improve air quality to meet legal obligations
- assess impact of strategy on air quality
- consider air quality at strategy level rather than scheme level
- demand management on roads
- smart ticketing, integrated travel planning
- strategic approach on active travel, travel planning, training for people who don't use public transport or 70-year olds who can no longer drive, etc. to support local authorities
- set series of standards for combined authorities / local authorities, e.g. on light rail, air quality, other expectations so strategy doesn't result in negative impacts
- include best practice examples, e.g. free bus in Nottingham between health facilities
- make economic case for action on air quality / public health
- common standard for smart ticketing
- better cycle storage at stations, Boris bikes, safe cycleways
- pan-North assessment of road accidents and impact of intimidation by traffic on other road users

## **Theme: Economic performance, access to jobs & services**

### **Challenges:**

- Not just speeding up connectivity between cities but also within city regions
- Adequate and affordable parking at stations
- All transport modes are growing and one small failure can caused chaos and climate change
- Closed rail routes are not being protected for future use
- Greater demand for housing puts pressure on current system, better land use planning needed
- Relationship between TfGM and other local authorities & TfN
- Lack of integration between transport modes
- Forecasting of transport use is grossly underestimated, five year control periods are too short
- HS2 may not provide the increased capacity needed
- Integrated fares and information across modes and operators – does not exist
- Higher train fares outside major cities are a barrier

- Rural buses – decreased funding available
- Disabled access at rail stations is very poor but all trains will be accessible by 2020 – strategic plan must be put in place to fix this, especially when lines are electrified.
- Lack of rail capacity as a whole, needs weather resilience and better reaction to failures.
- Access to sporting venues.
- What is the role of the National Infrastructure Commission?

### **Opportunities:**

- Use current capacity better
- Use canals for local freight
- Use rail network more e.g Heysham Port, very little rail freight and only one passenger train
- TfN should have a strategic review of closed rail lines
- Housing developments could have full local transport funded by developers
- TfN could give a long term view of what will be required, and plan accordingly
- HS2 & HS3 could improve connectivity across the North – can we have HS3 asap please! And other rail investment.
- Full smart card / contactless card access across the region
- Open up community transport services to external short term funding for proven need
- Combine planning strategies across all modes, not in separate systems

### **Theme: Carbon reduction, biodiversity & ecology**

### **Challenges:**

- How to influence TfN on the environmental impacts?  
Need to promote modal shift and include active travel in transport planning (e.g. 30% of people in Greater Manchester do not have cars)
- Aviation is a big carbon challenge
- Set TfN carbon targets, the plan must contribute to carbon reduction
- Need to set spatial planning objectives: is the goal convergence or divergence of development & activity?
- Leeds is seen to be at a disadvantage compared to Manchester, will TfN address that?
- Community transport is vital for rural and isolated areas but under pressure: accessing newer, low carbon vehicles will be a challenge
- Treat cycling as a serious mode in the plan: join it up, eg better provision for bikes on trains
- TfN should take an explicitly multi-modal approach, challenge silos.
- The focus on corridors risks ignoring issues of transport performance within combined authority areas
- TfN should start afresh, not embed current problems in a new plan
- Strategy should be future-proof.
- Electric and autonomous vehicles bring uncertain benefits; some short term benefits but don't fix problems of congestion, obesity, etc
- TfN could take a lead on network design, replacing old rail rolling stock and introducing low emission buses.
- Measure carbon by area/sector, set carbon budgets
- Biodiversity must be included in plans
- Roads are a threat to the countryside, habitats cannot be replaced; respect quality of place
- Concern about impact of HS2 on ancient woodland
- Give schools active travel targets to contribute to carbon reduction
- Basically the challenge is to get more jobs and less carbon!

### **Opportunities**

- Make the car-free lifestyle more attractive by improving alternatives
- Understand and increase budgets for sustainable modes, active travel
- Strategy to decarbonise freight, develop electric vans
- TfN could copy Leeds City LEP, which has made low carbon growth its goal

- Adopt a multi-modal corridor planning approach
- Improve connections by shared transport
- Integration and smart ticketing are very positive
- Integrate cycling as a mode in the plan, particularly in dense urban areas. Seville in Spain is a good example.
- Better information to support smarter choices, aim to change peak time travel behaviour change
- Future rail franchises are an opportunity to decarbonise the network
- Develop concept of “job miles” to deliver good local growth
- Workplace parking levy to fund community transport? Cross subsidy.
- TfN is bringing new money, can do new things eg design for a low carbon transport network; research the impact of investment on carbon.
- Electrification important for freight as well as passenger rail, needs a complete rail freight rethink in the longer term.
- Electric cars need supporting infrastructure, is this a role for Tfn?
- All fleets should have had ESOS fleet energy audits: use these to inform future plans
- Building new roads only if needed
- Working from home is a growing trend, reduces peak time travel pressures
- Target local employment, seek to shorten supply chain links: efficient and supports local economy
- Demand management, encourage shorter linked trips
- Set local transport carbon budgets.

### **Theme: Landscape, heritage, flood protection**

#### **Challenges**

- Fragmentation of the countryside leads to development; resisting development is necessary to protect the countryside.
- Concern about landscape impacts of surface roads across the Pennines (Mottram to Tintwistle): tunnelling might deal with surface impacts but not impact of traffic at either end.
- Rail tunnel should be the first piece of infrastructure developed (before road): it is weather-proof.
- Rail passengers like to see the countryside.
- GM Strategic plan envisages green belt being built on for housing, 50,000 houses to pay for infrastructure.
- TfN should aim to enhance (as well as protect) the natural environment. Need to spell out the wonderful assets in the region: 5 national parks and 7 AONBs. We are not addressing transport into these areas in a sustainable way. We need a strategic view of local transport provision to provide access to National Parks etc.
- Induced traffic is a problem: 10% to 20% from new roads. Road tunnel will cause congestion at either end.
- Better resilience for flooding helps transport eg rail network doesn't fail after bad weather
- Need to reduce carbon from transport fuelling the flooding problem (climate impacts)
- Short sea shipping can reduce freight on land
- Resilience means higher maintenance costs
- Transfer HGVs to rail/shipping to reduce landscape impact
- Reducing the need to travel with better consolidation and better planning would mean less unsustainable travel.

#### **Opportunities**

- Create hubs from rail stations
- Networks of walking and cycling routes from every rail station out into the countryside, need to be adequately maintained
- Support for rural/local bus services - needs a strategic approach

- Make best use of existing infrastructure before building more (which we may struggle to maintain)
- New infrastructure should have minimal impact and focus on sustainable modes to minimise landscape and other impacts (after making best use of existing infrastructure)
- Investment in zero carbon leads to reducing long term impact on landscape and heritage
- Improve rail gauge to ports and across Pennines (W12) for modern freight
- Double-decker trains
- Better support for all rural transport services and better integration/information/ticketing
- SMART ticketing must cover rural areas

## PICTURES FROM MANCHESTER WORKSHOP



## 6. Interview notes

The following are notes from interviews conducted face to face or by phone during the November engagement project. In each case, interviewees were briefly introduced to the aims of the TfN strategic transport plan, and then invited to give their views on the challenges and opportunities it presented for their area of special interest or expertise.

### **Interview with Lillian Burns, convenor of North West Transport Roundtable (NW TAR)**

Lillian Burns (LB) is the convenor of North West Transport Roundtable (NW TAR), and a leading activist in CPRE and Friends of the Lake District, which are affiliated to CPRE. LB is also a National Council member of the National Association of Local Councils (NALC).

We discussed the role of TfN and context of other strategies in the region, before moving onto specific issues relating to the development of the TfN Strategic Transport Plan.

LB raised the following points:

TfN needs to have a clearly-defined purpose in order to have a constructive role and add value to other bodies operating in the region. However, LB has major concerns that TfN's main role might become that of cheerleader for the ambitions of the combined authorities (CAs) local authorities (LAs), Strategic Transport Boards (STBs) and Local Enterprise Partnerships (LEPs) that lie within its geographical remit, with TfN's main contribution being to supply supportive research and connect up infrastructure plans between the various parties by suggesting yet more infrastructure solutions.

She pointed out that there is no proven connection between new transport infrastructure and economic benefit (SACTRA – Transport and the Economy) and felt that what was needed was a body which would “rein in” some of the less sustainable transport ‘asks’ by CAs, LAs, LEPs, STBs and TfGM.

Stakeholders will need clarity on how the different agendas of TfN's many partner bodies are resolved and how priorities are to be sifted; for example, clarity on TfN's relationship with TfGM's strategy.

Some important principles should underpin transport plans and land use plans:

- Regeneration of needy areas
- 'Smart growth' and smart choices, with priority on sustainable transport
- Focus on developing brownfield sites ahead of greenfield
- Improve access to the countryside but do not encroach upon it
- Strategies must reduce carbon emissions.

The Regional Spatial Strategies and Regional Transport Strategies (now revoked) would have provided valuable context for TfN's work. Greater Manchester's Spatial Framework is the first of the new sub-regional spatial plans, with Liverpool City Region due to follow. Other potential combined authorities are also bidding for the power to produce statutory planning frameworks. There are still a lot of question marks over devolution and the role of CAs and directly-elected mayors. Local authorities are under great pressure, with more services being devolved (without resourcing) to parish level, and existing local authorities (e.g. Lancashire CC) facing major financial problems. Austerity has undermined the local authority base. It is not clear where LEP SEPs fit in to this picture. Neighbourhood Plans are becoming devalued as they are overturned or ignored on appeal.

The key challenges for TfN in planning for future transport provision are linked to the challenges facing all these different plans, in particular accommodating new housing targets. These targets may be neither desirable nor deliverable. Identifying sites for new commuter 'growth villages' on the Greater Manchester/Cheshire East border is not the right solution. Instead, plans should support the growing number of people who work from home (13% and rising) with better rural and suburban broadband.

There risks being a negative cycle of more major infrastructure stimulating more movement and requiring yet more infrastructure. Instead it is more responsible to look at smarter choices and softer measures. There is extensive research (eg Lynn Sloman 'Smarter Choices – Changing the Way We Travel' 2004) showing that packages of such measures can have a transformative effect. The 2011 White Paper "Creating growth, cutting carbon: making sustainable local transport happen" sets out a positive vision that TfN could take forward.

There are some important public transport gaps TfN could fill, such as:

- trams and tram trains serving cities including Liverpool and Leeds.
- Tram trains (as in Karlsruhe) that connect suburban areas and motorways to the main train network.

In addition, TfN could champion networks of Quiet Lanes and greenways.

There are many worrying road plans that are proliferating. LB has been serving as an environmental NGO representative on all three Northern DfT/HE strategic studies and complained about the narrow remit, the narrowly drawn physical boundaries despite the fact they were supposed to be strategic studies and the lack of a balanced approach between economic, environmental and social matters. The West of M6 study is a spin off from the Northern Trans Pennine study which ignored the National Park extension.

The current modelling does not work: DfT has promised regional models but these do not seem to have emerged.

The right model, and a good Strategic Transport Plan, would take a holistic approach to reducing carbon emissions and pollution, by focusing on smart green growth, understanding environmental capacity and properly valuing environmental capital.

### **Notes from interview with Chris Dale (CD), Chairman of TravelWatch NorthWest**

TravelWatch NorthWest is an independent Community Interest Company representing all users of public transport in the North West of England.

The interview focused on the value of an integrated public transport network to the economy, and the role TfN could play in enabling that. CD made the following points:

It is important to join up the environmental and economic benefits of public transport provision. Not everyone drives.

Funding needs to be in place to fill gaps between cities; this is crucial to tackling economic and social exclusion.

Buses are used by more people than rail but receive less funding. TfN should work constructively with bus service operators. Affordability is a key issue. Not all rural areas are wealthy.

Buses are crucial to integration and connectivity. Buses are vital to give access for young people from villages to work and study.

TfN can provide an overarching strategy and quality framework, and target the investment plan where it will make existing networks work better. There is a need for revenue support as well as capital investment.

The over 60s bus pass brings great health benefits, and encourages modal shift, but is no use if there is no local service to access. Dial a Ride coverage is patchy and poorly integrated. Demand responsive services have potential to help fill gaps in provision but need a rehash of regulation, with an overarching plan: another role for TfN?

It is important environmentally to have a greener bus fleet, for example Reading is converting to gas powered buses, but this is expensive particularly for community operators: is there a role for TfN here?

There is great potential for better rail/light rail/bus integration; this should be written into rail franchises. For example, extending the Blackpool tram to the railway station.

Integrating tickets and improving train ticketing information is also important. A SmartCard for the North will be very welcome but must be universal across buses as well as rail.

There will remain a role for the paper ticket / timetable in remote areas: bus stops in Cumbria do not have good mobile phone reception!

There is great suppressed demand for public transport services which is not properly assessed in modelling, particularly of rail as opposed to road. TfN could change this.

### **Notes from interview with Ali Abbas and Pete Abel, Manchester Friends of the Earth**

As an environmental campaigning group, Friends of the Earth is keen to see addressing carbon impacts and air quality as central to TfN's remit. Ali Abbas and Pete Abel are both volunteer campaigners with Friends of the Earth; in addition, Pete works for BikeRight!, a cycle training enterprise that is part of the Cycle Training Standards Board.

They wanted reassurance that Transport for the North would be about "more than new roads", pointing out that a decent transport network accommodates journeys of varying length, and that "it doesn't all have to be about high speed".

Both were keen to see a greater emphasis on active travel in general, and cycling in particular, when planning transport infrastructure. They were critical of the delivery of LEP-funded schemes, that could accommodate cycling but often do not, because there is no requirement to do so.

They made the case that judged by "jobs per pound" the return on cycling investment is better than in providing for car travel.

They saw clear links between land use planning and car dependency. TfN has an opportunity to "not replicate the problems of the past". The focus should be on connections that support and foster local communities, not that suck economic activity out of them. If you map the GVA of the Greater Manchester city region, it is in Manchester by day and in Cheshire by night. Transport planning should support the economic resilience of communities not require people to travel further to access jobs. Most people want better quality local travel.

There are some practical improvements that TfN could make to the region's transport: replace Pacers; sort out bottleneck rail junctions, including those around Oxford Road station. More passing places on Trans Pennine rail would allow greater frequency of service without building new routes. Look at adopting ex-industrial lines for freight, for example there is an underground railway serving potash mines in Yorkshire.

Manchester is weak in orbital routes (apart from roads): the "public transport max" option of the M60 NW Quadrant study sounds promising. Noise particularly affects poorer communities. Electric vehicles may help with air pollution but are not a silver bullet, it depends on how the electricity is generated. Is diesel pollution from rail included in air quality targets?

There is a need for better sustainable transport links to existing work areas within cities, for example, at Trafford Park in Manchester and Birchwood Park in Warrington, to prioritise access for the local workforce. They were sceptical about the need for regular long-distance travel for work: Ali gave the example of his employer, headquartered in Newcastle with a Manchester office, as being more typical than a Trans Pennine commute.

Denser development can bring environmental and economic benefits provided it is supported by public transport and cycling links. Parking is a poor use of land. The real cost of parking land should be reflected in statistics and rates. Planners should take a view as to the cumulative impact of parking spaces, not only on a site-by-site basis.

Cycling provision needs to be properly integrated, for example there have been conflicts between the design of cycle routes and tram routes in Manchester. TfN could help by setting quality standards/thresholds for schemes it funds.

### **Interview with Malcolm Chainey, Chairman of the Tyne Valley Community Rail Partnership**

The Tyne Valley Community Rail Partnership is a not for profit limited company and part of The Association of Community Rail Partnerships (ACoRP). The Tyne Valley Community Rail Partnership was designated by The Department of Transport as a Community Rail line in 2014.

The Partnership's core aim is to promote, strengthen and protect the role of the Tyne Valley Railway Line for residents, tourists, employees, and service providers.

Malcolm Chainey raised the following points:

Air pollution may be less of an issue in the north east than in other parts of the TfN area, but carbon reduction is a major challenge that is not currently being addressed, and where public transport has a major role to play.

The local economy in the North East is still underperforming. Adequate rail capacity and good connections across the Tyne & Wear travel to work area, are vital for improving access to jobs. There is a lack of coherence currently in planning in the North East, which the new NE Combined Authority is trying to resolve.

How do we integrate transport planning with land use planning? We need more of a focus on sustainable development, not only car based travel.

It remains to be seen how TfN's strategies will fit with the various transport strategies being developed and implemented by combined authorities and other local transport authorities.

The connection with the authorities developing core strategies is not obviously visible. The lack of agreement among the different authorities about a devolution settlement also hampers progress. All of this is not improving the lot of people who live in the region, which is, after all, ultimately what we're trying to achieve.

### **Notes of interview with Anthony Rae, chair of Yorkshire & Humber Transport Activists' Round Table**

Anthony Rae (AR) chairs the Yorkshire & Humber Transport Activists' Round Table and the joint meetings of Northern Transport Activists' Round Tables. He is a former board member (2002-11) of Friends of the Earth.

AR made the following points:

He is sceptical about sincerity of TfN consultation, given its framing by economic goals and existing infrastructure programmes. Who says we have to deliver growth at all costs?

"What is the best mode to achieve our goal" should be the question. TfN plan needs a truly multi-modal approach which has not yet been manifested in practice. Previous TfN documents have separate chapters on road, rail, etc. This gives no clear evidence of modal neutrality, suggests they are already thinking in silos. Spatial objectives are critical.

In terms of examining challenges & opportunities, this must not be an asymmetrical process. Carbon reduction and air quality are key policy drivers that will inevitably constrain the strategy if not seen as positive goals of the strategy. This must also shape the investment programme, otherwise the strategy will not deliver those vital objectives.

Help the North transition to a low carbon economy. TfN uniquely placed to make this happen. See the West Yorkshire LEP! We are still lacking a clear national framework for carbon reduction & air pollution clean up (following the Client Earth High Court judgement) so TfN could take a lead. TfN should adopt a retrofitting strategy to existing delivery programmes.

AR believes that access to employment is already well in hand, and he is less interested in landscape and biodiversity impacts at this stage.

All stems from getting carbon and air quality right, and the interaction of spatial and economic objectives.

Biggest nodes – notably Manchester - already have the biggest momentum. Need to focus on connections within nodes as much as between them. Is the goal convergence or divergence?

Impact of modes is not economically or socially neutral – rail corridors provide stronger economic and social benefit to centres, road corridors do not.

Following the interview, Anthony submitted a paper which is included at Appendix 7.

## **Notes of interview with Kate Gifford, Director of CarPlus & BikePlus**

CarPlus and BikePlus form a not-for-profit, environmental transport NGO based in Leeds, working for accessible shared mobility by promoting the shared transport sector of car clubs, bike sharing and 2+ car sharing.

Carplus and Bikeplus form a not-for-profit, environmental transport NGO working for accessible shared mobility by promoting the shared transport sector of car clubs, bike sharing and 2+ car sharing.

The shared transport sector has great potential to help deliver TfN's goals of transforming the economy in the North by improving access to jobs and services in an environmentally responsible way, and there are key ways TfN's can support this. Carplus has research showing the contribution that bike share and lift share schemes can make to people accessing job opportunities. The report Shared transport and Access to Employment will shortly be available on the CarPlus website.

A key challenge for TfN is addressing inequality of access to public transport, "transport poverty" in isolated rural areas, in great contrast to the transport options available in the region's cities.

Much of the TfN area has car club coverage, including York, W Yorks, NECA, and Greater Manchester. The challenge is extending coverage to smaller, more rural and more isolated areas. There are some good examples from our DfT funded Developing Car Clubs in England programme that demonstrate how car clubs can contribute to rural accessibility and resilience – see the case studies on the CarPlus website. Of particular relevance are the projects in Harbury, Derwent Valley and Frome.

In more rural areas, car clubs have a key role in helping people where there is lack of public transport, alongside community transport schemes, and this could form part of a co-ordinated plan to fill gaps in provision. For example, lift share schemes providing access to health appointments. The E-wheels scheme operated by Harbury car club is a good example of this.

Sharing rather than owning vehicles also brings environmental benefits. Firstly, because car club vehicles offer a newer, cleaner fleet than private car ownership, offering reduced impact mile for mile. There are considerable carbon reduction and air quality benefits from the use of cleaner, more efficient vehicles. The CarPlus Annual Survey provides further evidence on the environmental benefits of car clubs.

Secondly, because car clubs and lift share reduce the number of vehicles on the road and encourage people to give up second and sometimes primary cars. Carplus has built up considerable expertise on behaviour change around car ownership and usage which it is happy to share with TfN.

Carplus sees huge potential in TfN's leadership on smart ticketing and integration. West Yorkshire (along with Norfolk and Reading) is an area where Carplus has piloted some DfT funded work on integrating car clubs with travel smartcards. More information on these projects is on CarPlus DCCE webpage.

There is a great opportunity to include car club access in any region-wide TfN smartcard. This would be a great way to offer a single platform for travellers to meet their transport needs, as part of a 'Mobility as a service' approach. TfN is uniquely placed to help make that happen.

There is also huge potential from autonomous vehicles to deliver services in isolated areas through shared vehicles, saving driver costs which are a big challenge for community transport. AVs could also contribute to overall traffic reduction. Again, TfN has an opportunity for forward thinking, leadership and co-ordination, even if not responsible for delivery.

Meeting air quality targets is a huge challenge for TfN, especially given the increasing pressure for action on Clean Air Zones following recent High Court cases. This will require behaviour change as much as infrastructure change. Having a diesel scrappage scheme is crucial, and rather than like for like replacement, this could usefully include car club membership.

Electric vehicle rollout is important for air quality and decarbonisation, yet the North is lagging behind in EV provision. There is no network of EV charging points, with current provision within the TfN area very patchy. This makes it hard for individuals and fleets to invest in EVs. There may be lessons from London where there is a charging network run by BlueCity who also run an electric car club (one of two in London, the other being the E car club).

TfN can also play a role in encouraging integrated multi-modal trips. Bike share is an exciting component providing smarter last and first mile transport – and helping address the thorny issue of taking bikes on trains. Integrated smartcards to access Bike share is a key issue where TfN could make a difference. Bike sharing schemes are easy to integrate as they can be delivered flexibly through onstreet/onsite docking or smart locks accessed via mobile phone.

Through its partnership with Rail North, there is a strong role for TfN to encourage bike share and car club vehicles at rail stations. The work done with Co Cars in the South West at rail stations is a good example. Virgin offer car club use as part of combined tickets for some rail journeys on the PlusBus model. This approach could and should be part of future rail franchises, another area where TfN could play a leadership role. The Co-cars case study is on the CarPlus website.

### **Interview with Nick Sandford (NS), Government Affairs officer for the Woodland Trust**

The Woodland Trust is a national charity dedicated to woodland conservation and a member body of the National Biodiversity Network.

New transport infrastructure should respect woodlands, and assist linking woodland habitats with new planting, not sever or compromise existing woodlands.

Ancient woodlands are a priority for conservation. Natural England has an inventory of ancient woodlands over 2 hectares in size, but this does not include many smaller ancient woodlands. The Woodland Trust has started an "ancient tree hunt" to compile a supplementary inventory. Ancient woodlands in theory have protection under section 118 of the National Planning Policy Framework, but this is weak. Some local authorities have chosen to adopt stronger protections for ancient woodlands based on the wording used in the NPPF to protect historic battlefields: TfN could usefully follow this example.

NS saw potential for TfN to make a positive contribution to the Great North Forest, a project to link existing woodland schemes (for example the Mersey Forest, Greater Manchester City of Trees and the White Rose Forest in Yorkshire) following the lead set by the National Forest in the Midlands. The aim is to increase overall tree cover, not necessarily provide a single continuous forest. Supporting the Great North Forest could be adopted as an aim of any HS3 rail link across the region, and would set a better example than HS2 which has put around 100 ancient woodlands at risk.

All schemes should be considered an opportunity for new woodland creation. Woodland brings multiple benefits, for example soil stabilisation, flood protection, natural barriers to screen noise, enhance site appearance and absorb pollution. One example among many is the use of trees designed as 'shelter belts' along main roads in Peterborough's city expansion.

The Woodland Trust has produced a report on air quality and trees that shows how the right tree in the right location can help absorb pollution and improve air quality. This is positive alternative to manmade noise and pollution barriers.

The Highways England Biodiversity Strategy has some good examples of policies to support biodiversity alongside transport infrastructure, for example by providing permeable barriers in road medians.

**Notes of interview with Graham Collett (GC), member of Yorkshire & Humber Transport Activists Round Table, Yorkshire RailFuture and York Bus Campaign.**

GC is concerned that the economic aspect appears to dominate TfN's approach to the Strategic Transport Plan (STP), irrespective of any other imperatives.

He feels strongly that future plans for connectivity should be equitable between modes, not biased towards roads.

He raised concerns that current rail franchises encourage rail operators to increase passenger numbers without necessarily improving the service to match, for example by offering cheap tickets on already busy routes: this was the wrong priority. Some rail franchises are coming up next year, a chance for TfN to take action.

The problem of induced traffic applies to rail as well as roads and should be taken into account: planning new infrastructure should come after looking at reducing the need to travel.

GC wanted to see how the STP would have regard for the Sustainability Assessment and that it would be based on sound evidence. He felt TfN (and other such bodies) should be open with their data and ensure that studies contributing to the STP were truly independent. Why not involved NGOs in tender decisions? This would build trust.

He is concerned that the environmental assessments focus too narrowly on biodiversity and neglect the human environment. Is there any equivalent of TfN for health, housing, jobs, cost of living? If not, how will TfN join up with work on these issues? Links to planning are very important: where do local plans fit in to TfN's big plan? Many communities are working hard to develop neighbourhood plans, they want these to be taken into account.

It is important to connect smaller communities, coastal communities to the public transport network. Integrated ticketing, an "Oystercard for the North", would be very welcome. It may be necessary to compel some operators, eg some bus operators, to join in: how far do TfN's powers extend? Rail links to airports are one area for TfN to improve.

GC would be keen for TfN to look at the cost of rail provision. Network costs are exaggerated, is there scope for TfN to challenge this? Scottish Rail has cut the cost of new stations, a new station in Kenilworth was provided relatively cheaply. Can TfN get its rail operation to shop around? There is a need to review how the cost/benefit analysis for new stations and rail links works. TfN should investigate having a CIL (Community Infrastructure Levy) for rail.

## **7. Other submissions**

We also received the following submissions.

### **Notes from Claire Thompson (CT), North East Local Nature Partnership (NELP)**

*Local Nature Partnerships are the environment's version of a Local Enterprise Partnership and have a wide membership, ranging from councils and the Environment Agency to NGOs and local business. The North East Local Nature Partnership (NELP) covers Northumberland, North Tyneside, Newcastle, Gateshead, South Tyneside, Sunderland and County Durham*

*The issues they are interested in are:*

- 1) How ecological connectivity can be enhanced through sustainable transport routes e.g. ecological corridors and cycle paths and walkways.*
- 2) Impact (positive and negative) of infrastructure projects on parallel and adjacent habitats, wildlife, biodiversity and on ecological connectivity.*
- 3) Planning and accounting for onsite and offsite habitat mitigation and enhancement as a result of infrastructure development.*
- 4) Using green infrastructure to adapt and mitigate against a changing climate and therefore provide resilience for infrastructure investment and development.*
- 5) Investment in public transport.*

*CT stressed that the Strategic Transport plan should include:*

- Ecosystem services: understanding the services provided by the natural environment and landscapes*
- Net gain from biodiversity: decline in biodiversity since 1970 must be reversed*
- Health and wellbeing eg North East Directors of Public Health.*

*In addition, she submitted the NELP publication, "A Healthier and Wealthier North East Through Nature".*

### **Submission from Les Webb, Sustrans & Northern Cycle-Rail Forum**

*Cycle use needs to be seen as a vital component in the transport mix for the future: not just 'cycling' in the sense of (mainly) younger people on bikes, but the extension of bike use (including electric bikes) to a wider demographic, through making infrastructure available, and by public education.*

*The increased use of bikes in towns will address the looming problems of pollution, congestion, obesity and fitness, and general well-being.*

*TfN has a major role in encouraging integration of modes to facilitate easier active travel and in public education towards the future.*

### **Submission from Miranda Barker, Allan Environmental Solutions**

*What is the role of TfN in dealing with or brokering relationships with the sub partners (eg TfN relationship with TfGM)?*

*Adjoining councils may not support a single route development.*

*Regional spatial planning is not connected with economic development plans.*

*There is an opportunity to improve last mile connectivity for business and for people: mistimed services do not connect.*

*Businesses are being asked to invest in new offices, plants and in public/private partnership investment schemes: but the Government commitments are not valid for more than one electoral term.*

*TfN needs to be part of the National Infrastructure Commission discussions, to ensure long term Government commitments to schemes, in order to encourage long term business investment.*

## **Submission from Mr David Boon of Blackpool**

*If you want better transport in the north, then you have to think big. Towns like Fleetwood, Whitby, Scarborough, Lytham St Anne's, Blackpool, Southport, Morecambe are lost. Train services are slow, non-existent, require changing trains at past stations with no facilities. 1h34 to travel from Blackpool Pleasure Beach to Manchester, it's what 49 miles. Just shy of 4 hours by bus from Leeds to Whitby, Preston to Southport by bus is nearly an hour, when the train took 25 mins in 1964. Blackpool to Manchester 55 mins in days of steam. We are paying a high price for stupidity, inept rail operators & management who couldn't run the tombola at a church roof fundraiser.*

*In Manchester the station that should be the Northern Hub stands idle as an exhibition hall. Yet this 8 platform station is the St Pancras of the north. The Eurostar to Paris, Brussels, Cologne & EuroDisney should run from it. HS2 should be its home. The Anglo Scots services to Edinburgh/Glasgow should run to it. The Ordsall Curve etc is the equivalent of giving a starving dog a rubber bone. Manchester Central provides the answers to the problems. Upgrading Piccadilly & Oxford Rd is a waste of time & money. Oxford Road is a turd that no matter how many times you try to buff it up will always be a turd.*

*The nobby tram system that blights Manchester's surrounding towns needs axing. The once fast rail routes to Oldham, Bury, Altrincham have been turned into derisory tram lines that are slower, more expensive & useless. The tram system should be replacing slow bus routes, not fast rail links. Oldham generates up to 30% of road traffic on the M62 going eastbound. So you need Oldham putting on the main TransPennine rail route which means reopening the line from Ashton & then from Oldham to Greenfield. Oldham is a poor town, the fast rail links to Leeds, Liverpool, York & Huddersfield would breathe fire back into its empty belly. What kind of showpiece system is it given Firsts bus routes are still just a busy with people who can't afford to use the tram?*

*A orbital route around Manchester is desperately needed. The Metrolink would be ideal in offering the 2.5 min frequency to get from Eccles to Stockport via Bury, Rochdale, Oldham, Ashton to Stockport, with a branch from Bolton, & to the airport. The days of the 400 Trans Lancs Express bus are long gone. Getting into Manchester isn't a big problem, it's getting round it that's the issue. I work in Prestwich. Logically I should get off the train at Bolton, but seeing as the rail route to Radcliffe doesn't exist anymore, the 524 bus is too slow & the connecting 98 is down to every 20 mins, so I travel into Manchester & come back on myself. That's the issue, funneling everybody into Manchester when you don't need to. Unfortunately to work for TFGM you need to have had your brain removed as they just don't understand this.*

*The plans being implemented will not make one jot of difference. Shipping 28+ year old Thameslink trains north & stringing up a bit of catenary is merely pissing against a hurricane. Getting from Manchester to London 20 minutes quicker will not benefit the north. Two rail routes to London exist that could be reopened & provide far bigger benefits. The Great Central Mainline axed in 1966 is still the quickest route via Woodhead, Sheffield Victoria, Nottingham Victoria, Leicester, Rugby into London Marylebone. A fleet of 140mph tilting trains would more than do the beautifully engineered route in 1h45. The other route from Manchester Central via Didsbury, Chinley, Buxton, Matlock & Derby & then down the MML into St Pancras was home to the prestige Midland Pullman & again would offer up more possibilities. These are not nostalgic notions of the great days of steam, but they are the future.*

*To get the north out of its slumber you need ambition, the balls & a few history books. New rail routes are not the answer, reopening the ones we had, connecting up areas lost, investment in 7*

*miles of rail between Colne & Skipton, 7 miles between Poulton & Fleetwood, 5 miles between Malton & Pickering, 1 mile between Blackpool South & Central ,the Burscough curves to link Preston to Southport , upgrade the Preston - Ormskirk route, Blackpool South line rebuilding as a proper railway. Chester to Manchester via Knutsford investing in to speed it up. To many trains all going to the same places is not going to help. The Victorians where clever people. By linking up the towns you will generate the business & put life back into them. The north of England is being strangled through hapless vanity projects , local authorities who don't see the bigger picture / constantly bemoan their luck. For many areas the ship has sailed & it will never come back unless somebody has the balls to spell out a few home truths , stop the whining / get off their a\*\*es & state the case for investment in proper schemes instead of half a\*\*ed vanity projects.*

## **Submission from Anthony Rae, chair of Yorkshire & Humber Transport Activists' Round Table**

### ***Transport for the North strategy preconsultation***

*I've identified a number of questions which should be used to 'challenge' the developing approach of the TfN strategy, and which maybe take a wider perspective. These could be used particularly by environmental stakeholders but they are just as/maybe more important for transport policy makers:*

**Q1:** *Is it clear whether the geographical area which you are concerned about or live/work in will benefit from the strategy, or has it been left out? Are some areas more likely to benefit from the strategy than others? Is it clear what are the spatial objectives that the strategy is seeking to deliver over the longer term? Will the strategy deliver increased convergence or alternatively divergence between the economies of the individual northern regions, and between North and South?*

**Q2:** *Is it clear and do you agree with the balance that the strategy is seeking to strike between investment in roads, or in rail, or within our cities (buses and light rail), or in active transport (and cycling)? Is too much going to one mode and too little to others?*

**Q3.** *Do you agree with the strategy's approach to the promotion of aviation?*

**Q4.** *Is the strategy seeking to achieve its spatial and economic agglomeration benefits by the right means? By increasing road traffic and journey lengths, or alternatively by reducing road journeys and strengthening public transport within conurbations?*

**Q5.** *Is it clear also whether its approach will just provide additional road capacity in order to accommodate forecast traffic growth (and maybe even encourage that growth), or is it trying to encourage modal shift towards more sustainable modes? If sections of the strategic highway network are expanded, what will happen on the local highway networks that connect with it?*

**Q6.** *Will the strategy's approach to the spatial and regional distribution of new investment (Q1) and its modal choices and preferences (Q2) contribute to carbon reduction or not, and has a carbon reduction target been set which the strategy has to deliver?*

**Q7.** *What will be the consequences of the strategy's approach to roads and traffic for air quality and air pollution, and is it properly focused on securing compliance with the legal limits of the Air Quality directive (by no later than 2020)?*

**Q8.** *What will be its consequences for the particular aspects of the environment: landscape protection, Greenbelt protection, biodiversity and ecology, noise etc?*

**Q9.** *What will be its consequences for the particular aspects of community, social and economic life: access to jobs and employment, enhanced connectivity, strengthening our cities against*

*sprawl etc*

**Q10.** *Is it clear how much money the strategy is proposing to allocate to each mode: the percentage and amount to roads; to rail; to urban public transport (bus and lightrail), and active transport (walking and cycling)? What about the balance between urban and rural areas?*

**Q11.** *Has the way the strategy consultation has been structured and its questions framed allowed a challenge to the fundamental assumptions on which it is constructed, or not? Has enough analysis and evidence been provided to inform a response? From the information that the consultation has provided, is it clear that it will direct us towards the sort of transport and sustainable future that you want to see?*

*Anthony Rae 25th November, 2016*

**Submission from Peter Walker, RailFuture North East and North East Combined Transport Activists Roundtable (NECTAR).**

*Tees-side (sometimes referred to as "Tees Valley", misleadingly in my view) is threaded by two north-south rail routes, with service-levels that vary greatly.*

° *The "main" line from York to Newcastle goes via Darlington, 10 or more miles away from the most populous boroughs of the conurbation - Stockton and Middlesbrough. Four high-speed trains per hour serve Darlington in each direction, plus an hourly slower service from Liverpool.*

° *A second line, branching off at Northallerton, goes through Stockton and, via Norton and Stillington, rejoins the "main" line at Ferryhill, halfway between Darlington and Durham.*

° *This second line goes much nearer to the 300,000 inhabitants of Stockton-plus-Middlesbrough. Yet not a single passenger train of any sort runs its full length. Until 1992, the whole area had to make do with a half-hourly local train from Darlington to Middlesbrough (15 miles), Redcar (22 miles), and Saltburn (27 miles) - in other words, just 4 miles shorter than the run from Manchester to Liverpool!*

*Since 1992, however, (a) an hourly service goes to Thornaby and Middlesbrough from Manchester Airport, but (b) the 10 miles between Norton and Ferryhill are goods only.*

° *Efforts to remedy this, and to improve other, local services in the Tees-side conurbation, are hindered by the fact that, since 2004, trains operated by Northern Rail were banned from going between Stockton and Northallerton (some had done so up to that year), and trains operated by Transpennine could not go beyond Middlesbrough to serve, e.g. Redcar (c.130,000 more inhabitants).*

° *There is also the Coast line, Stockton's passenger route to Newcastle, with an hourly service taking 68 minutes, each way, for the 42 miles. This line actually starts at Nunthorpe, running the 4.5 miles to Middlesbrough, then 5 miles more, via Thornaby, to Stockton, Hartlepool (90,000) and Sunderland (at least 200,000) before reaching Newcastle (and usually going on to Hexham). Most of the trains on this well-populated inter-urban line are operated by class 142 units - alias 4-wheeled 'Pacers'.*

° *Journey-times between Middlesbrough and Newcastle average 78 minutes each way - for 47 miles.*

° *The alternative, 'disused', route, via Stockton and Ferryhill, is about 6 miles shorter. We have known since 1988, if not before, that an all-stations 'local' train can link Middlesbrough with Newcastle in 60 minutes. T2000 (Cleveland) chartered just such a train that year, as a Christmas excursion to Edinburgh!*

° In short, as matters stand, there is an enormous gulf separating the level of rail services provided between (and via) Darlington for Newcastle or York from those between Stockton and both places.

° Efforts to narrow this come up against the "Operator" barrier I talked about yesterday. Northern, to its credit, has begun work on a "Northern Connect" link from Middlesbrough that will revive the Stockton -Ferryhill section and offer much quicker journeys to a high proportion of Tees-side's population. But nobody else seems inclined to take what looks a far more obvious step to alleviate the gap, by sending some main-line, fast trains from York via Stockton instead of Darlington. Their plea is that the DfT would not like it!

° Yet few will deny that, if Stockton-Ferryhill is to carry passenger trains regularly, it needs upgrading to allow much higher speeds than the 60mph (at best) prevailing now. No individual operator could even begin to consider spending money, Chiltern-Rail-fashion, on such an upgrade. Hence my lament that Tees-side's most direct rail route, that from Northallerton via Eaglescliffe, Stockton and Stillington to Ferryhill, has suffered some 60 years of wilful and culpable neglect - it would have been far easier to gain consent to this in the days of BR as sole operator of everything.

#### Conclusion - what Transport for the North must do

Transport for the North must recommend, and if appropriate carry out, radical improvement to this entire 'diversionary' route, especially the Norton-Ferryhill section. This will be at least a start towards achieving the "increased convergence", between the economy of Tees-side and that of its north-eastern neighbours, both north and south.

#### **Submission from Ray Wilkes, coordinator for Campaign for Better Transport West and North Yorkshire**

*I am coordinator for CBT W & N Yorkshire but I am contacting you in a personal capacity. We have all the usual transport problems and armies of experts and politicians who believe in more roads. And yet more roads. I think we should look after the roads we have. Keep them in a good state of repair. Keep them free flowing by demand management and fewer crashes. Crashes block roads unpredictably and a crash on any main road around Leeds, including the motorways, disrupts all traffic in Leeds, especially the buses. This situation applies to all northern cities*

*We have on paper excellent bus services in our area but they are badly disrupted by congestion so that they are unreliable and a major effect of congestion is to make costs and therefore fares about 30% higher than they should be. Because of the congestion people who might use buses use trains or cars. So trains are overcrowded and congestion is worse.*

*Congestion and road traffic danger deter active travel so cars are used for short trips adding to congestion and pollution in urban areas. I do not drive but I accept that roads and traffic are necessary in the modern world and that in a democracy I cannot dictate people's travel choices. However, road casualties waste 2% of GDP and cause massive misery to families, as well as causing massive congestion. It is reasonable to insist on high driving standards. If every driver had as much training as bus drivers get them our roads would be much safer. This would encourage active travel and improve bus services as well as boosting the economy and helping the NHS.*

*As part of our local campaigns I know that all our local bus managers want to deliver a top class services. We need good bus partnerships and bus priority so they can do their job. A good bus partnership would reduce the need for bus subsidy quite considerably. However, many rural services would still need support and I think services like Dalesbus should get full backing from Transport for the North*

*Our trains services are much better than in the past but they are terribly overcrowded at times. We need new trains and electrification. The diesel trains are old and as a result are terrible polluter in stations.*

### **Submission from Violet Rook, Tyne & Wear Public Transport User Group**

- *Cost of transport (bus) for workers*
- *Health services: give positive connections in regards to health & transport. Big health hubs; public transport needs to be considered.*
- *Education of young in regard to transport in local areas.*
- *Use of community infrastructure levy to benefit local areas.*
- *Statutory powers to encourage business organisations to consult the public, with penalties if not.*
- *Social responsibility clause in all transport plans: empathy to public needs.*

### **Submission from Adrian King and Andrew Carmichael, SE Northumberland Rail User Group (SENUG)**

*Please see SENUG's attached leaflets: ([www.senrug.co.uk](http://www.senrug.co.uk))*

1. *Our aspirations for better rail services in SE Northumberland, and*
2. *Our joint leaflet with RAGES (Rail Action Group East of Scotland) in respect of an enhanced North Sea Coast Local Rail Service.*

*Some of our aspirations such as more inter-city services stopping at Morpeth are now in the pipeline, but most are still to do.*

*Smart ticketing should support travel passes (eg for disabled passengers) in different areas, including Scotland.*

### **Submission from MidCheshire RailLink**

We received via Twitter a link to <http://www.mcrua.org.uk/chairmansblog/wp-content/uploads/2016/09/MCRL-Campaign-Business-Case-v1.0.pdf>. Their campaign sets out the business case for reopening the Sandbach to Northwich railway line to passenger traffic, including reopening Middlewich station and creating a new station at Gadbrook Park, Northwich.

### **Submission from Jennifer Wiles, Living Streets**

*Whilst we recognise that the Strategic Transport Plan will focus on major routes and intercity connections, it is important that local connectivity and quality of place is also considered. This includes a focus on active travel within urban areas, to ensure that shorter journeys can be taken by sustainable modes (which will reduce pressure on local routes but also on major routes too). Walking/cycling as part of sustainable journeys should be facilitated, for example, working with train and bus stations to develop travel plans to ensure these sustainable modes are accessible to local communities, reducing reliance on the car for longer journeys. Community severance can be caused by major routes, which cut through residential areas, or isolate communities from local services. These can also result in negative impacts for those living close to these routes including air and noise pollution. Avoidance/mitigation of these impacts should be of high priority for new and existing routes.*

*We have conducted Community Street Audits in locations across the North and nationally, which engage local people in critically evaluating their local streets, proposing solutions to which are tailored to locations and community needs. We would be happy to share more information on these.*

## Engaging the voluntary sector on Transport for the North Strategic Transport Plan: feedback on the draft Integrated Sustainability Assessment

Summary	p2
Background	p2
Engagement methodology	p3
• Workshops	p3
• Online survey	p4
• Individual submissions	p5
Key issues raised	p5
Feedback on individual ISA objectives and questions	p8

Appendix I: survey questions & responses

Appendix II: individual submissions

- A. Anne Robinson, CPRE South Yorkshire & Friends of the Peak District
- B. Anthony Rae, Friends of the Earth
- C. John Hobbs, North Cheshire Rail Users Group
- D. Lillian Burns, North West Transport Activists Round Table
- E. Catriona Cook, North York Moors National Park
- F. Professor Anthony May
- G. Graham Collett, Railfuture



March 2017

## SUMMARY

This report is prepared by Campaign for Better Transport (CBT) for Transport for the North (TfN). It presents feedback on TfN's draft Integrated Sustainability Appraisal (ISA) Scoping Report from voluntary sector groups with an interest in the environment and sustainable transport.

The views reported are those received from stakeholders and do not necessarily reflect the views of Campaign for Better Transport.

Stakeholders commented on the draft ISA objectives and proposed questions through workshops and surveys, and some made detailed submissions on the draft ISA as a whole.

While generally supportive of the objectives and the range of questions, they wanted to see these made much more specific and robust.

There was a desire to see the ISA objectives comprise more than a tick box checklist: instead providing **a coherent sustainability challenge** to the STP as a whole. **Carbon reduction was seen as the critical objective** by which the STP as a whole would be judged.

Stakeholders want the ISA to ensure that that STP **actively addresses key environmental challenges** on carbon emissions, air pollution, land use and biodiversity, while delivering smart growth, inclusive local connectivity and support for active travel.

Overall there was support for the objectives proposed in the ISA but respondents wanted to see these **underpinned by stronger questions**, with the test being not whether the STP would support these objectives but whether it would deliver them.

Stakeholders also made a number of detailed comments and suggestions on how the STP could deliver these objectives, contributing to the wider STP process.

## BACKGROUND

Transport for the North (TfN) has commissioned Atkins to prepare the Integrated Sustainability Appraisal (ISA) of the TfN Strategic Transport Plan, including a Strategic Environmental Assessment.

Sustainability appraisals form part of the process of plan development and are typically applied to local plans. Government guidance is that the appraisal's role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

The first stage of the appraisal process is the scoping report. This is the technical framework Transport for the North will use to ensure considerations of economic, social and environmental sustainability issues are integral to the Strategic Transport Plan (STP). It sets the range and detail to be included in the ISA, including the baseline, key issues and objectives.

The ISA will be applied to the STP as a whole: individual schemes brought forward as part of the Strategic Transport Plan will still be subject to a Strategic Environmental Assessment (SEA) process.

As part of the development of the ISA, TfN sought the views of environmental and sustainable transport NGOs, facilitated by Campaign for Better Transport. This report sets out the engagement methodology used and feedback received on the draft ISA scoping report.

## **ENGAGEMENT METHODOLOGY**

As part of the wider consultation on the scoping of the ISA, Campaign for Better Transport organised a series of workshops with representatives from environmental and sustainable transport NGOs to discuss the draft ISA scope.

CBT also set up an online survey which invited comments on the draft objectives and proposed evaluation questions in the ISA scoping report.

This followed earlier engagement with the same voluntary sector stakeholders on the key challenges and opportunities for the TfN Strategic Transport Plan (STP).

The stakeholder list includes over 250 organisations, ranging from national charities, such as the Woodland Trust, CPRE and Cycling UK, to local voluntary sector groups such as rail user groups, and sectoral representatives such as the Community Transport Association and Railfuture.

- **WORKSHOPS**

Half day workshops were held at three cities across the North, to maximise access: on Monday 30 January at Friends Meeting House in Liverpool; on Wednesday 1 February at the Methodist Church Conference Centre in York; and on Friday 3 February at OneSpace in Sheffield.

The cities, Liverpool, York and Sheffield, were chosen to complement the venues used for the earlier round of workshops, which had been held in Newcastle, Leeds and Manchester. In each case the events were held at voluntary sector venues, accessible by public transport.

Initial 'hold the date' emails were issued in December 2016, followed on 11 January by a detailed invitation to register for the workshops and a reminder on 27 January. Joining instructions sent to registered participants included a link to the online survey and to the ISA scoping summary prepared by Atkins. Links to these were also available on [a dedicated page on the CBT website](#).

The workshop programme began with an overview and update on the Strategic Transport Plan process from TfN, before the main discussion on the ISA scope.

Atkins had prepared a presentation that grouped the draft ISA objectives by themes to assist the discussion, a copy of which is available on the CBT website. Posters with the draft ISA objectives were displayed on the walls, and participants were invited to help shape the discussion by placing stickers to indicate their priority themes.

Consultants from Atkins, who had prepared the ISA report, presented the objectives and draft questions to the workshop, and there was then a round table discussion of the themes and suggestions for amendments and additions to the challenge questions set in the draft ISA scope.

At the Liverpool and Sheffield workshops, this was done as a single session: at the larger York workshop, discussion was in two groups, with a joint feedback session.

A total of 48 individuals took part in the workshops (14 at Liverpool, 20 at York and 14 at Sheffield), representing the following organisations:

Altrincham & Bowdon Civic Society	Living Streets
BikePlus	Merseyside Cycling Campaign
Bishopthorpe Parish Council	Mid Cheshire Rail Users Association (MCRUA)
Bring Back British Rail	National Trust
Campaign for Better Transport West & North Yorkshire	North Cheshire Rail Users Group
CarPlus	North York Moors National Park
Community Transport Association	Railfuture
CPRE Cheshire	Railfuture Yorkshire
CPRE North Yorkshire Branch	Rydale Cycle Forum
CPRE South Yorkshire	Saltburn Line User Group
Cycling UK	South Yorkshire Transport Users Group.
Cycling UK North Yorkshire	Sustrans
Friends of Reddish South Station	TravelWatch North West
Friends of the Earth NW	Woodland Trust
Friends of the Peak District	Yorkshire & Humber Transport Activists Roundtable (YHTAR)
Lakes Line Rail User Group	York Bus Forum
Lancashire and Skipton Rail User Group	York Civic Trust
Lancashire Campaign for Better Transport	

- **ONLINE SURVEY**

The workshop process was complemented by an online survey, available to all interested stakeholders, which set out the 16 draft objectives and accompanying questions.

The online survey asked a mixture of quantitative and qualitative questions to obtain views on the proposed ISA objectives and questions. There were also open ended questions to allow for other comments, questions and suggestions. The full survey can be seen [online](#): the questions and answers are reported in Appendix I.

The survey was promoted in emails to stakeholders, at the workshops and on the dedicated webpage on the CBT website.

Overall there were 59 full or partial responses, including 26 full responses.

In addition to individual responses, representatives of the following organisations responded to the online survey:

CRAG Carnforth Railway Action Group	Cycle-Rail Forum for the North
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Cycling UK  
Cycling UK (Northern area)  
Cycling UK Merseyside  
Darlington Borough Council  
Durham County Council  
Merseyside Cycling Campaign  
North East Local Nature Partnership  
North East Action on Transport

North West Transport Roundtable Railway  
Heritage Trust  
Saltburn Line User Group  
Sheffield and Rotherham Wildlife Trust  
Sustrans  
The Woodland Trust  
York Trades Union Council

The survey invited respondents to comment on all the objectives or to select those of particular interest. Participants were then asked to comment on the draft questions under each objective, giving views on whether each question should be retained, removed or amended, and any additional questions that should be included.

The survey did not ask respondents to rank the objectives, but did invite them to comment on whether they felt these were the right objectives to make up the ISA and if there were any other key sustainability issues that should be included in the objectives.

The detailed responses with all comments received are set out in Appendix I, with significant and representative comments also included in the main report under the relevant topic.

- **INDIVIDUAL SUBMISSIONS**

In addition to the feedback from the workshops and the online survey, a number of individual submissions were received, which are attached in Appendix II.

These include detailed submissions on behalf of

- CPRE South Yorkshire & Friends of the Peak District
- Friends of the Earth
- North Cheshire Rail Users Group
- North West Transport Activists Round Table
- North York Moors National Park
- Professor Anthony May
- Railfuture

They underline the need for the STP to set out a programme to meet carbon emission and other mandatory environmental targets, and for the ISA to provide a sufficiently robust appraisal framework, including challenging the assumption that investment in greater regional connectivity is the best or only way to deliver economic growth.

### **KEY ISSUES RAISED**

A number of common themes emerged from discussion at the workshops and in the survey and other responses received, including a need for greater emphasis on the primacy of key environmental targets, better local connectivity and support for sustainable transport modes.

Stakeholders stress that there needs to be some overall environmental vision and targets underpinning the STP – “above all focus on protection of the environment” - and the ISA

should be rigorous in applying this rather than giving economic questions more positive language. Any omission of carbon reduction as a strategic goal would be unacceptable

Environmental NGOs are well aware of the 'big picture' links between land use planning, transport modes, public health and the impact of human activity on climate, landscape, and biodiversity, and are keen that these connections should not be lost. In particular they stressed the need to co-ordinate with subnational statutory plans such as the Greater Manchester Spatial Framework.

They stressed the need for baseline data on transport greenhouse gas and pollutant emissions in order to judge progress on the urgent and statutory requirement to address greenhouse gas emissions (GhG) and air pollution and stated that targets must relate to legal requirements, with TfN taking an overarching pan-northern approach to transport carbon reduction.

Sustainable development requires adopting a low carbon transport plan to support "smart growth", not economic growth at any cost. There is some concern that TfN's brief puts economic goals ahead of environmental ones, and that while the ISA approach is welcome, individual road schemes are already being progressed that contradict its goals.

With those caveats in place, participants generally felt that the 16 ISA objectives identified were the correct ones, although it was noted that some were narrowly scoped: e.g. noise is only mentioned as an issue in 'tranquil' areas rather than as a general health or environmental issue.

In each case, a clear majority of respondents wanted the drafted questions to be retained, with attention largely focused on getting the right wording to appraise the STP against these objectives.

There were consistent themes among proposed amendments, in particular strengthening rather than weakening the wording of questions e.g. from "encouraging" or "promoting" objectives to "requiring" or "ensuring" them. Stakeholders were keen to see the language moving towards asking what impacts would be, or requiring certain outcomes, rather than asking whether impacts had been considered.

The assumption in the ISA scope that better inter-city connectivity is necessarily required was challenged by environmental groups. There were also some strongly expressed views from transport user groups that the ISA and STP should focus on improving the provision, affordability and accessibility of local public transport.

There was strong support for a multi-modal approach (including walking, cycling and equestrianism) to be taken throughout, with rail and public transport favoured over car dependency and road building. The ISA should consider both the adverse impacts of some developments on sustainable modes and the positive contribution these modes make to social and environmental outcomes. Cycling in particular was stressed as having multiple economic, environmental and health benefits and this should be reflected in the ISA scope.

The need to address reducing the need to travel as well as promoting modal shift was a recurring theme, proposed variously under the objectives reducing greenhouse gases, enhancing lower carbon choices, co-ordinating land use planning and enhancing economic

prosperity. This includes providing social infrastructure to create a community so that people have access to services locally.

Stakeholders pointed out that resilience comes from network maintenance as well as provision of diversionary rail and road routes, highlighted by recent extreme weather events in the region; and that addressing this may require different operators to work together.

There was a common theme that the countryside is an asset, and that the STP should ensure there is no negative impact on the countryside while supporting economic activity in rural areas. The STP must respect and enhance local distinctiveness and character and recognise the importance of all countryside through integrated transport and land use planning that engages local communities.

Stakeholders stressed that rural communities should be seen as an active part of the economy rather than solely locations impacted by infrastructure and/or requiring connection to urban economic centres and this should be reflected in the wording of the ISA. There is also value in transport links to enhance leisure access to the countryside.

Respondents strongly supported retaining and strengthening questions on biodiversity and landscape protection, and saw the potential for the natural environment, for example tree planting, to be an active means to delivering better environmental outcomes, not only a passive beneficiary. This includes the operation of the network as well as new infrastructure provision: for example, network maintenance practices have an impact on biodiversity.

There were repeated points on the importance of integrating public transport services across the North, including bus regulation and concessionary fares and supporting local transport authorities to deliver this, something stakeholders strongly wished to see reflected in both the STP and the ISA. Respondents felt there was an over-emphasis on inter-city connections, while smaller scale local interventions that can deliver multiple benefits are ignored: it was also noted that many larger and deprived towns are not on the rail network.

Alongside strong support for smart ticketing, there were also concerns expressed about access to 'smart ticketing' from communities in areas poorly served by mobile signals and also low income/vulnerable individuals, something the ISA's social impact questions could address. There were also suggestions that a question on road safety as well as personal safety should be included, under equalities, health or crime. Good quality public realm was seen as being more than a safety issue, and should be considered also under wider economic benefits.

Respondents also gave views on how the Strategic Transport Plan should deliver these objectives, primarily by prioritising local and sustainable transport. While not always directly related to the ISA questions, these observations add useful context and echo the views captured in the 'key challenges and opportunities' report prepared from the first round of stakeholder engagement.

## FEEDBACK ON INDIVIDUAL ISA OBJECTIVES AND QUESTIONS

This section should be read in conjunction with the draft ISA scoping report prepared by Atkins for TfN. The draft objectives and associated questions can also be seen in Appendix I of this report.

The draft ISA scope identifies 16 key objectives, with one or more decision-making question under each objective. (Note that for the workshops, these were re-grouped to facilitate discussion).

- 1 Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport*
- 2 Protect and enhance biodiversity, geodiversity and the green infrastructure network*
- 3 Conserve and enhance the internationally protected sites*
- 4 Protect and enhance air quality*
- 5 Increase resilience of the transport network to extreme weather events and a changing climate*
- 6 Protect and enhance the inland and coastal water environment*
- 7 Protect and conserve soil and remediate / avoid land contamination*
- 8 Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage*
- 9 Protect and enhance the character and quality of landscapes and townscapes*
- 10 Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling*
- 11 Enhance lower carbon, affordable transport choice*
- 12 Enhance long term economic prosperity and promote economic transformation*
- 13 Coordinate land use and strategic transport planning across the region*
- 14 Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society*
- 15 Improve health and well-being for all citizens and reduce inequalities in health*
- 16 Promote community safety and reduce crime and fear of crime for all citizens.*

Overall, participants wanted to retain these 16 objectives and to retain the draft questions under each. There were a number of suggestions for amendments and additions to strengthen the ISA and provide effective challenge and scrutiny of the sustainability impacts of the ISA.

The key points captured from workshop discussions, individual submissions and survey responses are reported below under each objective and where appropriate, examples of alternative wording given to reflect these. Full survey responses and written submissions are set out in the appendices.

### **1 Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport**

This was seen as a critical objective, by which the STP as a whole would be judged. Participants wanted to see specific carbon reduction targets, including milestone targets between now and 2050, rather than an unspecified commitment to reduce greenhouse gas emissions. There should be a requirement, rather than just 'encouragement' of the shift to low carbon modes required to deliver this, with TfN taking a leadership role in promoting low carbon transport. An appropriate overall question might be "*Will the STP contribute to delivering a lower carbon footprint?*"

It was noted that there was no specific question on aviation, which is a significant greenhouse gas generator: consider adding *“Will the STP contribute to reducing greenhouse gas emissions from aviation?”* or *“Will the STP contribute to consolidating rather than expanding aviation capacity?”*

There was some debate but no consensus over whether the questions should explicitly refer to electric road vehicles: there was strong support for including reference to rail electrification, perhaps through an additional question e.g. *“Will the STP encourage conversion of the rail network to low carbon modes including electrification?”* Participants made the connection to supporting the low carbon transport industry in the North, which could be reflected by a question under objective 12.

Some respondents found questions on “the transport estate” and “carbon sinks” confusing without better explanation of the terms used.

A specific question on freight was proposed, e.g. *“Will the STP encourage greater freight consolidation?”* or *“Will the STP increase the transport of freight by sea/waterways/rail and reduce road freight?”*

One respondent suggested adding a separate objective: *Reduce the need and cost of non-sustainable energy* which could be included in a question under this objective or under objective 10 on resources.

There was also support for including a question on reducing emissions by minimising unnecessary transport movements e.g. *“Will the STP reduce the need to travel and promote efficient patterns of movement?”*

## **2 Protect and enhance biodiversity, geodiversity and the green infrastructure network**

There were two suggestions to amend this objective: firstly, a suggestion to add “ecological networks” (which is slightly different to green infrastructure).

There was a suggestion to include the impact of maintenance practices on biodiversity, for example from cutting back railside trees: this could be reflected by adding e.g. *“from new infrastructure and from network maintenance”* to the draft objective.

Participants advised amending the wording of the first question “will the plan lead to the direct physical loss of wildlife and habitats” to replace “lead to” with “avoid” to strengthen this point, noting that some habitats are irreplaceable.

Some participants wanted question 4 on enhancing ‘green infrastructure’ to make explicit reference to enhancing appropriate walking and cycling routes.

It was proposed to amend the final question to add *“site-appropriate”* to the concept of good design.

## **3 Conserve and enhance the internationally protected sites**

This was seen as an absolute requirement, but respondents raised concerns that some schemes already in discussion would damage international sites: how effective would the ISA be in this regard?

There was a suggestion to add a question on securing appropriate access to protected sites, echoing the similar question on historic sites: e.g. *“Will the STP secure appropriate access to the international sites by sustainable transport modes?”*

#### **4 Protect and enhance air quality**

As with carbon, stakeholders stressed that the measure of success for air pollution needs to relate to legal requirements.

Stakeholders wanted to see a stronger question than simply minimising emissions e.g. *“Will the STP actively reduce emissions of air pollutants and bring about an improvement of air quality?”* and also attention given to mitigation: *“Will the STP help mitigate existing air pollution impacts.”*

Respondents saw potential for TfN to act as a champion for better air quality with local transport authorities, which could be reflected in a new question e.g. *“Will the STP support moves to a less polluting public transport fleet?”*

There was also a suggested addition on route planning to avoid / cut pollution, e.g. *“Will the STP promote better journey planning and use of sustainable modes in order to reduce exposure to and generation of air pollution?”*

#### **5 Increase resilience of the transport network to extreme weather events and a changing climate**

Participants were well aware of the existing impact of extreme weather on the network, and wanted to see the questions strengthened from *“promote”* resilience, adaptation etc. to *“require”* action.

Additional questions were suggested on resilience against soil erosion, landslips and sinkholes.

There was support for a question on network maintenance to improve resilience e.g. *“Will the STP deliver better resilience through maintenance of the existing network?”*

There was strong support for the idea that the STP should identify alternative routes for rail diversions to provide resilience for the rail network, noting that this may mean the STP taking a co-ordinating role between different operators.

#### **6 Protect and enhance the inland and coastal water environment**

There was a clear steer from respondents that questions should be strengthened, for example replacing *“Seek to improve”* with *“improve”* throughout.

Some respondents were sceptical about the merit of SUDS as a policy solution. There were several comments that the questions in this section had too much jargon.

#### **7 Protect and conserve soil and remediate / avoid land contamination**

While supporting the question on preventing loss of the most highly productive soils, it was suggested adding to this e.g. *“and protect higher quality Grade 1 and 2 land”*. There was support for retaining the question on remediation.

There was a suggestion that the single question on the impact of “*severance and contamination*” should be separated into two questions.

## **8 Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage**

It was suggested that question 2 could be enhanced by adding routes as well as modes e.g. “*Improve access to historic/culturally important sites by sustainable transport modes including cycle networks, bridle paths and other rights of way.*”

An additional question was proposed on reusing historic rail assets (either through rail reopenings or as part of green travel corridors), noting that some of these are under Highways England’s ownership, e.g. “*Will the STP encourage the reuse of historic rail assets for public transport or active travel?*” with the Queensbury Tunnel mentioned as an example.

## **9 Protect and enhance the character and quality of landscapes and townscapes**

TfN was urged to strengthen the wording of this section to reflect the fact that any development in National Parks is unacceptable. In particular, to change the wording of “*Will the STP consider avoidance of sensitive areas*” to “*Will the STP avoid sensitive areas*”.

It was noted that noise is not only an issue in ‘tranquil’ areas, and there could be a question on noise in towns and alongside major arteries, either in this section or under the health objective.

## **10 Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling**

It was suggested expanding question 2 “*Will the STP promote sustainable waste management practices, including transport of waste by rail or water*” to make it explicit that this is about infrastructure for transport of waste, as well as minimisation of waste from transport operations.

Participants suggested adding a question: “*Will the STP promote the use of sustainably sourced materials*” recognising that not all local sourcing is environmentally-friendly (e.g. quarrying) and that there are choices to make when local and/or recycled materials are not available.

There was also a request to include an overarching question e.g. “*Will the STP promote the circular economy?*”

## **11 Enhance lower carbon, affordable transport choice**

There was strong and widespread support for this aim and questions, with a desire to see a move away from carbon-intensive modes. In particular, participants welcomed mention of minimising car dependence.

They welcomed the inclusion of walking and cycling under this objective and wanted an explicitly multi-modal approach taken throughout the ISA. There was also a recurring theme of the need to analyse gaps in provision and seek to fill these e.g.: “*Will the STP provide a safe and sustainable public transport network that reduces reliance on private motor vehicles?*”

Under question 3, while moving freight by water was generally welcomed, the need to avoid conflict with leisure use was noted.

Participants suggested unpacking the long question 5 into two questions, one on having a network overview *“Will the STP contribute to delivering a network of quality integrated facilities and services?”* and one on promoting choice. For the latter, there were suggestions to add explicit reference to public transport and also car sharing or shared mobility services to the list of options, e.g. *“Promote a wider choice of passenger travel through quality integrated facilities and services, including public transport, vehicle sharing schemes, walking and cycling...”* and that both *information* and *safety improvements* could be added to this list.

Under the last question, respondents suggested adding cycling explicitly as a low carbon mode, and some expressed scepticism about the environmental benefits of electric cars. It was noted that the design of roads and interchanges can impact on the take-up of cycling and this should be reflected in the questions.

In addition, having a question explicitly on bus services was suggested to complement the proposed question on rail: e.g. *“Will the STP promote better co-ordination of bus services”*.

There was strong support for adding a question e.g. *“Will the STP considering the specific needs of the rural visitor economy/rural tourism”* in addition to the needs of rural communities.

Finally there was support for an additional question on future development e.g. *“Will the STP direct investment to the most environmentally friendly options?”*

## **12 Enhance long term economic prosperity and promote economic transformation**

Respondents generally wanted to see the first question amended to say “sustainable” or “low carbon” connections. There was a desire to see the ISA challenge the assumption that increased connectivity leads to improved economic growth.

It was also suggested that the first question on ensuring better connections *“between the North’s cities”* should be expanded to include *“and larger towns”*, noting that many deprived towns (e.g. Blackburn, Middlesbrough) are not on the strategic network.

They wanted the second question be made explicitly multi-modal, e.g. *“road, rail, bus and active travel networks”*, with some stressing that rail should take priority over road.

There was a recurring theme that the STP should help analyse and fill gaps in the public transport network across the North, with local connectivity being vital to deliver end-to-end journeys. This could be reflected by a question in this section e.g. *“Will the STP contribute to delivering an integrated public transport network connecting all communities across the North?”*

There was strong support for recognising affordability of transport as an important factor in delivering economic benefit: e.g. change question 5 to read *“Contribute to establishing an effective and affordable transport network...”* or consider adding an additional question, *“Will the STP support improved affordability of transport?”* This could be enhanced by rephrasing the ISA questions in terms of the impact on people rather than on the network e.g. *“Will the*

STP increase access to jobs, training and skills and other services efficiently and effectively?’

It was suggested adding “*and to important sectors*” after “in high unemployment areas” to reflect the need to connect to and sustain good jobs. There was also suggestion of a question specifically the low carbon economy e.g. “*Will the STP help improve the low carbon economy across the North?*”

While welcoming a question on economic activities in rural areas, it was suggested this should say “*appropriate economic activities*” and include support for *inward tourism* and *sustainable tourism*.

Some respondents queried whether North-South GVA difference was an appropriate indicator, noting that GVA does not reflect sustainability, and that there are wealth inequalities within the TfN area. There were varying views on including employment rates as an objective, from “a key objective” to “tangential”.

Finally, there were discussions on supporting flexible working, broadband rollout, the 24 hour economy, part time tickets etc., resulting in suggestions for additional questions, e.g. “*Will the STP help support new working patterns*” and “*Will the STP reduce the need to travel.*”

There was a suggestion that an overall ‘quality of life’ objective could be added or that this could be addressed by an additional question in this section: e.g. “*Will the STP contribute to a better quality of life in the north?*”

### **13 Coordinate land use and strategic transport planning across the region**

This was seen as a critical issue at the workshops, to be joined up with the NPPF and sustainable development guidance, reflected in a specific suggestion to change the objective from ‘*co-ordinate*’ to ‘*integrate*’.

It was suggested that the question on supporting compact high density development around transport infrastructure should be amended to say “*public transport and active transport infrastructure*” to make it explicit that road infrastructure alone is not a sound basis for new development.

This could be complemented by an additional question on avoiding the opposite, e.g. “*will the STP avoid the development of low density sprawl, disconnected from existing settlements and public transport*”.

Protecting greenfield sites was seen as important, e.g. “*Will the STP ensure use of brownfield sites above greenfield sites?*” There is a specific concern about motorway junction associated development and the extent to which the STP will seek to avoid it.

It was noted that the design as well as the location of developments has impacts on sustainable transport, for example cycling provision. There was also a suggestion to include the potential impact of driverless cars on land use, with reduced demand for parking. This could be reflected in a more specific question e.g. “*Will the STP promote land use planning and design that supports the shift to sustainable transport modes?*”

There were several requests to amend the reference to rail transport in question 2 to include park & ride, buses and other public /active transport modes.

#### **14 Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society**

There was strong support for this goal and some discussion of the best mechanism to deliver it. This could be reflected in an additional question on accessibility and affordability, for example: *“Will the STP improve the accessibility and affordability of door to door journeys”*.

Stakeholders noted that infrastructure can cause severance and this should be reflected in a question e.g. *“Will the STP reduce severance within and between communities?”*

It was suggested that the term “opportunity” in the objective is vague and could be better replaced by “access” in the context of transport.

Respondents noted the particular impacts of good or poor transport provision on women, older people, people with disabilities and young people, in terms of promoting mobility, independence and physical activity.

#### **15 Improve health and well-being for all citizens and reduce inequalities in health**

There was general support for using the STP to promote the wellbeing of vulnerable groups and strong support for encouraging active travel.

Respondents noted that there were two objectives, which required two questions, one focusing on the health and wellbeing of the population as a whole and the second on health inequality and measures to narrow the gap. Including a question on *accessibility, affordability and appropriateness of transport modes for reducing health inequality* was suggested.

There was also a request to make the first question explicitly multi modal, including non-motorised users and to add to the question on interchange a question on *“Will the STP Support increasing travel by active modes through prioritising pedestrians and cyclists over road transport?”*

Adding to this, there was support for including a question on supporting provision for the kind of journeys on which vulnerable groups depend, for example to hospitals, noting that this could involve mapping gaps in provision and/or joining up services beyond TfN’s boundaries.

There was also a suggestion to add a question on social and mental health, e.g. *“Will the STP Increase social connectivity, reduce loneliness and isolation?”*

#### **16 Promote community safety and reduce crime and fear of crime for all citizens.**

There were a number of suggestions to improve the question on reducing injuries and improving road safety, particularly for non-motorised users, under this objective e.g. *“Will the SPT support the provision of initiatives that enhance safety and therefore reduce the number of injuries and / or collisions particularly for vulnerable users”*. It was noted that the use of the word “accident” is seen as poor practice, with “crash” or “collision” being preferable.

It was noted that public realm appears only as a contributor to security, yet improvements in public realm and liveability are key to economic performance and are also key attributes of an enhanced local environment.

There was general support for including questions on safer environments (although reference to 'Secured by Design' was seen as jargon in need of explanation), with questions on natural surveillance and staffing levels preferred to reliance on CCTV.

Campaign for Better Transport

March 2016

Campaign for Better Transport's vision is a country where communities have affordable transport that improves quality of life and protects the environment. Achieving our vision requires substantial changes to UK transport policy which we aim to achieve by providing well-researched, practical solutions that gain support from both decision-makers and the public.

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## APPENDICES

### Appendix I Survey questions & responses

#### Appendix I Online survey responses

The online survey asked a mixture of quantitative and qualitative questions to obtain views on the proposed TfN ISA objectives and questions.

Participants were first invited to comment on whether they felt the draft objectives were the right ones to make up the ISA framework, and if there were any other key sustainability issues that should be included in the objectives.

Participants were then asked to comment on the draft questions under each objective, giving views on whether each question should be retained, removed or amended, and any additional questions that should be included.

Note that not all respondents answered all questions. Questions 1, 2 and 38 captured information about the respondents and are not reported here.

#### Survey responses on the draft objectives

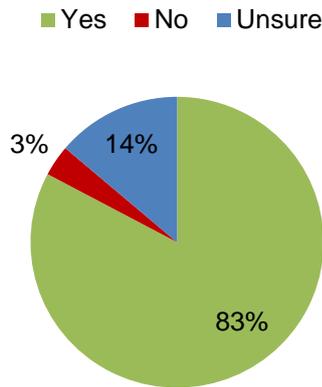
##### Q3 Looking at the 16 objectives, are there any other key sustainability issues that should be included?

Integration of transport modes; holistic thinking of local and regional transport connections to provide viable and safe low carbon and active travel modes; circular economy
It looks like a pretty comprehensive list. To number 2 I would add ecological networks (which is slightly different to GI). Also no specific mention of provision of cycling and walkways for pedestrians?
Producing good quality, well paid sustainable employment.
Reduce the need and cost of non sustainable energy
Public Transport needs to be sustainable for low paid workers who do not receive travel expenses to travel to work. Those on the basis wage might pay more than £200 per month for travel out of a wage which could be only £600 or less per month. Also travel for disable persons is important-persons who are not classified as "disabled" but have difficulty in travelling on public transport.
Increase social connectivity, reduce loneliness and isolation - may be part of improving health and wellbeing.
Promotion of transport links to rural areas to enhance access to the countryside as well as economic opportunities.
Improve road safety Reduce car use
Renationalise public transport
Place greater responsibility on drivers to exercise care and awareness of other more vulnerable road users by all means available including policing, sentencing, road design and education via TV, schools and the media in general.
Not all of the above will be achievable in equal measure- they need to be weighted as part of the process. The primary driver MUST be economic, (No 12) get this right and a lot of the others will flow naturally
Reduce transport risks of vulnerable road users (pedestrians, disabled/ mobility-impaired, cyclists).
Reduce the need to travel, IMPROVE air quality, take into account environmental limits and challenge unsustainable transport interventions
Increase and support the cycling infrastructure to prioritise cyclists over motorised vehicles
Re using the NORTH South rail platforms at Carnforth station will in some way enhance all the above objectives. Creating NSE and West connection to Lancashire Yorkshire Cumbria and the Cumbrian coast. see <a href="http://carnforthplatforms.org">carnforthplatforms.org</a>
Encourage more participation and public discussion on these issues, and listen to their views

##### Q35: Overall, in your view do the key objectives and decision making questions in the draft Integrated Sustainability Appraisal provide a sound framework against which to assess the sustainability credentials of the emerging Strategic Transport Plan?

There was general agreement that the draft ISA scope provides a sound framework, with 29 responses, of which 24 said Yes, 1 said No and 4 were Unsure.

**Q35: overall, a sound framework?**



**Survey responses on draft ISA questions**

For each of the 16 objectives, participants were asked if the draft questions were the correct ones and if each should be retained, removed or amended.

**Objective 1: Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport. Will the STP...**

	RETAIN	REMOVE	AMEND	COMMENTS
Encourage a greater proportion of passenger and freight movement by lower carbon modes / greater carbon efficiency in the movement of goods and people?	21	2	4	<ul style="list-style-type: none"> <li>• Encourage is not the appropriate form of language, it is too weak. TfN should be more forceful in the use of their questions.</li> <li>• Encouraging lower carbon forms of transport will lower congestion on our roads and will ensure transport runs more efficiently for all passengers</li> <li>• Make this more specific: 'Make walking and cycling and public transport the main way of passenger movement Move road freight to rail'</li> <li>• There are a couple of issues here: achieving a modal shift to lower carbon modes, particularly rail will be highly beneficial. Also, within those lower carbon modes, can investment (e.g. electrification) reduce those emissions still further. An electric train or tram powered by nuclear, wind or water power has zero emissions.</li> <li>• The final plan MUST have sufficient additional enhancements to national road and rail and innovative transport modes at affordable costs for the question to remain appropriate.</li> <li>• would like to see more freight on the railways thus reducing lorry traffic</li> <li>• encourage business to use bulk transport methods (e.g. train and canal) in preference to road transport by providing tax incentives.</li> <li>• Add: '...by lower AND ZERO carbon modes?'</li> <li>• Arguments are bound to be made that sustainable freight movements will be increased, but the fact of the matter is that the STP is little more than a gathering together of the plans and aspirations of governmental and other infrastructure-delivering bodies - all of which have been instructed by government to go for high growth. The essential balance between the</li> </ul>

				economy, the environment and social matters has been lost.
Encourage use of innovative new low carbon transport technologies?	19	3	4	<ul style="list-style-type: none"> <li>• Move the North to a fully or near fully decarbonised transport system by 2050.</li> <li>• Encourage is not the appropriate form of language, it is too weak. TfN should be more forceful in the use of their questions.</li> <li>• Transport authorities will need to know what these are first. It will not concern the passengers especially those who are disabled and aren't able to use them</li> <li>• 'Low carbon' needs further definition. For example, electric cars get their energy from the mains which is largely fossil fuel based - not really low carbon at all. Many cars have false carbon ratings. Cycling and walking followed by public transport should be the top choice for 'reducing carbon' - not low carbon cars. also the batteries in electric cars are energy intensive to produce and are full of harmful heavy metals. We shouldn't get distracted by carbon and forget about all the worse things that there are (diesel particulates is another one)</li> <li>• ..... Support use of existing low carbon transport technologies and encourage use of innovative new low carbon transport technologies?</li> <li>• Only holds if sufficient investment put into alternatives so that whole lifetime costs are attractive to all users</li> <li>• Rephrase: 'encourage use of established zero and low carbon modes, including cycling, walking and low carbon public transport, introducing novel, low carbon technologies for longer (e.g. &gt;5 miles) journeys.'</li> <li>• Whilst it is good to encourage the use of innovative low carbon technologies, the government at national and local level is placing far too much reliance on what they can deliver and how quickly and has moved its attention away completely from reducing the need to travel in the first place through better planning policies and having genuinely sustainable communities.</li> </ul>
Encourage use of the transport estate for low carbon energy generation?	21	2	3	<ul style="list-style-type: none"> <li>• As I do not understand it</li> <li>• Encourage is not the appropriate form of language, it is too weak. TfN should be more forceful in the use of their questions.</li> <li>• Not clear</li> <li>• Sounds too complex</li> <li>• not sure what the transport estate is - not defined in the document</li> <li>• Not sure what this question actually means</li> <li>• See answer to previous question.</li> </ul>
Encourage the protection and enhancement of carbon sinks in the transport estate and support the creation of carbon sinks?	17	2	6	<ul style="list-style-type: none"> <li>• I do not understand this either</li> <li>• However provable understanding of Carbon Sinks should be more widely disseminated with tax payers</li> <li>• Encourage is not the appropriate form of language, it is too weak. TfN should be more forceful in the use of their questions.</li> <li>• Question should be "...encourage the protection and safe use of carbon materials and fully implement safe practice for all modes of transport, ensuring that the safety and welfare of passengers is adhered to?"</li> <li>• The establishment of carbon sinks</li> </ul>

				<p>merely hides the problem of emissions.</p> <ul style="list-style-type: none"> <li>If carbon sinks mean trees then this is a fob- we need to invest fully into carbon sequestration technology Question needs to be more specific</li> <li>What does that even mean?</li> <li>'Enhance carbon sinks through relevant planning regulation, use of brownfield sites and reduction of road / highways expansion.'</li> <li>What are carbon sinks? Why use jargon?</li> </ul>
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**Objective 2 Protect and enhance biodiversity, geodiversity and the green infrastructure network. Will the STP...**

	RETAIN	REMOVE	AMEND	COMMENTS
Lead to the direct physical loss of wildlife and habitats?	22	1	4	<ul style="list-style-type: none"> <li>needs to be subtler - any new physical infrastructure will almost certainly be damaging where its built - issue will be whether we avoid damaging the most valuable at all, and provide a nett enhancement of the biodiversity value elsewhere</li> <li>It is particularly important to ensure protection of irreplaceable habitats such as ancient woodland and ancient or veteran trees. Loss of these habitats should be avoided in all but the most wholly exceptional circumstances</li> <li>Care must be taken in the interpretation of the answer that the response is proportional, not absolute.</li> <li>This is to be avoided if possible</li> <li>Impact directly or indirectly on biodiversity and wildlife habitats?</li> <li>There will be no option but for the plan's authors to admit that it will affect wildlife and habitats but it will simply claim that every effort will be made to mitigate impacts. This is not good enough. The entire ethos is misguided.</li> </ul>
Prevent damage to / destruction of / disturbance of sites designated for nature conservation and or geodiversity?	23	0	3	<ul style="list-style-type: none"> <li>these are slightly strange questions - the questions should be 'what impact will the STP have on ....' the subjects do need to be covered though</li> <li>Similarly it is important that irreplaceable habitats are not damaged directly or indirectly by transport or other development.</li> <li>...and in particular habitats which are irreplaceable (eg ancient woodland)</li> <li>Care must be taken in the interpretation of the answer that the response is proportional, not absolute.</li> </ul>
Affect greenfield and/or brownfield land which has significant biodiversity or geological interest of recognised local importance?	24	1	2	<ul style="list-style-type: none"> <li>always has an 'effect'</li> <li>Care must be taken in the interpretation of the answer that the response is proportional, not absolute.</li> <li>Better to carry local public opinion if possible</li> <li>to encourage by tax incentives the use of brownfield in preference to greenfield for future development</li> </ul>
Support the protection and enhancement of green infrastructure and avoid severance of habitats links /	25	0	2	<ul style="list-style-type: none"> <li>support is a bit of a weak word - the rest is good</li> <li>Opportunities should be sought when transport infrastructure is being created to</li> </ul>

promote or provide wildlife corridors and cohesive habitat networks?				<p>simultaneously enhance green infrastructure and restore habitat networks by new habitat creation.</p> <ul style="list-style-type: none"> <li>....Support the creation and protection and enhancement of green infrastructure etc</li> <li>Care must be taken in the interpretation of the answer that the response is proportional, not absolute.</li> <li>Ideal to achieve but may be difficult at times</li> <li>There is a danger to simply referencing 'green infrastructure' because this is being used as an excuse for simply allocating even more land for transport interventions and other infrastructure provision than would otherwise be the case.</li> </ul>
Support new habitat creation and enhancement?	21	3	3	<ul style="list-style-type: none"> <li>support is also a bit weak. What about 'Achieve a net gain for biodiversity in line with the NPPF and other Government Policies' through new habitat creation and enhancement</li> <li>the STP should not degrade rather than create</li> <li>Not clear how that will be achieved</li> <li>We would like to see this include the planting of street trees along the side of new roads, railway lines, tramways etc or improvement of existing ones through tree planting. Opportunities should also be sought to create small areas of new woodland where there is space to do so</li> <li>add the words. ".....including creation of new woodland and planting of trees outside woodland where appropriate"</li> <li>Yes- ideal opportunity with new schemes</li> <li>The answers to such a question are entirely predictable but anyone who has had anything to do with trying to create new habitats in or with moving species artificially are only too well aware of how rarely this is successful in the long term.</li> </ul>
Promote good design to secure biodiversity / green infrastructure benefits?	23	1	1	<ul style="list-style-type: none"> <li>just promote? a bit weak</li> <li>Green infrastructure including tree planting should be well designed and put in before the transport infrastructure is built, so as to ensure that it is well integrated.</li> <li>Promote best practice design to secure biodiversity / green infrastructure benefits?</li> <li>Yes again opportunity with new schemes</li> <li>Again, an entirely predictable question which will elicit entirely predictable answers.</li> </ul>

**Objective 3 Conserve and enhance the internationally protected sites.**

	RETAIN	REMOVE	AMEND	COMMENTS
Will the STP affect international sites designated for nature conservation identified as part of the Habitats Regulation Assessment screening process (including positive and negative effects)?	20	0	0	<ul style="list-style-type: none"> <li>In reality it is difficult for someone like myself to give a valid answer without specific examples.</li> <li>In relation to the transport interventions coming forward from the strategic roads studies alone, it is already known that international sites will be</li> </ul>

				impacted but it is considered perfectly adequate to simply acknowledge this and promise adequate mitigation. This is wholly unacceptable.
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**Objective 4 Protect and enhance air quality**

	RETAIN	REMOVE	AMEND	COMMENTS
Will the STP support the minimisation of emissions of air pollutants and enhancement of air quality?	24	0	4	<ul style="list-style-type: none"> <li>This question is also hopeless like the carbon emission ones. Just lets them off the hook. More like "will the STP ensure that all new vehicles are ultra low emission, and that all new transport initiatives contribute to air quality improvement".</li> <li>Will the STP actively reduce emissions of air pollutants and bring about an improvement of air quality?</li> <li>Minimisation to recommended guidance and threshold levels</li> <li>minimising emissions of air pollution is one important aspect of improving air quality and transport has a crucial role to play in this particularly in urban areas</li> <li>and will the STP promote the planting of street trees to help absorb air pollutants, particularly at road junctions or where pollution is particularly bad.</li> <li>TFN should act as a "champion" in this and work alongside all transport authorities to tackle carbon emissions</li> <li>Clever design can avoid such issues as stationary traffic which increases pollution. Encouragement on to electric railways also helps. Get rid of diesel locomotives and diesel buses and taxis in cities. Give 10 years notice to the industry so innovation has time to respond and unit costs will be lower</li> <li>As with most of the other questions, the answer is entirely predictable. The STP will point to improved technologies and improvements in public transport and the public realm. But there is no plan to deliver public transport improvements and better cycling and walking environments first - with a view to achieving a dramatic modal shift.</li> </ul>

**Objective 5 Increase resilience of the transport network to extreme weather events and a changing climate? Will the STP...**

	RETAIN	REMOVE	AMEND	COMMENTS
Promote an increase in the resilience of the transport network to extreme weather events and subsequent consequences such as flooding?	22	3	2	<ul style="list-style-type: none"> <li>more mealy mouthness! Require an increase ..</li> <li>take out the word promote and use achieve</li> <li>With improvements made to the transport network, we can ensure that passengers can travel without weather issues being a barrier and so that there are no restrictions on travel should flooding or extreme weather occur.</li> <li>Vital that new projects have this risk `designed out` Tunneling under pennines for highest ground for new road/rail will help,</li> <li>There is too much debatable science connected with this issue.</li> <li>'Promote' is a weak word. It should be 'achieve'</li> </ul>

<p>Encourage design for successful adaptation to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate?</p>	21	2	4	<ul style="list-style-type: none"> <li>• encourage is not a very strong word</li> <li>• should be require, not encourage</li> <li>• As I have mentioned before the word encourage in any of these questions is not strong enough. Rather than encourage you could use the words support, champion.</li> <li>• Need to recognise the role which trees can play in urban areas in enabling adaptation to hot weather by combatting the urban heat island effect. Trees can reduce temperatures in hot weather by providing shading and evaporative cooling from their leaves.</li> <li>• I don't see this as a priority right now</li> <li>• Yes, must be taken into account otherwise we cannot plan for long enough into the future</li> <li>• 'Encourage' is a weak word. It should be 'Achieve successful adaptation ...'</li> </ul>
<p>Support the minimisation of the risk of flooding by avoiding areas of flood risk / flood plains where possible?</p>	22	3	2	<ul style="list-style-type: none"> <li>• Need to recognise the role which trees can play in urban areas by slowing the infiltration of water into the ground and hence helping to alleviate surface water flooding.</li> <li>• Plan ahead. You don't want to exclude rural communities from transport but also consider agreed diverted routes and safe pick up points nearby affected flood areas</li> <li>• Change question to Support the minimisation of the risk of flooding by avoiding areas of flood risk / flood plains?</li> <li>• Yes or build more flood storage ponds as part of any new project</li> <li>• Too hard to assess.</li> <li>• 'Support' is a weak word. It should be 'Achieve' or simply 'Stop flooding'.</li> </ul>
<p>Promote appropriate compensatory measures are in place where transport schemes require a land take from the floodplain?</p>	18	3	4	<ul style="list-style-type: none"> <li>• Remove the word promote and replace it with ensure!</li> <li>• STP is far too focused on flooding. Don't forget issues around snow/high winds - conditions in which transport can still run but improvements to vehicles can be made more efficient.</li> <li>• 'Promote appropriate compensatory measures to be put in place.....'</li> <li>• The flood plain should be protected not reduced by land take.</li> <li>• Good question but building on flood plains ALWAYS means that the flood water has to be stored somewhere else or raises levels elsewhere so mitigation must be fully explored and dealt with properly</li> <li>• And who decides what "appropriate" is?</li> <li>• 'Promote' is a weak word. It should be 'Ensure'</li> </ul>

**Objective 6 Protect and enhance the inland and coastal water environment. Will the STP...**

	RETAIN	REMOVE	AMEND	COMMENTS
Support the protection of the quality of inland and coastal surface water and groundwater resources?	22	1	1	<ul style="list-style-type: none"> <li>• “Protect”, not “support the protection”</li> <li>• Vital that these valuable resources are not compromised</li> </ul>
Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDS?	20	1	4	<ul style="list-style-type: none"> <li>• again 'promote' - what does this mean?</li> <li>• Minimise not promote</li> <li>• See comment above about role of trees in helping to alleviate surface water flooding, as part of sustainable drainage systems</li> <li>• As long as it means safety issues, in the same manner as traditional techniques. Also cost must be taken into consideration.</li> <li>• Yes wherever possible soft drainage solutions or large soakaways must be favourite.</li> <li>• SuDS don't work.....</li> <li>• 'Promote' is a weak word. Should say: 'Stop the use of ...'</li> <li>• Does Suds actually work? The water still has to go somewhere</li> </ul>
Provide opportunities to improve Green / blue infrastructure?	20	0	2	<ul style="list-style-type: none"> <li>• what does 'provide opportunities' mean? will there be funding for it?</li> <li>• Improve ...</li> <li>• Not sure exactly what is meant so no comment.</li> <li>• Jargon!</li> <li>• Not sure what this question means. What is green/blue infrastructure</li> </ul>
Provide opportunities to improve water body status?	21	1	3	<ul style="list-style-type: none"> <li>• Improve ...</li> <li>• What is meant by Water body status ? Be specific.</li> <li>• I am unsure what this question actually means.</li> </ul>

**Objective 7 Protect and conserve soil and remediate / avoid land contamination**

	RETAIN	REMOVE	AMEND	COMMENTS
Prevent permanent (irreversible) loss of the most highly productive agricultural soils?	22	1	1	<ul style="list-style-type: none"> <li>• The plan can cater for this ONLY if it affects the route of travel (e.g, bus routes) or the transport vehicle itself</li> <li>• Suggest `minimise at all costs` instead of `permanent` in order not to be completely straight jacketed.</li> </ul>
Prevent impact to agricultural holdings through contamination or severance?	23	0	1	<ul style="list-style-type: none"> <li>• Two very separate issues. Split, and move contamination into next question. Some severance may be unavoidable, its how dealt with.</li> <li>• Yes ideally</li> </ul>
Support protection of soil resources during any infrastructure construction activities?	20	1	1	<ul style="list-style-type: none"> <li>• Yes ideally</li> </ul>
Lead to the remediation of contaminated land?	21	1	1	<ul style="list-style-type: none"> <li>• Planting trees can help to improve the quality of contaminated land in certain circumstances</li> <li>• Yes good opportunity as part of new scheme</li> </ul>

**Objective 8 Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage**

	RETAIN	REMOVE	AMEND	COMMENTS
Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets (e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled Monuments, Listed Buildings and structures, registered Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?	23	1	1	<ul style="list-style-type: none"> <li>Referring to our earlier comment on ancient woodland and ancient trees, the Government has recently stated its intention to strengthen protection given in the planning system to these irreplaceable habitats. We would like to see them given the same protection as that given to historic battlefields in the National Planning Policy Framework: ie they should be protected from damage or loss in all but the most wholly exceptional circumstances.</li> <li>? inclusion of allotments/community gardens.</li> <li>Yes good health check to be carried out as we are rich in historic and environmental gems</li> <li>This is one of the most important questions.</li> </ul>
Improve access to historic / culturally important sites by sustainable transport modes?	22	1	0	<ul style="list-style-type: none"> <li>Yes if possible</li> <li>The Memorial Arboretum in Staffordshire is a case in point.</li> </ul>
Appropriately manage elements of the transport infrastructure which are designated heritage assets?	24	0	0	<ul style="list-style-type: none"> <li>Care needs to be taken in the interpretation of the word "appropriately". Transport infrastructure is a dynamic resource that can't be absolutely preserved in aspic. Although outside of TfN area, the redevelopment of St Pancras and Kings Cross stations are good examples of appropriate management.</li> <li>Yes but cannot be unilateral- heritage sites to be kept on board with plans</li> </ul>

### Objective 9 Protect and enhance the character and quality of landscapes and townscapes

	RETAIN	REMOVE	AMEND	COMMENTS
Encourage design, construction, repair and maintenance of transport infrastructure that respects and enhances the landscape character and townscapes of the north of England?	22	0	3	<ul style="list-style-type: none"> <li>'encourage'? what will this mean?</li> <li>Require, not encourage.</li> <li>Remove the word encourage and replace it with support.</li> <li>A good all-round question. Remember to consider that new construction of infrastructure should have minimal impact on rural landscape and housing estates</li> <li>Preserving heritage is helpful.</li> <li>Absolutely vital that this is done which includes making sustainable minimal polluting methods of transport a priority</li> </ul>
Promote the conservation, protection and enhancement of the natural environmental assets (e.g. National Parks, AONBs, parks and green spaces, common land, woodland / forests, etc.) of the north of England?	23	1	2	<ul style="list-style-type: none"> <li>funding will be needed for all these things to actually happen</li> <li>Support, not promote</li> <li>We are pleased to see that woodland is listed as one of the environmental assets which you will seek to protect in the TfN Strategic Plan. As stated earlier we would like to see it emphasised that irreplaceable habitats such as ancient woodland or ancient or veteran trees should be protected in all but the most wholly exceptional circumstances.</li> <li>Would be good to support but I can't</li> </ul>

				<p>see the plan being a leader in this</p> <ul style="list-style-type: none"> <li>• Agree</li> <li>• Yes wherever possible</li> <li>• 'Promote' is a weak word. Should be 'Achieve'.</li> </ul>
Consider avoidance of sensitive areas and respect of the integrity and setting of landscapes / townscapes?	22	0	2	<ul style="list-style-type: none"> <li>• Support the avoidance</li> <li>• Sensitive areas should be given priority over other areas, so in this case the word "consider" does not seem to be correct.</li> <li>• As far as possible.</li> <li>• Yes</li> <li>• 'Consider' is a weak word. Should be 'Require'.</li> </ul>
Support the protection of 'tranquil' areas (e.g. areas free from visual intrusion, noise, light pollution etc)?	26	0	0	<ul style="list-style-type: none"> <li>• Ideally yes</li> <li>• 'Support' is a weak word. Should be 'require'.</li> </ul>
Promote the protection and enhancement of locally important buildings and townscapes, maintaining and strengthening local distinctiveness and a sense of place?	23	0	2	<ul style="list-style-type: none"> <li>• Support</li> <li>• I suppose over local planning issues TfN has limited input?</li> <li>• It is important also to recognise the contribution which the natural environment can make to a sense of place, particularly in areas of the north such as the national parks but this can also be true of smaller assets such as parks in urban areas and even individual trees or groups of trees. The recent public outcry over loss of street trees in Sheffield to highways work is a classic example of this.</li> <li>• The plan could also look at making improved, diverse links to important landmarks so that passengers from different areas are able to access these sites or commute easily to a central area</li> <li>• Ideally</li> <li>• This might also include the objective of minimising unnecessary clutter (road signage, etc).</li> <li>• 'Promote' is a weak word. Should be 'Require'.</li> </ul>

**Objective 10 Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling**

	RETAIN	REMOVE	AMEND	COMMENTS
Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation?	24	0	1	<ul style="list-style-type: none"> <li>• Ensure not help</li> <li>• 'Help to enable' is weak. Should be 'Require'.</li> </ul>
Promote sustainable waste management practices?	23	0	1	<ul style="list-style-type: none"> <li>• insist on? what does promote mean?</li> <li>• Support</li> <li>• Always find it bizarre that the GM waste site means that the tram has to go to one line.</li> <li>• 'Promote' is a weak word. Should be 'Require'.</li> <li>• And endeavour to use these practices to provide more jobs and funds for the LA's</li> </ul>
Encourage the use of recycled or secondary materials?	23	0	1	<ul style="list-style-type: none"> <li>• Make use of</li> <li>• 'Encourage' is a weak word. Should be 'Require'.</li> </ul>
Promote the use of local suppliers and locally produced materials in	21	0	3	<ul style="list-style-type: none"> <li>• Use local</li> <li>• Local suppliers should be</li> </ul>

construction?				<p>looked at first but not at the detriment of cost and quality.</p> <ul style="list-style-type: none"> <li>• Agree strongly, if cost effective.</li> <li>• Really important for the north</li> <li>• Does this give a green light to new quarrying of stone, for instance? Please think carefully how the question should be phrased.</li> <li>• 'Promote' is a weak word. Should be 'Require'.</li> </ul>
Seek to reduce fuel use by encouraging the use of more sustainable modes of transport?	21	0	3	<ul style="list-style-type: none"> <li>• by use of more fuel efficient vehicles and more sustainable modes ..</li> <li>• 'Seek to reduce petrochemical fuel use.....'</li> <li>• "including walking and cycling up to 4 miles"</li> <li>• Yes but funds must be available to drive innovation so costs to passengers and network users are attractive</li> <li>• This is another important question and should be weighted more than some of the others.</li> <li>• 'Seek to' is weak. Should be 'Achieve fuel reduction by ..'.</li> </ul>

**Objective 11 Enhance lower carbon, affordable transport choice**

	RETAIN	REMOVE	AMEND	COMMENTS
Support the minimisation of dependence upon the private car?	24	1	1	<ul style="list-style-type: none"> <li>• Minimise dependence ..</li> <li>• Promotes good financial case for using public transport (lower fuel/running costs compared to month/year bus tickets) and offering valuable deals on seasonal/annual travel fares</li> <li>• Chicken and egg. There appears to be a reduction in train options proposed in our area. Alternatives need to be in place.</li> <li>• Personal transport from door to door is here to stay in one form or another and economies rely on selling forms of transport to individuals and fleets for commercial use, unless our economic model changes radically.</li> <li>• Also important. Car use needs to be reduced.</li> <li>• 'Support' is a weak word. Should be 'Achieve'.</li> </ul>
Promote a shift to rail travel into and between city centres?	22	0	4	<ul style="list-style-type: none"> <li>• why restrict to city centres!!!</li> <li>• Substitute the word develop for promote.</li> <li>• Question should be "...Promote rail travel into and between city centres while ensuring there are plentiful rail services for regular passengers in order for this to happen?"</li> <li>• See above. The three/four carriage trans Pennine units are totally inadequate and should have much greater capacity (more coaches)!!</li> <li>• This is not just a transport, but a wider planning issue. In general, the promotion of out of town office and retail centres encourages the use of private transport. It is important that the existing in town estate is used to its maximum.</li> <li>• Yes but people live outside cities as well so inter connectivity and proximity to all is</li> </ul>

				<p>the answer. Efficient main and mini satellite transport interchange hubs are the secret</p> <ul style="list-style-type: none"> <li>• by providing ease of access to pedestrians and cyclists as regards both their storage at a station and their transport by train</li> <li>• 'Promote' is a weak word. Should be 'Achieve'.</li> <li>• Renationalise the railways</li> </ul>
Promote the transportation of freight by waterways and rail?	24	0	2	<ul style="list-style-type: none"> <li>• Support a shift of freight transport to water and rail</li> <li>• Substitute the word develop for promote.</li> <li>• Good for lowering congestion on our roads and on carbon emissions</li> <li>• It is common for bulk freight to be moved by rail in trains of over 2000 tonnes powered by locomotives of around 3300 bhp. A road equivalent would be a 44 tonne HGV powered by a small hatchback car engine!</li> <li>• Waterways too slow for modern economies. Rail freight transport to be encouraged providing the rail networks have sufficient capacity not to upset commuter services.</li> <li>• 'Promote' is a weak word. Should be 'Achieve'.</li> </ul>
Enhance public transport availability, convenience, accessibility and affordability?	22	0	3	<ul style="list-style-type: none"> <li>• In some areas it is not a case of enhancing provision because the public transport does not exist.</li> <li>• Please include a case for transport access for disabled people and ensuring that all buses, trains, etc. have plentiful spaces for wheelchair users, alternate bus and timetable information and next stop/next bus announcements for the visual/hearing impaired make simple transport information for the learning disabled. These access features should be made across ALL bus and rail networks across the North - especially in the North East - and the TFN should work closely with transport authorities to ensure accessible requirements for disabled passengers in put in place.</li> <li>• Absolutely. The last train back at 11.00pm is ridiculous.</li> <li>• Yes the Holy Grail if it can be found!</li> <li>• This is a crucial issue for me, as a non-driver living in a rural area.</li> <li>• to include greater support to rural and isolated communities by the use of subsidised Dial-a- ride provision with charity status gaining greater support to reduce social isolation</li> <li>• Add: '...accessibility, integration and affordability.'</li> <li>• Remunicipalise the buses, but with a different model of ownership - more co-operative, so people feel responsibility to deliver a good service.</li> </ul>
Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning and intelligent transport	23	0	2	<ul style="list-style-type: none"> <li>• and easy information for people to understand how to use these systems - in different formats</li> <li>• Cycling in my area, other than for leisure activity, is impractical given the topography.</li> <li>• insert "safety improvements"</li> <li>• Yes but on cold dark days in the north walking and cycling is not a preferred option!</li> </ul>

systems?				<ul style="list-style-type: none"> <li>The benefits for public health as well as the environment are obvious.</li> <li>'Promote' is a weak word. Should be 'Achieve'.</li> </ul>
Consider the specific transport needs of rural communities?	24	0	1	<ul style="list-style-type: none"> <li>Address the...</li> <li>The plan needs to ensure that rural communities have equal and plentiful opportunity to travel to larger towns and cities</li> <li>Yes</li> <li>Yes these are rapidly getting forgotten.</li> <li>I would welcome further research and public consultation on this.</li> <li>'Consider' is a weak word. Should say 'Tackle the specific ...'.</li> <li>Very important to keep these communities alive.</li> </ul>
Contribute to the creation of infrastructure to encourage people to switch to low emission vehicles?				<ul style="list-style-type: none"> <li>including cycling</li> <li>Ensure the creation of a comprehensive infrastructure network that will support a quick shift to low emission vehicles</li> <li>Question should be "...Contribute to using different promotional techniques to encourage people to switch to low emission vehicles?"</li> <li>Instead of low emission vehicle, specify bicycle. Low emission cars get their energy from the grid - this comes largely from non sustainable energy and is, in my view, an excuse to sell more stuff that's bad for the planet and benefit big business, whilst failing to help the environment. Also whilst there are excessive numbers of cars on the road of any type, fewer people will walk and cycle. Low emission cars still have all the same road safety problems due to bad driving, speeding, inconsiderate parking as any other car.</li> <li>"and cycles"</li> <li>Yes- particularly with electric cars- more charging points and charging `on the go` should be a priority to extend range and then more people would switch.</li> <li>Public transport should be championed rather than gimmicky new technologies which themselves demand resources.</li> <li>Add: '...and cycling and walking options where appropriate.'</li> </ul>

### Objective 12 Enhance long term economic prosperity and promote economic transformation

	RETAIN	REMOVE	AMEND	COMMENTS
Ensure better connections (passengers and freight) between the North's cities, with other regions and internationally?	19	1	4	<ul style="list-style-type: none"> <li>Ensure better sustainable connections ...</li> <li>Absolutely vital if the Northern power house is to be fired up!</li> <li>People do not need ultra-speedy transport around Britain. Better to have more - and cheaper - rail services on existing routes and at current speeds.</li> <li>Ensure better sustainable connections</li> <li>Ensure low carbon, enhanced connections...</li> </ul>
Improve the capacity and resilience of the North's strategic road and rail networks?	20	1	3	<ul style="list-style-type: none"> <li>The plan needs to ensure that the road and rail links we have remains well linked and checked regularly to ensure that passengers do not face unwanted and unknown travel delays</li> <li>Delete road, just keep rail. Building more roads is a definite NO.</li> </ul>

				<ul style="list-style-type: none"> <li>This is the key question which should be at the top of the agenda and I fear there will not be enough investment in the following:- 1. A new rail link under the pennines from Manchester to Leeds/ Sheffield linking the top spurs of HS2 and completing the triangle. 2. Completion of the A66 dualling and upgrading the interchanges to A1M and M6 which are poor and waste time. 3, Dualling the whole of the A69 4. A new part tunneled motorway linking Manchester to Sheffield north- the long awaited M57 5 Converting all railways in the north to electric locomotion.</li> <li>No more road-building or road-widening!</li> <li>Without harm to the environment</li> <li>'Improve the environmental sustainability, capacity...'</li> </ul>
Improve overall journey times (passengers and freight), travel convenience and reliability?	19	3	2	<ul style="list-style-type: none"> <li>The plan should promote the need for eco friendly buses and high speed rail for the North and the North East and having as many routes which these can be used regionally and nationally. Availability of buses and trains should be frequent and have timetables that are accurate to journey times and should be checked regularly</li> <li>Specify for rail and bus passengers - we need to increase inconvenience for car drivers to discourage this damaging mode of transport</li> <li>Yes the services are so poor at the moment but don't underestimate generated usage if the right solutions are attractive to users.</li> <li>The negative effects of achieving that objective might be disproportionate.</li> <li>'...journey times (where reasonable and appropriate for passengers and freight)...</li> </ul>
Consider local requirements to guide investments to connect to regional and national networks?	21	2	1	<ul style="list-style-type: none"> <li>Consider adding 'international'</li> <li>It will be useful to speak to local communities, groups, organisations and transport sub groups to have their say on the "local requirements". In this way transport matters can be resolved by the people that it concerns most, the passengers</li> <li>Specify rail and PT, not road</li> <li>Consider local requirements to guide investments to connect to all forms of regional and national networks?</li> <li>A lot of work needs doing here to give reasonable access to all and encourage local business</li> </ul>
Contribute to establishing an effective transport network that increases investment?	19	4	1	<ul style="list-style-type: none"> <li>It must not always be about financial gain, more to ensure transport is modern, efficient, reliable and can be accessed by all.</li> <li>Specify rail and PT, not road</li> <li>Contribute to establishing an effective network for all forms of vehicular and non vehicular transport that increases investment?</li> <li>yes as above</li> </ul>
-0Support improved availability and accessibility to good quality employment opportunities, particularly in high unemployment areas?	23	0	1	<ul style="list-style-type: none"> <li>Not sure how this will work in practice.</li> <li>Specify rail and PT, not road</li> <li>Support improved availability and accessibility to good quality employment opportunities by all forms of vehicular and non vehicular transport, particularly in high unemployment areas?</li> <li>Absolutely key and dont let Teesside and Newcastle get forgotten as well where unemployment is high.</li> </ul>
Support economic activities in rural areas?	23	1	2	<ul style="list-style-type: none"> <li>Specify rail and PT, not road</li> <li>Support economic activities in rural areas</li> </ul>

				<p>which embrace vehicular and non vehicular transport,?</p> <ul style="list-style-type: none"> <li>• Yes where appropriate</li> <li>• with minimal impact on the quality of the environment</li> </ul>
Reduce the GVA per capita gap between the Northern economy and the rest of England?	18	3	1	<ul style="list-style-type: none"> <li>• GVA is a poor measure for sustainability as it takes no account of the environmental and social consequences.</li> <li>• Be cognizant of the already existing gap between the sub-regions within the North</li> <li>• GVA?</li> <li>• Wonderful if this could be achieved</li> <li>• A somewhat wistful hope?</li> </ul>
Help improve labour productivity across the region?	21	2	0	<ul style="list-style-type: none"> <li>• The plan could look at offering jobs or placements at transport authorities for young people, disabled people and those who are out of work the long term, ensuring that a wide variety of roles using a variety of skills are on offer. It could also look at supporting labour productivity initiatives that are already in existence, particularly for those that support young people and disabled people.</li> <li>• not sure how a transport network could do this?</li> <li>• The secret is better transport links and journey time improvement as well as universal broadband coverage</li> <li>• This suggests the exploitation of workers in the North.</li> </ul>
Help improve employment rates across the region?	21	1	0	<ul style="list-style-type: none"> <li>• A key objective</li> <li>• Tangential.</li> </ul>

### Objective 13 Coordinate land use and strategic transport planning across the region

	RETAIN	REMOVE	AMEND	COMMENTS
Support the development of compact, higher density mixed use development coordinated with transport infrastructure?	21	1	1	<ul style="list-style-type: none"> <li>• jargon again - not sure what this means</li> <li>• Support the development of compact, higher density mixed use development coordinated with vehicular and non vehicular transport infrastructure?</li> </ul>
Support housing and employment development in areas that are or will be served by rail transport?	21	2	0	<ul style="list-style-type: none"> <li>• I am sceptical about the need for very much new housing to be built (and it should never occur on greenfield sites).</li> <li>• As long as park and ride is taken into account and provided for.</li> </ul>

### Objective 14 Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society

	RETAIN	REMOVE	AMEND	COMMENTS
Will the STP promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	20	0	3	<ul style="list-style-type: none"> <li>• Achieve not promote</li> <li>• Keep fares at low cost for all groups using public transport. Consider comfort of passengers for instance reduce standing in trains.</li> <li>• Does this embrace all the protected characteristics as outlined in the Equalities Act?</li> <li>• Remember that this should be implemented on ALL modes of transport and made available at ALL times!</li> </ul>

				<ul style="list-style-type: none"> <li>• 'Promote greater equality of opportunity to all age groups of residents, disabled people....'</li> <li>• Perhaps some explanation as to how this will translate into action, rather than 'tick a box' would be of assistance.</li> <li>• Could remove sexual orientation as I don't think this should affect transport use! PC going a bit mad there! Otherwise the question is very vague and needs to be more specific as I don't know how you would really assess this.</li> <li>• Too detailed a question - keep it simple</li> <li>• Excellent.</li> </ul>
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**Objective 15 Improve health and well-being for all citizens and reduce inequalities in health**

	RETAIN	REMOVE	AMEND	COMMENTS
Promote the health and well-being of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation; cyclists, pedestrians, commuters by public transport, drivers) and of the wider population (residents, workers, commuters, tourists and visitors)?	22	0	3	<ul style="list-style-type: none"> <li>• Support, not promote</li> <li>• Suggest this is two questions, one needs to focus on the health and wellbeing of the population as a whole and the second focuses on health inequality and measures to narrow the gap. 1. Promote the health and wellbeing of the whole population through: * appropriate/cultural relevant/well integrated information sources. * mechanisms that enable people to access support to help build confidence and skills * increasing travel by active modes through integration ..... * mitigates the impact of poor air quality * reduces the danger of speed via signage, penalties, social marketing * recognizes the intrinsic link with climate change being a key health determinant 2. Demonstrates the principle of 'proportionate universalism' (Marmot 2010) in terms of infrastructure planning and investment decisions so that resources are targeted to those identified as being subject to the worst health inequalities.</li> <li>• The plan could make the positive case for using transport for social, recreational, fitness and leisure and work purposes</li> <li>• Again perhaps some explanation as to how this will translate into action, rather than 'tick a box' would be of assistance.</li> <li>• Good thought - but again it is very vague. How will this be assessed?</li> <li>• We see this a high priority area.</li> <li>• Sounds like a catch all question and likely to distract from key objectives</li> </ul>
Support increasing travel by active modes through integration and interchange with the strategic transport networks?	20	0	5	<ul style="list-style-type: none"> <li>• See above comment (Support, not promote)</li> <li>• Perhaps needs to be reworded.</li> <li>• Support increasing travel by active modes through prioritising pedestrians and cyclists over road transport where there is a cross over of routes. Increase facilities for getting to and from stations by PT/walking/cycling</li> </ul>

				<ul style="list-style-type: none"> <li>• Insert "including cycle-rail journeys"</li> <li>• A vital objective</li> <li>• Instead of 'Support increasing travel', should be 'Achieve increased travel ....'.</li> <li>• Support increasing travel by active modes through appropriate and enhanced infrastructure, road safety engineering, cultural change and integration across other and public transport modes.</li> </ul>
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**Objective 16 Promote community safety and reduce crime and fear of crime for all citizens**

	RETAIN	REMOVE	AMEND	COMMENTS
Support the provision of initiatives that enhance safety and therefore reduce the number of accidents, particularly for vulnerable users, children, older people, disabled people, and those in deprived areas?	18	1	3	<ul style="list-style-type: none"> <li>• consider access needs. Health needs -invisible health problems etc.</li> <li>• Potentially encouraging cycle transport, given the topography of a mid Pennine area, could put more people at risk.</li> <li>• Support the provision of initiatives that enhance safety and therefore reduce the number of injuries and / or collisions particularly for vulnerable users– children, older people, disabled people, and those in deprived areas? NB. Accident is not a word used by all safety-relevant services</li> <li>• Add "cyclists"</li> <li>• Safety is paramount</li> <li>• and to include cyclists,mobility scooters and horse riders.</li> <li>• 'Support' is a weak word. Should be 'Achieve'.</li> <li>• Add: '..disabled people, cyclists, pedestrians, and...'</li> </ul>
Promote the application of 'Secured by Design' in transport development schemes?	20	0	2	<ul style="list-style-type: none"> <li>• What is 'Secured by Design'? Slogans need explanations.</li> <li>• Good design is important</li> <li>• Another nonsensical question that means nothing to the general public.</li> <li>• Need to explain the term.</li> </ul>
Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?	19	0	3	<ul style="list-style-type: none"> <li>• Again examples. A platform canopy at our station would assist!</li> <li>• Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for active travel, physical activity and accessing key facilities?</li> <li>• More CCTV? No thanks.</li> <li>• Bit vague</li> </ul>
Encourage improvements in personal security on public transport and at its facilities to improve accessibility to key facilities?	22	0	0	<ul style="list-style-type: none"> <li>• Needs a further question about ensuring sufficient staff to support safe travel</li> <li>• Consider invisible conditions and health needs which are not apparent in passengers.</li> <li>• 'Encourage' is a weak word. Should be 'Achieve'</li> </ul>

### Survey responses on additional ISA questions

For each of the 16 objectives, participants were asked if there were any other questions that should be included under each objective. Note: These tables show comments and suggestions: a number of respondents simply said "no" and those answers have been omitted.

#### Q5 Are there any additional questions on greenhouse gas emissions that you would like to see included?

there seems to be a question missing about the plan providing infrastructure for lower transport modes of transport e.g. cycling
we need to lower the level of gasses
Is there a cross-over with the air quality section and, if so, does this need to be better co-ordinated?
Encourage the use of logistics software by haulage (and other) firms to plan the shortest/least polluting routes for their vehicles?
No. It is about having reasonable, flexible options, which meet the transport needs of the population.
...Encourage adoption of simple measures to reduce greenhouse gas emission such as 'switch off if stationary longer than a minute'.
Encouraging people to turn away from fossil fuels means more investment into battery technology and, at national level, more investment in sustainable energy generation such as tidal storage lagoons around the coast to keep future electricity costs down.
Encourage zero carbon transport through enhanced walking and cycling infrastructure, and improving integration of these modes with low carbon public transport.
How will the plan reduce them?

#### Q7 Are there any additional questions on biodiversity that you would like to see included?

Work with other relevant organisations e.g. wildlife NGOs, Local Authorities, Defra Agencies and local groups to achieve the above
encourage the use of areas of biodiversity by the general public
In reality it is about having practical solutions, rather than aspirational slogans.
Will the STP use a biodiversity net gain approach?
Any questions on the subject will simply elicit meaningless reassurances.

#### Q9 Are there any additional questions on protected wildlife sites that you would like to see included?

in one of the questions Local Wildlife Sites needs to be specifically mentioned as they are really important but sometimes overlooked
See 8: it is difficult to give a valid answer without specific examples.
What is the point?

#### Q11 Are there any additional questions on air quality that you would like to see included?

Yes...another important aspect is the ability of trees to absorb air pollutants from the atmosphere (eg particulates) and hence reduce the health impacts of air pollution. Tree planting can play a particularly important role at air pollution hot spots such as busy road junctions. Woodland Trust can supply a report which gives more information on this if you would find it helpful.
Greater synergy with ISA Objective 1
Will the STP support the promotion of the benefits of clean air and the adverse effects of polluted air?
Can steps be taken to ensure that where the emission of pollutants is unavoidable, they are directed to locations where they will have least impact. A power station burning fossil fuel (incl. natural gas) should be located away from significant areas of population.
Are the methodologies proposed within the STP appropriate to achieving best possible outcomes in reducing emissions?
Other than vague assertions regarding new technologies, how do you envisage meeting the UK's air quality commitments and seriously reducing levels of pollution in major centres and on major arteries whilst promising to deliver so much extra highway capacity?
Cycling is key to increasing air quality, everyone should have access to a safe cycling route when commuting

#### Q13 Are there any additional questions on climate resilience that you would like to see included?

Will the STP have a strategy in place to ensure that ALL passengers - including disabled people - are able to access an alternative form of transport in the event of extreme weather?
A question on using natural infrastructure to mitigate against a changing climate within the network area.
to retain existing measures of flood management by ensuring its financial support is provided by central government rather than a local provision e.g. maintenance of pumps

**Q15 Are there any additional questions on the water environment that you would like to see included?**

Improve use of low carbon transit modes that reduce road freight carriage, e.g. Rail, canal barge.

**Q17 Are there any additional questions on soil conservation that you would like to see included?**

No additional questions were suggested on soil conservation.

**Q19 Are there any additional questions on heritage assets that you would like to see included?**

There should be a reminder of what the NPPF has to say about heritage assets.

**Q21 Are there any additional questions on landscape and townscape that you would like to see included?**

Promote suitable safe sustainable access to the natural environmental assets (e.g. National Parks, AONBs, parks and green spaces, common land, woodland / forests, etc.) of the north of England?

**Q23 Are there any additional questions on waste and recycling that you would like to see included?**

source all steel that is required from the UK?

Could explore greater use of biofuels (eg for public transport) so as to reduce reliance on fossil fuels.

**Q25 Are there any additional questions on low carbon transport that you would like to see included?**

See comments on first section: will the STP move the North to a fully or near fully decarbonised transport system by 2050.

ban cars from city/town centres

Include something to capture the polluting aspects of air and water travel?

Contribute to the creation of infrastructure to encourage people to substitute short car journeys by walking and cycling, for personal wellbeing and for walking and cycling tourism

Encourage cycling and walking as first choice or default options for shorter journeys.

**Q27 Are there any additional questions on economic impacts that you would like to see included?**

could there be a question about looking at making public transport cheaper than driving (and parking) for most journeys to encourage more people to choose this option?

Remove the market targets from transport-especially public service transport.

Make PT more affordable by subsidising from elsewhere. Introduce road charging to discourage car use

a question on improving intermodal connectivity between public transport modes

This is the nub of any plan so must be sufficient funds found to make it work

**Q29 Are there any additional questions on land use planning that you would like to see included?**

Are walking and cycling facilities included in any plans for new housing/other developments?

Promote land use to create safe traffic free / traffic-calmed infrastructure for non motorised users.

Will the STP discourage developments in areas difficult to serve with good public transport.

**Q31 Are there any additional questions on equality of opportunity that you would like to see included?**

Would like to see more emphasis on improving independence of school children by providing safe routes to school in urban areas. This will involve efforts to reduce car use by parents and changes to road layout to prioritise pedestrians around schools. Also pavement parking should be banned so that people can actually use the pavements and they don't get damaged and bumpy by cars driving on them.

Add something about encouraging women to cycle more?

**Q33 Are there any additional questions on health and well-being that you would like to see included?**

improve the health and safety of cyclists by developing a dedicated bike path for the North (separating the cyclist from the motor vehicles)?

support connectivity to health services

Make it easy access for all groups -consider mobility needs of all groups and health problems.

Yes. In terms of health inequalities, a question on accessibility, affordability and appropriateness of transport

modes would enable the reader to see if investment and infrastructure decisions paid due attention to these critical issues.

Add something about public education?

### Open ended questions

At the end of the survey, there were some open-ended questions to capture additional evidence, comments and suggestions.

#### Q36 Is there any other information that should be taken into account (for example, key baseline data that the ISA should be using, or major development proposals that should be considered)?

ensure that Local Wildlife Sites are included in any mapping and data from local biological record centres

Need baseline data on transport greenhouse gas and pollutant emissions to judge progress against.

Changes due to reduced funding for roads in Local Government budgets now and in the future will affect the transport changes and choices.

Health Profiles, PHE Wellbeing data, ONS

How about asking Northumberland County Council why the "consultants" have been sitting on the plans for the re-instatement of the Blyth-Tyne Passenger Rail service for FOUR YEARS???

Double counting of claimed new jobs in Local Plans and the Strategic Economic Plans of Local Enterprise Partnerships.

Please collaborate with CycleNation, Cycling UK and Living Streets to ensure these lowest carbon transport modes are properly represented and, ultimately, developed using gold standard methodologies as applied through many of the greatest EU cities, including London, Freiberg, Copenhagen, Munster etc.

How safe cycling is within the area.

#### Q37 We welcome any further comments you may have on the scope of the Sustainability Appraisal.

As a Wildlife Trust we were pleased to see these themes included - I hope that these make it into the actual Appraisal Biodiversity • Contribute to the delivery of local and national Biodiversity Action Plans; • Protect and enhance endangered species, habitats and geodiversity, including sites of geological importance; • Protect and enhance existing wildlife and provide opportunities for new habitat creation • Increase tree cover and ensure the sustainable management of existing woodland; • Protect, maintain and where possible enhance natural habitat networks and green infrastructure, to avoid fragmentation and isolation of networks; • Protect and enhance designated nature conservation sites of international importance (SPA/SAC) and national importance (SSSI); • Promote access and understanding of nature and biodiversity. • Landscape

Will the TfN look at successful transport plans in Europe and the USA for example designated bike paths to obtain ideas? How will they tackle the relationship difficulties they are bound to have with public transport bodies like TfGM who have their own agenda which may vary greatly to TfN?

You have touched on some good points, however the draft seems to suggest that the TFN should be involved in areas where it doesn't suit e.g. protection of coastal/water based areas. I am also concerned that the plan will focus too much on environmental issues rather than aiming to support people who find it difficult to use transport to be able to get on a bus(e.g.), access information, pay the cheapest available fare and access a variety of destinations without the need of complicated connections. The plan also needs to focus on transport fares which are fair and suitable for everyone, including regular commuters, visitors and tourists and disabled people.

Given the proposed reduction in train service from our local station, no prospect of the trams coming, and no rebuilding of a local station, then I am very pessimistic. There seems to be an emphasis on getting people to and from City centres and commuters trying to get to these City centre rail hubs are being ignored.

The draft STP was weak in regard to NMUs.

There is no reference to meadow grasslands and ancient woodlands as both are very important and threatened habitat and needs separate consideration.

The STP needs to (a) actively promote walking and cycling for journeys up to 4 miles and (b) promote and facilitate mixed-mode journeys including walking/cycling and public transport for 4+ miles. As well as tackling the physical barriers, the STP ought to address the "hearts and minds" issue - winning public support and acceptance for active modes and public transport.

It will be important to weight some of the questions as some are more important to the outcome than others

That's nice of you.

Above all focus on protection of the environment

It is noteworthy that the key economic questions use more positive language than the other questions.

## Appendix II Individual submissions

- A. CPRE South Yorkshire & Friends of the Peak District
- B. Friends of the Earth
- C. North Cheshire Rail Users Group
- D. North West Transport Activists Round Table
- E. North York Moors National Park
- F. Professor Anthony May
- G. Railfuture

### A: Anne Robinson, CPRE South Yorkshire & Friends of the Peak District



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25 February 2017

Dear David,

### TfN Strategic Transport Plan (STP) Integrated Sustainability Appraisal (ISA) Jan 2017 Consultation response to the full ISA Scoping Report

Friends of the Peak District and CPRE South Yorkshire welcome the opportunity to comment on the ISA. We are commenting on the full ISA scoping report. We are disappointed to find at this late stage in the development of the STP that major issues are present. This could have been avoided had an ISA been undertaken at the start of the development of the STP, as best practice requires, not at its end.

Before we respond to the questions we address four major overarching issues that impact on many of the ISA objectives.

#### 1. The language of the ISA

The use of words in Table 6-1 (Sustainability Issues) when expressing the implications/opportunities of the STP and in Table 7-1 (ISA Framework) when setting the questions to test achievement of the ISA objectives is weak and would allow the plan to easily pass tests against the ISA objectives. Thus 'ensure', 'seek to', 'recognise' (rather than actually doing anything), 'respect', 'encourage', 'contribute to' would barely test a

plan that needs rigorous challenge of its impact on carbon emissions, air quality, modal shift from road based mobility and making best use of existing infrastructure.

## **2. Assumption that better connectivity is required**

The ISA works from the assumption (as does TfN) that economic growth will arise from improved transport connectivity, despite the 1996 SACTRA (Standing Advisory Committee on Trunk Road

Assessment) work showing this link to be inconclusive. Recent studies of the cities of Randstad and Rhine-Ruhr complexes<sup>1</sup> has shown that their successful economic activity has been achieved by concentrating it in, rather than between, cities, and this pattern of economic activity makes both areas more productive than their respective national economies. The ISA must challenge the basic assumption that transport connectivity between, rather than within, cities provides greater economic benefits.

## **3. Emerging strategy's failure to address carbon emissions and air pollution**

Although the ISA scoping report states that reducing carbon emissions and air quality are 'core elements' and 'a fundamental priority' this approach is not followed through in the implications/opportunities for, or the questions to test, the STP. It is crucial that the ISA robustly challenges TfN's emerging STP Spring 2016 Report as it does not address the urgent and statutory requirement to address greenhouse gas emissions (GhG) and air pollution. Carbon is mentioned only once in the document, in reference to the four prime capabilities of the north. Low emissions technology is mentioned only once in relation to reducing freight emissions, and air quality is approached only as an issue for freight. TfN's more recent (Feb 2017) Independent International Connectivity Commission Report (page 3) makes only fleeting mention of reducing the carbon footprint of freight and proposes to increase northern aviation demand (passengers per annum), and therefore carbon emissions, by more than the DfT are forecasting, even though those national forecasts are themselves already breaching the emissions limit set for aviation within the UK carbon budget.

Domestic transport is now the largest emitting carbon sector, accounting for 24% of UK GhG emissions in 2015<sup>2</sup>. Transport emissions increased in both 2014 and 2015, and emissions reductions from implementing current Government policies would fall significantly short of the Committee's indicator by around 26 MtCO<sub>2</sub> in 2027. There is an urgent need to decarbonise the sector and develop a cohesive set of policies to reduce transport emissions, which the Committee recommends should include behaviour change relating to the adoption of electric cars, reducing car trips or increasing the proportion of journeys made by rail<sup>3</sup>.

Air pollution from nitrogen oxides (NO<sub>x</sub>) and particulates (PM) cause tens of thousands of UK deaths each year. On average, transport is responsible for 80% of NO<sub>x</sub> emissions at the roadside with up to 95% of diesel vehicles on the road currently breaking air pollution limits. Currently the Government has no effective strategy or plan to tackle air pollution, as revealed by challenge through the courts by Client Earth.

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<sup>1</sup> Building the Northern Powerhouse Lessons from the Rhine-Ruhr and Randstadt, 2016, Centre for Cities

<sup>2</sup> Meeting Carbon Budgets, Climate Change Committee progress report 2016

<sup>3</sup> Impact Assessment for the Level of the [Fifth UK Carbon Budget, DECC, 2016](#)

The ISA's response to these issues requires robust and rigorous challenge which it is currently not making (see answer to question 6 below). We heard at the workshop in Sheffield on 3<sup>rd</sup> February that TfN believes it cannot control all the transport emissions in the north. We appreciate that but that is no reason to develop a weak strategy for others to implement. The Cities and Local Government Devolution Act 102F (2) is explicit that the STP should not be trimmed to what TfN believes it can or cannot achieve itself:

*'The reference in subsection (1)(a) to "transport strategies", in relation to the area of an STB, is a reference to strategies for improving—*

*(a) the exercise of transport functions in the area (whether or not exercisable by the STB), and*

*(b) the effectiveness and efficiency of transport to, from or within the area.'* (our emphasis)

#### **4. Small scale smart/active schemes largely ignored**

In the ISA scoping report review of the relevant Plans, Policies, Programmes and Environmental Protection Objectives revealed 'encouraging walking, cycling and use of local public transport' as a common theme. However, that theme appears only once in the Sustainability Issues Table 6-1, against the health issue. Other smart/active schemes appear in Appendix E, Table E-1 but these fail to make their way into the main report. As the theme underpins most of the sustainability issues it should be given a much higher profile, as both an issue and an opportunity.

TfN's response to this suggestion at the workshop was that the STP is strategic and should leave local measures to the local authorities. However the Cities and Local Government Devolution Act 2016, 102I (2) is explicit that the STP of a subnational transport body, such as TfN is about to become, should include such measures:

*'The transport facilities and services mentioned in subsection (1) are—*

*(a) those required to meet the needs of persons (including pedestrians) living or working in, or visiting, the area of the STB'*

#### **Q1. Have there been any significant omissions of plans, programmes or environmental protection objectives relevant to the scoping of the ISA?**

- English National Parks and the Broads, UK Government Vision and Circular, 2010, should be added to the national list (see response to Q2 for import of this).
- If transport is going to serve spatial planning the ISA must refer to spatial strategies throughout the north. One of the implications identified for the STP in the ISA scoping report is that it *'should support a co-ordinated approach to land use and transport planning'*. Yet there is no reference to any spatial strategy or plan in the regional/local list, not even Greater Manchester's Spatial Framework, although the Sheffield City Region's Integrated Infrastructure Plan appears twice.
- The Peak District National Park Authority's Core Strategy contains policies relevant to TfN's STP and should be added to the regional/local list (see response to Q2 for import of this).

- The Midlands Connect emerging strategy November 2016 and Derbyshire County Council’s LTP should be added to the regional/local list.
- Greater Manchester’s Transport Strategy has now been finalised.
- Reference should be made to the duty on neighbouring authorities to cooperate<sup>4</sup>. Cross boundary planning and cooperation is crucial for transport and travel issues.

**Q2. Do you agree with the selection of key sustainability issues for the STP area?**

As they appear in Table 6-1 these appear satisfactory subject to the following amendments.

*(a) Carbon Emissions and Climate change Mitigation*

We agree that these are key sustainability issues. However the implications/opportunities of these are stated only as ‘*seek to reduce emissions as a core element*’ and ‘*ensure new schemes maximise opportunities to absorb GhG*’ (apparently a reference to tree planting).

The more detailed version of the sustainability issues in the Appendix Table E-1 picks up more fully on the implications:

*‘This could be achieved via promotion of sustainable modes of transport including innovative low carbon technology for mass transit and city wide commuting, smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions. Also, more rapid electrification of public transport services to reduce transport emissions should be considered.’*

It is these measures, not tree planting, that should be the emphasis here, and ‘investment in’ should be substituted for ‘promotion of’ in the first sentence. Table E-1 also states that the projected levels of growth mean that emissions are likely to remain an issue. This should bring the precautionary principle into play and initiate a re-assessment of the planned economic growth by the Northern Powerhouse. TfN needs to adopt a low carbon transport plan which should support Smart Growth, not economic growth at any cost; Greater Manchester’s Climate Change Strategy (2012) and Low Emission Strategy Action Plan (2015); and Sheffield City Region’s Infrastructure Plan (Oct 2016).

*(b) Air Quality*

We agree that this is a key sustainability issue and welcome its consideration as ‘a fundamental priority’. However the implications of this have been drastically reduced in Table 6-1 compared to what is presented in Appendix E-1. The examples of how this could be addressed (including promotion of sustainable modes of transport, smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions) should be added to Table 6-1.

*(c) Landscape and Townscape*

The Key Sustainability Issue in the first bullet should be revised to read ‘The plan has many different landscapes, including 5 areas of national importance and value which have

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<sup>4</sup> <https://www.gov.uk/guidance/duty-to-cooperate>

been designated as National Parks with statutory purposes. It is also important to enhance the local distinctiveness of ordinary countryside.’ A new bullet should be added: ‘Tranquillity, a characteristic of landscape that should be recognised in its own right, is being eroded by sprawl and transport routes.’

Under the Implications/Opportunities column it is not enough to state that the plan should ensure that transport schemes avoid sensitive areas, and respect landscapes and townscapes. The ISA must reflect The National Park Circular which states<sup>5</sup> that ‘*environmental quality should be the primary criterion in the planning of road and traffic management.*’ ‘*Any investment in trunk roads should be directed to developing routes for long distance traffic which avoid the Parks.*’ This policy is followed through in the Peak District National Park Authority’s 2012 Core Strategy, Policy T2 which opposes ‘*Transport developments which increase the amount of cross-Park traffic or have other adverse effects on its setting and character, amenity and enjoyment*’

There is a general duty on statutory undertakers, such as on TfN when it becomes a sub-national transport body, to have regard to the purposes of National Parks when coming to decisions or carrying out their activities relating to or affecting land within the Parks<sup>6</sup>. Planning Practice Guidance DCLG, 2016 makes it clear that this duty ‘*is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas*’<sup>7</sup>.

In order to respect and enhance local distinctiveness and character the importance of all countryside must be recognised through integrated transport and land use planning that engages local communities. This should be recognised as a key sustainability issue throughout the ISA.

#### *(d) Transport*

The key sustainability issues should include smart/active travel and changing travel behaviour, and the need to make best use of existing infrastructure using demand management. All of these should be opportunities for the STP.

#### *(e) Economic Growth and Productivity*

The sustainability issues identified are raising the GVA and increasing transport connectivity both in the north (constrained by congested roads and underdeveloped rail network) and internationally. The implications and opportunities for the STP are then couched in transport terms. As we have noted above the ISA needs to challenge the assumption that increased connectivity leads to improved economic growth.

#### *(f) Patterns of land Use*

A key sustainability issue that has been omitted is motorway junction associated development. In South Yorkshire such development already extends beside junctions 33-35 along the M1 motorway where there is already significant congestion with severe air

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<sup>5</sup> English National Parks and the Broads, UK Government Vision and Circular 2010, paras 84 & 85

<sup>6</sup> Section 11A(2) National Parks and Access to the Countryside Act 1949 (National Parks) as amended by Section 62 Environment Act 1995

<sup>7</sup> <https://www.gov.uk/guidance/natural-environment>

pollution<sup>8</sup>. Despite this development is now proposed at junctions 36 and 37. This approach is not unique to our area. Similar plans based on motorway-associated development are also emerging through the Greater Manchester Spatial Framework (fuelling demands for improved east-west road connectivity) and they are all equally detrimental to long term sustainability.

This outdated model of road-led development, using the junction and the link road to it as a development corridor, results in the transport function of the link road (accessibility to the town/city) being gradually subsumed by the development land function (accessibility to the junction/link road business park). This then leads to all the negative consequences of traffic congestion and a concentration of employment in locations inaccessible by public transport, walking and cycling. In landscape terms, what was open countryside (often protected by Green Belt) becomes a 'motorway corridor landscape character area' characterised by retail parks and gigantic, monolithic warehouses. The economy suffers too. Far from contributing to economic growth this approach would in the long term undermine it through all its adverse consequences. For example, the economic cost from the impacts of air pollution in the UK is estimated at £9-19 billion every year<sup>9</sup>. This is comparable to the economic cost of obesity (over £10 billion).

**Q3. Do you agree that the baseline data that have been, or will be collected, are relevant and of sufficient detail to support the ISA?**

No. We fail to understand how a STP can serve spatial development if it does not refer to spatial plans throughout the area of impact. It was exactly this flaw that led to the downfall of the Northern Way. Greater Manchester is the only combined authority sufficiently advanced to have a developing spatial framework but even its plan does not appear in the list of plans and programmes. The reference to the Sheffield City Region Integrated Plan, which has not passed through any formal public inquiry, is welcome but in the absence of any other spatial plan, reference will have to be made to all the local plans of the north.

We welcome the reference to the CPRE tranquillity maps in Appendix C but tranquillity should be included as sustainability issue in the main report.

The Peak District BAP provides useful information on wildlife throughout the area.

**Q4. Are there any key baseline data available that are or could be used in support of the issues that have not been identified?**

See answer to Q3 above.

**Q5. Do the ISA objectives and decision making questions provide a sound framework against which to assess the sustainability performance of the emerging STP?**

No - Several of the ISA objectives fail to reflect the full impact of the key sustainability issues identified. The questions to test the STP's achievement of the objectives need to be

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<sup>8</sup> London to Scotland East Route Strategy, 2015, Highways England

<sup>9</sup> Air Quality: Public Health Impacts and Local Actions, Briefing note, Defra, 2013

more challenging. The questions should all start with ‘Will the STP when implemented...’ which should help to integrate strategic thinking and more local implementation.

*(a) Greenhouse Gas Emissions*

The ISA objective for GhG needs to be strengthened and adopt a low carbon strategy approach. The use of the word encourage should be dropped from all the questions which should ask questions about direct impact - Will the STP reduce road traffic levels / increase use of low carbon transport technologies / increase use of the transport estate for low carbon energy generation?

The ISA also needs to ask Will the STP reduce GhG emissions such that the targets set by Government and by local authorities in the North would be met?

We are unclear as to the aim of the questions in the final bullet (will the STP encourage the protection / enhancement / creation of carbon sinks) unless tree planting is implied.

*(b) Air Quality*

The ISA objective for air quality requires a more robust question, for example ‘Will the STP enhance air quality generally and lead to removal of AQMA within 5 years?’

*(c) Landscape character*

The ISA objective for landscape character is satisfactory but the questions use the wrong verbs (encourage/promote/consider/support). Instead the questions should be ‘Will the STP enhance landscape character / conserve and enhance designated and other natural environment assets / protect tranquil areas? For all landscapes and townscape the questions should be:

- Will the STP improve landscape quality and the character of open spaces and the public realm?
- Will the STP respect, maintain and strengthen local character and distinctiveness?

*(d) Transport*

The ISA objective for transport is ‘enhance lower carbon affordable transport choice’ which has completely avoided addressing the key issues. The objective should include reduce the need to travel and make best use of existing infrastructure. The reliance of the STP on major new road capacity should be rigorously challenged. Traffic increases in response to new road space are extremely well-documented. In 1994 the SACTRA published its best-known report on what it renamed ‘induced’ traffic. It concluded that *‘an average road improvement, for which traffic growth due to all other factors is forecast correctly, will see an additional [i.e. induced] 10% of base traffic in the short term and 20% in the long term.’*

Possible questions should be:

- Will the STP reduce the need to travel and promote efficient patterns of movement?
- Will the STP provide a safe and sustainable public transport network that reduces reliance on private motor vehicles?
- Will the STP increase the use of sustainable and active modes of transport?
- Will the STP increase physical activity?

- Will the STP provide a wider choice of passenger travel?
- Will the STP increase the transport of freight by sea/waterways/rail and reduce road freight?
- Will the STP improve the transport needs of rural communities and of visitors to rural areas?
- Will the STP create infrastructure to support low emissions vehicles?

*(e) Economic prosperity*

The objective ‘enhance economic prosperity and promote economic transformation’ needs to be achieved within the context of Smart Growth. Against this objective transport specific questions relate to better connections, capacity and resilience, journey times and investment in the transport network. In the light of what we have said above on connectivity and economic growth the questions for this objective should challenge the basic premise of the STP and focus on asking questions that relate to outcomes for people not for transport networks, for example ‘Will the STP increase access to jobs, training and skills and other services efficiently and effectively?’

*(f) Land Use*

The objective should be ‘integrate (not coordinate) land use and strategic transport planning’.

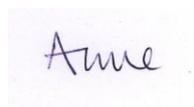
*(g) Equality*

Under this objective road safety, severance and the environmental impacts of transport are addressed. The STP needs to adopt a more robust approach to road safety that addresses road danger<sup>10</sup>, the principal source of which is motor vehicles. It could even adopt the Road Danger Reduction Charter. Traditional approaches to road safety have taken casualty reduction as a measure of achievement. Whilst this is important the ISA should reflect the threat and the impacts of road danger reduction through such questions as ‘Will the STP increase walking and cycling?’ By comparison ‘reducing traffic levels and congestion’ is a poor assessment of road safety as it may actually speed traffic up and increase accidents. The question for air and noise pollution should be based on improvements only, and not include ‘not worsen’.

**Q6. Are there any major development proposals within the study area that need to be considered as part of the ISA for the STP?**

Yes - The Trans-Pennine Tunnel and the A628T corridor upgrade. Both are major developments referenced in TfN’s emerging strategy. As to other major developments, these would be contained in spatial strategies which we have already highlighted as a serious omission.

Yours sincerely,



Anne Robinson, Campaigner

<sup>10</sup> <https://rdrf.org.uk/road-danger-reduction/>

**B: Anthony Rae, Friends of the Earth**

**TfN Strategic Transport Plan: Integrated Sustainability Appraisal (ISA) Jan 2017: Consultation response from Anthony Rae (FOE/CBT)**

*To begin:* I've seen and endorse the responses prepared by my colleagues Anne Robinson and Lillian Burns for their respective organisations, which covered a wider range of issues that I'm seeking to address in this submission. I particularly point to the references in Anne's response relating issues within the ISA to the requirements of the 2016 Cities and Local Government Devolution Act (CLGDA).

This consultation response concentrates instead on the central issue that I (representing Friends of the Earth and Campaign for Better Transport) have been raising repeatedly throughout the duration of the strategic road studies, and now in the preparation of the Strategic Transport Plan (STP): how they are proposing to deal with the legal requirement (derived from the 2008 Climate Change Act) to reduce present and future carbon emissions?

***A) Effective policy mechanisms: strategy objectives versus sustainability appraisal?***

In the first round of the consultation process facilitated by CBT in October I raised this question with the ISA consultant: *'whether a sustainability appraisal process would have sufficient strength so as to provide a necessary policy restraint on transport carbon, in the absence of a higher level policy objective to which the SA assessment could refer and be anchored?* (At both the October and January rounds it was argued by TfN officers that the ongoing SA assessment, as a continuing and iterative process, would indeed be an adequately strong policy mechanism). I suggested that it would not, and that instead - as I have previously advocated - a carbon reduction objective needs to be included as a top-level policy driver for the entire STP, and therefore its subsidiary SA. It is the choice between these policy mechanisms that I am addressing in this response.

***B) ISA: proposed draft STP objectives***

Paragraph 2.1.14 of the main ISA report states: "TfN have prepared an initial set of objectives on which to develop the STP, in order to support the case for investment at a local and a pan-Northern level and consider how decisions taken now can support the lives of generations to come. The wording of these objectives are still in draft and their function within the overall STP subject to change, but provide a starting point for how investment options will be considered." *my emphasis* . I agree with how the process relating to objective development is stated here, because 'their function within the overall STP' is what I have been talking about in relation to carbon restraint.

I also agree that the proposed set of four draft objectives - 'transforming economic performance', 'improve opportunities across the North', 'promote and support the built and natural environment', and 'increase efficiency, reliability and resilience on the transport system' *ISA page 8* - do cover all three pillars of sustainability and comply with the requirements of CLGDA section 102I.

However, my reading of the wording of the Environmental objective:

**Promote and support the built and natural environment** - *By transforming economic performance more people will experience the high quality built and environmental assets of the North. There is an opportunity to further enhance the quality of places, but we also the need to guard against undermining the environment aspects that make the North a great place to live and work.*

is very clear that it does not encompass climate change and carbon reduction, for these two reasons: they are not explicitly included in the wording (which would remove any ambiguity), whilst my interpretation of the text is that it is focused on physical assets (references to 'built', 'assets', 'places', 'great place to live') and no wider. In my judgement this omission of carbon reduction has been a deliberate choice in the drafting, and is **totally unacceptable**.

TfN will know that carbon reduction has been raised repeatedly in previous stakeholder engagement as probably the principal environmental issue the STP should respond to - and this was certainly confirmed at the second round workshop I attended in York - and yet on all previous occasions questions about the need for such a policy-driving objective have never been substantively answered. So there is a consistent pattern of policy 'behaviour' as to why carbon reduction has been excluded from the draft objective but now TfN will need to explain on what basis they have done this.

In my previous letter to David Brown of 23rd January I referred to the requirement of the CLGDA that in 'preparing or revising its transport strategy an STB must have regard to 'any current national policy relating to transport that has been published by or on behalf of Her Majesty's Government' *subclause 8(c) p.34* and commented that 'we would regard the recommendations made by the Committee on Climate Change in pursuance of the fulfilment of the national carbon budgets adopted by government under the Climate Change Act 2008 as falling into this category'. I received back the assurance that 'we are committed to compliance with all relevant legislation, including ... the Climate Change Act 2008 in relation to what is within our control in dealing with carbon emissions and pan-Northern transport.' *Jonathan Spruce email 13th February*

You will know that section C.3.1 in the ISA Appendix volume sets out an evidence base for transport carbon emissions, including at a level of considerable detail (e.g Figure C-4). It includes a number of statements relating to the CCC analysis such as:

"The Committee for Climate Change note that emissions fell by 1.1% in 2013 due to falling carbon intensity of cars and vans. However, fuel sales imply that **emissions are likely to have increased by around 1% in 2014, as rising demand outweighed carbon intensity improvements.**"

"The Committee for Climate Change anticipate that **projected emissions reductions from current policies fall short of the cost-effective trajectory and further measures will be needed to meet future carbon budgets.** There is significant potential for emissions reductions through continued improvement in fuel efficiency for conventional vehicles, switching to alternatively fuelled vehicles and from changing behaviour." *emphasis added*

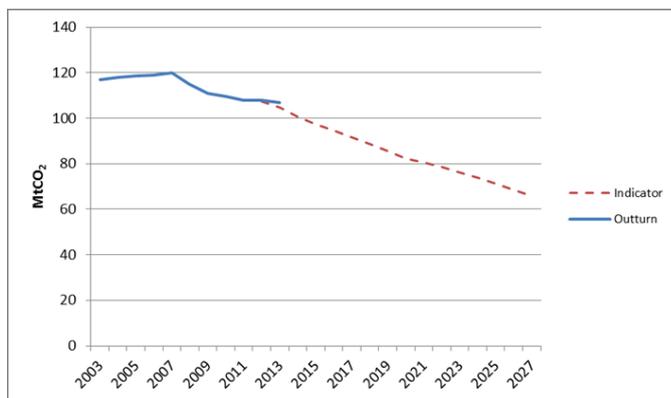
To these let me repeat the additional reference I have previously made to the headline

statements in the CCC's 2016 Progress Report. Its message could not be clearer:

"Domestic transport is now the largest emitting sector, accounting for 24% of UK greenhouse gas emissions in 2015. Transport emissions increased in both 2014 and 2015. [And please note that the previous sentences do not appear to also cover international aviation emissions] As demand for travel continues to grow, there is a need to decarbonise transport more rapidly to meet future carbon budgets. ... Our key policy recommendations for the Government's emission reduction plan reflect **the lack of progress in decarbonising the sector and the urgent need to develop a cohesive set of policies to reduce transport emissions**" *Key messages and recommendations p.135pdf* emphasis added

Most importantly the ISA appendix also includes this figure:

Figure C-5 Total road emissions versus indicator (2003-27)



Its fundamental importance relates to its provision of a historic + future transport carbon reduction trajectory, which has then been used as one of the building blocks making up the approved UK carbon budgets through to 2032. It can be seen that the Figure identifies a requirement to reduce road emissions from around 110m tonnes CO<sub>2</sub> at present to some 65m tonnes in 2027- just 10 years. Of course it cannot be read in isolation because all elements of surface transport emissions (i.e other than road) need then to be combined with the transport emissions from aviation - which are not referred to at all in the ISA Evidence Base.

I refer you to CCC technical report *Sectoral Scenarios for the Fifth Carbon Budget* (Nov 2015) where in chapter 5 both the surface transport and aviation emissions are treated side-by-side, although their emissions tonnages are not combined in order to create an aggregated UK transport emissions total - as they should be. (Specifically see figures 5.2 p.132, 5.3 p.133, 5.5 p.152, 5.7 p.157, and 5.12 p.166; and the detailed analysis *passim*.) Combined with other sources these indicate that aggregate UK transport emissions have increased from 137.5m tonnes in 1990, to around 157.5m today, with central projections/with existing policies in 2030 of around 145m tonnes - so approximately **5% above 1990**.

This extent of transport's failure to contribute at all to the carbon reduction targets set

by the CCA of minus 80% from a 1990 baseline - indeed to *increase above* that baseline to 2030 and beyond - consequently requires both the STP and the ISA to review its overall approach to transport emissions. It first has to incorporate a treatment of aviation emissions, and then aggregate these with those from surface transport, in order to provide a comprehensive presentation around transport carbon. Then it would need to identify the absence of a carbon forecast across the entire Northern region and the life of the plan - in relation first to BAU and then as a result of the proposals of the STP - as a significant issue to overcome if sustainability appraisal mechanisms are to be effective.

So - even assuming that a Sustainability Appraisal approach was an adequate policy mechanism seeking to constrain carbon emissions; which it is **not** - the existing ISA is fundamentally deficient in the absence of a quantified and aggregated (surface + aviation) transport emissions trajectory for the Northern region.

To complete the sequence of this section it will be recalled that at the meeting relating to strategic road studies on 28th February in Leeds, I put a question specifically asking whether either the DfT (at the national level) or TfN (at the northern level) intended to commit to meeting the CCC's transport carbon trajectory set out in figure C-5 above (or in the forthcoming national Emissions Reduction Plan)?. The visible failure of both Philip Andrews and Peter Molineux to provide or support such a commitment made it abundantly clear that a decision has been taken by DfT/TfN **not** to include a quantified carbon reduction objective in the TfN STP, and the rest of this response is posited on that assumption.

**Recommendation: 1.** Both the STP and ISA (including its evidence base) must be fully informed by and aligned with the analysis prepared by the CCC in support of the five adopted UK carbon budgets to 2032 **2.** Specifically, the STP Environmental objective must include a quantified carbon reduction target that aggregates both surface transport and aviation emissions, and relates in turn to a carbon reduction trajectory consistent with that of the CCC, which are then used to anchor all subsequent SA assessments and programme/scheme development.

### ***C) ISA: treatment of climate change/carbon reduction within the ISA report***

The issue of transport carbon reduction is treated at overview level in a number of locations within the draft ISA main report:

**1) Within the Environmental Objective:** Both climate change and carbon reduction are omitted.

**2) At the level of NPPF 'role':** "These dimensions give rise to the need for transport plans such as the STP to perform a number of roles (adapted from the NPPF): ...

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and **mitigate and adapt to climate change including moving to a low carbon economy.**" *3.1.1 p.13pdf, emphasis added*

**3) As identified in other plans, policies and programmes (PPPs):** "The review of

PPPs revealed a large amount of common themes in terms of their objectives relating to sustainability within the context of transport planning: ... • Reduce GHG emissions, particularly carbon dioxide” 4.1.5 p.22

**4) Within the ‘Key Sustainability Issues’** (Table 6-1 Key Sustainability Issues and implications / opportunities for the STP p.28) <sup>11</sup>

“KSI - Carbon Emissions and Climate Change Mitigation - The Plan should seek to reduce emissions as a core element - ISA Objective - **Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport** *emphasis added*

**5) Within the ISA Assessment Framework** (Table 7-1 ISA Framework p.32) This is identified as “a key component in completing the ISA through providing a set of ISA objectives against which the performance of the STP can be predicted and evaluated.” “ISA Objective 1 Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport **Decision making questions** *Will the Strategic Transport Plan...*

- Encourage a greater proportion of passenger and freight movement by lower carbon modes?
- Encourage greater carbon efficiency in the movement of goods and people?
- Encourage use of innovative new low carbon transport technologies?
- Encourage use of the transport estate for low carbon energy generation?
- Encourage the protection and enhancement of carbon sinks in the transport estate? Will it support the creation of carbon sinks?”

To comment on each of these areas in turn: 1) this omits both climate change and carbon reduction; 2) this includes climate mitigation, and implies carbon reduction; 3) this requires carbon reduction; 4) this requires carbon reduction as a ‘core element’ of the STP, and with a particular emphasis on road transport (but NB that aviation carbon is omitted); 5) Ditto as per 3) but under ‘*Will the STP ...*’ fails to include the obvious principal assessment: ‘**Will the STP reduce GHGs from transport overall, and particularly from road [and aviation]?**’. Note also the use of the weak verb ‘encourage’ rather than ‘achieve’.

**Recommendation: 3.** The inconsistency in the treatment of carbon reduction within the proposed STP objectives and various aspects of the ISA is structurally dysfunctional, which must be resolved by including climate change and carbon reduction within the top-level STP Environmental objective in order to create a policy alignment down through the layers of the strategy and SA processes. If this does not happen both the STP objective and ISA mechanisms will not function effectively. **4.** All ISA processes relating to climate change/carbon must incorporate aviation emissions as well as surface transport ones.

**D) TfN expertise in relation to carbon reduction**

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<sup>11</sup> I note also that this part of the ISA includes a section on ‘Flooding and Adaptation to Climate Change’ which identifies the risk to transport infrastructure (with all that follows in relation to large-scale costs and disruption) if necessary levels of carbon reduction, including from transport, are not achieved.

In my interactions with TfN officers I am not aware of who is responsible for providing the organisational expertise relating to transport carbon, and for managing the processes whereby the carbon issue is integrated into its work; that is, whether TfN does have such specific technical expertise. Over time I have increasingly reached the judgement that there is in fact insufficient expertise within the organisation, and consequently that TfN's policy responsibility to proactively engage with this critical issue is not being discharged to the necessary quality standard. To provide some examples:

- Questions asked previously during strategic road studies processes have not received a substantive and technically adequate response.

- At the York ISA consultation meeting TfN argued that the assessment of carbon emissions did not need to be quantitative but could just be qualitative (e.g employing a 'traffic light' indicator), despite the fact that contributions of sectors such as transport towards the legally determined UK carbon budget are (and have to be) both set and monitored in a quantitative framework.

- Also at York: It was argued that the ISA process would be able to work iteratively (thus steering a policy area over time towards its objective), ignoring the analysis that the task of carbon reduction (whether international, national or regional) requires a frontended and immediate policy declaration of a substantial carbon reduction intent - of the type contained in the CCC transport emissions trajectory displayed above - followed by urgent implementation of it; for the reason that each annual tonnage of transport carbon emitted counts irrevocably towards the depletion of the total national carbon budget through to 2050. In other words, carbon reduction is not a task that can be left to be 'steered towards' at future dates.

- Also at York: it was argued that the TfN and its strategy could not be held responsible for the carbon emissions resulting from the transport policies or activities derived from its constituent combined or local authorities. Now - in addition to the important reference by my colleague Anne Robinson to section 102F (2) of the CLGDA (that 'The reference in subsection (1)(a) to "transport strategies", in relation to the area of an STB, is a reference to strategies for improving ... a) the exercise of transport functions in the area (**whether or not exercisable by the STB**) *emphasis added* - what is disappointing about this approach is its failure to grasp the opportunity for innovative strategy development to allow TfN to lead the engagement with the pressing task of transport carbon reduction (in place of a negative 'can't do' attitude).

For example TfN could (and should want to) show leadership by establishing an overarching pan-northern approach to transport carbon reduction - by negotiating a *Northern Transport Carbon Protocol*, to be included as a 'framework' within the STP - that could be signed up to by public & private partners, resolving possible structural tensions within a carbon reduction policy and preventing different segments undermining the actions of others.

- I was shocked to see the following statement contained within the report of the TfN Independent International Connectivity Commission published on 2nd February (which had been referenced at the York ISA meeting the previous day): "... we will need to create the conditions where the volume of international airport passengers can grow to

75 million passengers per year in 2050, which is 12 million higher than currently forecasted by DfT." *p.2pdf* - contained within a report that otherwise made no reference whatsoever to carbon reduction or climate change. This consultation response is not the place to set out a detailed critique of the inadequacies of this report - instead I have requested a meeting with the consultants York Aviation that supported its preparation, in order to undertake a 'challenge' of its analysis - except to say that no one involved in its preparation or publication appears to want to disclose that growing the volume of northern airport passengers beyond the level of DfT forecasts would result in *even larger* exceedances of the CCC UK carbon budget allowance for aviation emissions contained within adopted UK carbon budgets *beyond* those already in dispute between CCC and DfT. (For the background on this wider point see Environmental Audit Committee report [Airports Commission Report Follow-up: Carbon Emissions, Air Quality and Noise](#) 7th February 2017 paras.49-57).

**Recommendation: 5.** In order to demonstrate its technical competence - so as to reassure external stakeholders of its credibility on the issue of transport carbon - TfN need to commission an expert report to set out the background analysis around carbon emissions and then scope the overall approach it intends to take in the STP; and specifically to initiate a process of strategic carbon forecasting for the TfN area, which can then underpin the setting of a quantified reduction target within the top-level STP Environmental objective, in order to provide overall policy direction guidance to its decision makers. **6.** TfN should develop a *Northern Transport Carbon Protocol* for inclusion within the STP, and covering the areas of policy development and programme implementation, so as to provide an overarching framework for all transport partners across the North.

#### **D) Treatment of Air Quality**

This issue is analysed in section C.2 of the ISA appendices. It is excellent that all 133 of the existing AQMAs are identified in Table C-1. What is **not** at all excellent is that after the introductory reference to the EU Air Quality directive - in this single sentence on page 63: "The European Commission Council Directive 96/62/EC on Ambient Air Quality Assessment and Management also requires European member countries to implement appropriate measures to improve air quality. It refers to specific EU directives on limiting and monitoring ambient air pollutants." - there is no detailed analysis of the sequence of: the failure of UK government compliance therewith/ published DEFRA national air quality plans/ Supreme Court judgements rejecting these twice (in court cases brought by ClientEarth) on the basis of their failure to achieve compliance with the directive. As you will know the latest event in this sequence is the '[final warning](#)' issued by the European Commission on 15th February in respect of continued non-compliance: 'The European Commission has sent a "final warning" to the UK over breaches of air pollution limits. It said limits had been repeatedly exceeded in 16 areas including London, Birmingham, Leeds, and Glasgow. ... The commission said if countries did not take action within two months it could take the matter to the European Court of Justice.' *BBC*

So this analysis section needs to provide a comprehensive background description of the national failure to achieve compliance with the Air Quality directive, and the legal consequences (including for example the potential for very substantial financial penalties) of not achieving compliance by the due date that the Supreme Court has

identified as being between 2018-20. For the survey of PPPs you should note the need to review the government's revised national air quality plan when it is published in a few months time as a result of the November 2016 Supreme Court judgement.

In the main ISA report the air quality issue is treated as follows:

**- Within the 'Key Sustainability Issues' p.28**

• Air quality problems remain a significant issue due to vehicles – particular issues downwind of urban areas and adjacent to major transport routes

• Poor air quality has implications for public health and biodiversity

• Air Quality Management Areas introduced to tackle the issue – Plan area has 133, mostly in urban centres and near major roads

*Implications / Opportunities for the STP*

• The Plan should have as a fundamental priority consider the need to protect and enhance air quality – this will help protect public health and biodiversity

• This will also help meet Government targets

*ISA objective* • Protect and enhance air quality'

It is right that the ISA (and STP) should identify air quality as a 'fundamental priority' but it is **not** right to suggest an objective to 'protect and enhance' AQ - which is an approach and wording that continues to fail to identify the legal requirement for compliance with long established standards. This wording has to be correctly stated (e.g in the objective) as 'Secure legal compliance with air quality standards'. Similarly, in the 'ISA Assessment Framework' p.32 - which asks the question: *Will the Strategic Transport Plan... Support the minimisation of emissions of air pollutants and enhancement of air quality?* - the correct wording cannot refer to the 'minimisation' of air pollution and the 'enhancement' of air quality. It must again state *'Will the Strategic Transport Plan... Secure legal compliance with air quality standards?'*

**It is very important that both the ISA and STP do not mislead all stakeholders and decision-makers about the possibility of continuing to consider the issue of air quality from a 'protect and enhance' perspective, instead of a requirement for legal compliance.** That requirement to be achieved within a very short timescale will of course apply a substantial restraint to a wide range of policies, programmes and projects, and consequently must have a powerful influence on the overall direction of the STP.

## ***E) Conclusions***

In addition to the six recommendations identified above, and the parallel point relating to air quality, I can provide some summary comments in relation to each of the six consultation questions.

*Q1. Have there been any significant omissions of plans, programmes or environmental protection objectives relevant to the scoping of the ISA?* I have pointed to the failure to reference the substantial range of reports etc, linked to the treatment of aviation emissions in which effectively started with the CCC's *Meeting the UK Aviation target – options for reducing emissions to 2050* Dec 2009 and ending with EAC's *The Airports*

*Commission Report Follow-up: Carbon Emissions, Air Quality and Noise Feb 2017.* There is a reference in Table B-2 of the ISA evidence base appendix p.42 to the 2003 Air Transport White Paper, but this has now been withdrawn so should not have been included.

*Q2. Do you agree with the selection of key sustainability issues for the STP area?* The responses of both my colleagues Anne Robinson and Lillian Burns refer to the need to adequately include spatial dimensions and analyses within the ISA. As you will know we collectively submitted a note entitled 'The role and importance of spatial and sustainability objectives within the TfN strategy framework' *appended to this submission* and you should refer to its comments on this issue.

*Q3. Do you agree that the baseline data that have been, or will be collected, are relevant and of sufficient detail to support the ISA? and Q4. Are there any key baseline data available that are or could be used in support of the issues that have not been identified?* I have referred to the need to aggregate both surface transport and aviation carbon emission data, using the CCC figures, into a single historic series, which can then be used to project a forward trajectory towards a future carbon reduction target.

*Q5. Do the ISA objectives and decision making questions provide a sound framework against which to assess the sustainability performance of the emerging STP?* This response makes a powerful critique of the belief that an ISA on its own cannot provide a 'sound framework' to **correct** [not 'assess'] the sustainability performance of the emerging STP without a strong top-level Environmental objective, which includes a carbon reduction target.

*Q6. Are there any major development proposals within the study area that need to be considered as part of the ISA for the STP?* **All** major development proposals which have the propensity to either i) not reduce carbon emissions, contributory to an overall reduction trajectory/target; or ii) worse still, actually increase carbon emissions in apparent disregard for adopted UK carbon budgets under the 2008 Climate Change Act need to be appropriately constrained by the overall TfN transport strategy and sustainability appraisal processes.

Anthony Rae

*Friends of the Earth/Campaign for Better Transport volunteer campaigner*

*5th March 2017*

## **The role and importance of spatial and sustainability objectives within the TfN strategy framework**

**1. Hierarchy of consideration:** In general when environmental NGOs are asked to participate in a process (such as a project reference group) the assessment they make will be based on following a sequence such as: *first* i) establish what is the overarching strategic framework which the particular scheme is contributing to, and assess the characteristics and validity of that strategy; *then* ii) check in particular the longterm objectives it is seeking to achieve: both sustainability (economic/social/environmental)

and spatial objectives; and *only then* iii) proceed to examine the particular transport characteristics of the scheme. We will not want to proceed immediately to stage iii) before satisfying ourselves in relation to the preceding stages i-ii) in the hierarchy. We will also not be content to assess a project on the basis of an already prescribed modal choice without previously having examined the options within a multimodal framework.

What this means in a particular case like Trans-Pennine Tunnel is: we would go back and assess the validity of the DfT and TfN strategic frameworks from which the project apparently emerged; establish that the high-level objectives had been properly set (or indeed set at all); assess the priority for action on this particular corridor (Manchester-Sheffield, multimodal) alongside other candidate corridors/locations; and only then consider transport interventions (alongside non-transport ones) but within a genuinely multimodal assessment process. Our dissatisfaction with the TPT process (and the other Strategic Road Studies) is that they have not proceeded sequentially through the above hierarchy but instead essentially asked reference group participants to start their assessment only from stage iii) - without the benefit of stages i-ii) - and of an already prescribed road mode-only intervention. It goes without saying that we would expect all the above process to be properly supported by rigorous analysis and an evidence base, which reference group participants are prepared to challenge.

**2. Relevance to TfN and TPT processes:** Whilst this hierarchy of consideration will apply generally there are particular circumstances that make it all the more important for the TfN strategy process. You will know that we raised the issue of *How does improving the Manchester-Sheffield road corridor fit into an overall spatial & transport strategy for the Northern Powerhouse?* in our TPT 'Testing the feasibility' submission of October 2015 (Q6, and see also Qs 3-5) and we did this for at least three reasons: our previous involvement in the Northern Way initiative made us understand that one of the reasons for its lack of progress was that it had not been able to define what its spatial rationale was; that we are aware of the potential planning, land use and environmental impacts, particularly in the NW; and that a project of this huge scale might disproportionately affect funding allocations and consequently spatial outcomes across the rest of the wider Northern Powerhouse (NP) region. So our view from the start has been that a question of this magnitude requires a foundational analysis - to make explicit the spatial opportunities and consequences of NP interventions - a view only reinforced by our (re)reading of the various TfN strategy documents from 2014 onwards which demonstrated to us that such a spatial analysis had apparently been overlooked.

3. What such an analysis would reveal first of all is the **existing and BAU spatial distributions**: the present unequal, and possibly divergent distribution of economic activity, the momentum of that distribution into the future, the asymmetrical plans promoting that momentum, and how the institutional structures of the NP, TfN and the constituent combined authorities should respond to any divergences. We know that Greater Manchester is significantly further advanced in its [strategic spatial planning](#), which is highly ambitious and has major transport components. We know also that the other combined authorities are variously substantially behind in analysing or articulating their own spatial strategies. Therefore Manchester already has and can only increase its 'first mover' spatial advantage. In the context where, as we both know, the remit for TfN does not formally intrude into the plans of combined authorities *within* their own areas, proceeding without an analysed understanding of 'NP spatial opportunities and consequences' risks reinforcing asymmetrical outcomes and distorting funding allocations

which are not under TfN strategic direction. Against this institutional background there does therefore need to be a test of whether a TfN strategy that ignored individual combined authority plans/programmes would still achieve established NP spatial outcomes.

4. Such a baseline spatial analysis could also include an examination of **European comparators** such as Randstadt and Rhine/Ruhr, which the TfN reports from 2014 on have invoked without being able to substantiate with specific evidence. That then led this comparison to be the subject of a critique such as contained in the [Centre for Cities](#) report.

5. The next stage of the spatial analysis would examine a series of **outcome choices** which when analysed and aggregated could be bundled into a more limited number of spatial scenario options:

- Will the NP/TfN interventions result in either **convergent or divergent** economic outcomes across the NP area over the long term? The wider context for this analysis - that the status quo within the UK as a whole is a pattern of continuing future divergence - would allow all these relative distributional movements to be revealed.

- Relatedly will they encourage spatial distributions which have either a **unipolar or multipolar** tendency? The present distribution for the UK as a whole is unipolar in characteristic (with London/Greater SE disproportionately advantaged); the NP/TfN strategy needs to understand whether proposed interventions will either tend to recreate this unipolar approach in the North (with Manchester in place of London) or alternatively result in a broad distribution of benefits across the North.

- Relatedly how will they affect the distribution of benefits **across hierarchies of cities/regions**, at various levels e.g. Manchester/Leeds/Sheffield/Newcastle/Hull, or Leeds/Bradford/Huddersfield/Halifax, etc? Outcomes from these choices would become influential in making corridor or modal route choices.

- What are the **spatial choices and points of emphasis between nodes (cities), corridors and hinterlands?** Shifting the focus between each of these will result in different distributions of benefits, and what should be preferred modal choices for proposed interventions. We have also called for the TfN strategy to debate a fundamental principle as to whether benefits would be better obtained between (inter) or within (intra) regions. In relation to TPT we have pointed out that the conceptual uncertainty as to whether the intervention is meant to be strengthening nodes (i.e. Manchester & Sheffield centres) or hinterlands (Greater Manchester, and particularly Manchester Airport, & South Yorkshire as a whole) introduces uncertainty about the choice of route corridor, and a contradiction about modal choices (rail interventions benefit strengthened city centres; road interventions potentially undermine them.)

6. To be clear: this does not have to involve the considerable complexity of preparing a formal spatial strategy for the North. Instead its purpose would be to elevate the issue of spatial objectives to the top of the NP/TfN agenda; provide foundational background analysis and forecasting; and develop a relatively limited range of spatial scenarios which decision-makers could then use to **set overarching spatial objectives** and thus steer their top-level strategy, modal preferences, route/corridor choices, and investment

programmes.

7. Once this has been done then the process can then move on to the setting of **sustainability objectives** (by integrating and optimising the balance between economic, social and environmental benefits and disbenefits), and from there make a number of other critical choices including:

- the extent to which **carbon reduction** should be a formal policy driver for the TfN strategy? We have made repeated representations that it should be (with a quantified reduction target acting as a constraint for the entire intervention programme) and that its absence at present strips the process of credibility.

- **how** should you achieve agglomeration benefits? Our understanding is that e.g TPT does this by promoting longer journeys by road, rather than shorter journeys by sustainable modes. This overturns previous approaches to increasing sustainability.

- overall preferences as to the type of **modal intervention** (there was a pronounced and unexplained shift between the *One North* (July 2014) and *NP One Agenda* (March 2015) reports in support of road interventions).

8. The above reasons set out our argument for why the developing TfN transport strategy must be deficient unless it is based on evidenced and established spatial and sustainability objectives.

Anthony Rae *on behalf of* Lillian Burns and Anne Robinson 27th October 2016

### **C: John Hobbs: North Cheshire Rail Users Group**

*I passed 7 people living on the street between Lime Street and the venue today. The new vision for 'Tech' for ticketing will exclude many persons from access to public transport if devices are required to buy into the system.*

*The railway infrastructure is approaching 200 years old, within the Transport for the North vision, this infrastructure requires investment. Consideration needs to be given to a view on changing weather patterns and frequency of 1 in 100 year events. Railway electrification should be completed.*

### **D: Lillian Burns, North West Transport Activists Round Table**

Mr. David Levene,  
Policy Officer, Transport for the North,  
2<sup>nd</sup> Floor, Piccadilly Place,  
Manchester, M1 3BN.

Monday, February 27<sup>th</sup>, 2017

Dear David,

## **Transport for the North consultation on the Strategic Transport Plan's Integrated Sustainability Appraisal (SA) Scoping Report**

**The North West Transport Roundtable (NW TAR)**, which operates under the auspices of the Campaign for Better Transport (CfBT), promotes sustainable transport and land use and healthier lives. We espouse 'Smart Growth' and reducing the need to travel.

### **Over-Arching Comments**

A key motivating factor behind the establishment of Transport for the North (TfN), was a requirement for it to focus its attention on activities and infrastructure which had perceived economic benefits. This was emphasised by the TfN presenter at the CfBT-organised stakeholder workshop held in Manchester on November 25<sup>th</sup>, 2016.

As the TfN website and documentation published to date confirm, TfN's focus is 'driving economic growth'. This emphasis distorts its approach to sustainability, which is not balanced equally - as it should be - on economic, environmental and social issues.

Consequently, instead of questioning how many journeys are necessary and whether there are ways of reducing the need to travel, there is an inherent assumption in the whole TfN ethos that encouraging and enabling more trips is a good thing for the economy. This, despite government acceptance some two decades ago of two seminal reports by SACTRA, its leading transport adviser at the time, that creating new highway capacity generates extra trips ('Transport & the Generation of Traffic') and that - in a mature economy such as that which exists in the UK - there is no automatic economic benefit in providing new transport infrastructure ('Transport & the Economy').

There is also a lack of any genuine commitment to tackle the urgent problems of greenhouse gas emissions, notably carbon, and air quality. It is wholly inadequate to tick them off with a couple of brief passing references and then fail to follow through with concerted actions and programmes. According to the World Health Organisation, 90% of the world's population has air pollution problems and the only places in England with air fit to breathe are the West Country, the Lake District, Northumberland and the centre of the Peak District: <http://www.independent.co.uk/life-style/health-and-families/health-news/air-pollution-who-lung-cancer-heart-disease-stroke-deaths-public-health-emergency-fossil-fuels-a7332261.html>. Carbon reduction and improving air quality should dominate decision making for national and local government and for all statutory bodies, of which TfN will almost certainly soon be one, especially after two rulings of the Supreme Court that the UK government have not been meeting their statutory obligations. Yet this does not appear to be the case.

### **Question 1: Have there been any significant omissions of plans, programmes or environmental protection objectives relevant to the scoping on the ISA?**

**Answer:** As highlighted above, there is a lack of any concerted planning around the reduction of harmful emissions and addressing air quality. It is not good enough to simply list reducing GHG emissions and improving air quality as bullet points under 'Environmental Themes' and then merely

aim to 'encourage' a list of measures and 'support' some others. This is a very weak and meaningless approach.

Also, a key role which TfN and the SA could play is in trying to get the local authorities within its orbit to work more collaboratively with each other than they do. A reminder about the duty on them to co-operate with each other might be a good idea.

It would have been reassuring if an environmental theme had been protecting the countryside for its own sake and if there had been commitments not to undermine National Park or Green Belt purposes.

Oddly, there is no reference to the Greater Manchester Spatial Framework – the first statutory sub-regional plan of its type in the UK. In addition, since the consultation on the SA was launched, Greater Manchester has published its Transport Strategy. That said we have issues about the way these two important strategic documents were not brought forward in a suitably co-ordinated manner. However, that is no fault of TfN.

**Question 2: Do you agree with the selection of key sustainability issues for the STP area?**

**Answer:** What we don't agree with are the taciturn phrases in the ISA Framework (Table 6-1) and indeed elsewhere in the document. The 'decision-making questions' within the environmental themes merely ask, in most instances, if the proposals will 'encourage', 'support', 'promote' or 'lead to' likely desired outcomes. It is too easy to simply tick these and move on.

There are any number of other examples where it is only too obvious that there are not going to be any real challenges to unsustainable scenarios. There are not going to be penalties imposed or any other measures taken if environmental criteria are not met. So, effectively, the tests are meaningless.

**Question 3: Do you agree that the baseline data that have been or will be collected are relevant and of sufficient detail support the ISA? and**

**Question 4: Are there any key baseline data available that are or could be used in support of the issues that have not been identified?**

**Answer:** No. As we have pointed out, there is no reference to the Greater Manchester Spatial Framework. Also, it should be noted that other Combined Authorities are working on sub-regional spatial plans. It is understood that the second one in the UK that is likely to be published is the one for Liverpool City Region. These plans are promoting massive housing and commercial developments which will impact on transport movements and requirements. Where they exist, they will overlay the Local Plans, but there does not appear to be any strategy to take them - or their supporting documents - into consideration.

**Question 5: Do the ISA objectives and decision-making questions provide a sound framework against which to assess the sustainability performance of the emerging STP?**

**Answer:** As already stated, we have major issues with the weakness of the approach and therefore we do not believe the outcome will be a sound one. The questions need to be more precise and to

use more meaningful language. And it needs to be made clear to local authorities and highway bodies where they will be in breach of international agreements, pan-national laws, British legislation, government guidance and the National Planning Policy Framework if they do not comply.

**Question 6: Are there any major development proposals within the study area that need to be considered as part of the ISA for the STP?**

**Answer:** All three DfT/ HE/ TfN strategic roads studies in the north are proposing massive infrastructure interventions. The environmental NGOs on these studies have been critical of the lack of evidence produced so far to support the proposals.

The government has now come forward with proposals for 'Garden Villages'. The largest of these is St. Cuthberts, south of Carlisle (between the M6 J.42 and the A595) - which is for 10,000 houses. It is a moot point as to whether a settlement of 10,000 units (plus employment land) is a village or not, but this is something of some note. Also, at the other end of the North West region, Cheshire East Council is still pushing to have an HS2 hub station at Crewe.

NW TAR has been very critical of the Northern strategic road studies, is alarmed by announcements of large new communities being made without supporting evidence that they are the right answer to the right questions in the right places and without appropriate planning procedures and it has also been very questioning of HS2. However, if any or all of these projects are to go ahead (and parliament has just voted for phase one of HS2 to move forward), then TfN needs to assess their impacts on other modes of transport, on the environment and on existing local communities and to make proper provision for them.

We are well aware that these comments are very critical of the SA scoping report, but they are based on some knowledge of spatial planning, sustainability appraisals and environmental assessments. We trust, therefore, that they are of some value and we hope they will have a positive impact on the SA.

Yours sincerely,

**LILLIAN BURNS**, Convenor, NW TAR

**E: Catriona Cook: North York Moors National Park**

*Any Strategic Transport Plan MUST mention and consider the main public highway network of rights of way. At present, most 'improvement' schemes for transport damage the connectivity for most of the rights of way network. This damages their health and safety, and thereby their contribution to the economy, tourism, etc.*

*Any changes to the road/rail network affects equestrians (ridden and driven horses), their safety and needs must be considered, particularly as 90% are female and this activity is often their only physical activity.*

## **F: Professor Anthony May OBE FEng CEng FICE**

### **Comments on the draft Integrated Sustainability Appraisal**

These comments are based on the discussions at the workshop in York on 1<sup>st</sup> February 2017, and reflect my comments then and some subsequent reflections. I should stress that, while I was listed as representing York Civic Trust, these comments are offered in a personal capacity and do not reflect the policy of the Trust.

I have listed my comments under three headings. The first covers general comments on the process which TfN is adopting. The second covers general issues related to the ISA. The third lists specific points on the handout provided by Atkins.

#### General comments on the process

1. As I understand it, TfN has already consulted on the problems and challenges which the region faces. This seems to me to be the correct place to start, and the report which was circulated reflects well my understanding of these challenges.
2. However, it seems odd to jump immediately to a second consultation on the appraisal process. There is some justification for this, in that TfN needs to be clear about its objectives in the light of its review of challenges. But it is also crucial to involve stakeholders in consultation on the possible policy measures to address these challenges and objectives.
3. This critical stage in the planning process of option generation is often where opportunities are missed. Moreover, failure to consider an appropriate range of options, and specifically those which stakeholders advocate, can readily lead the public to reject the whole process. One can already see the seeds of this rejection in some of the attitudes to the proposed Sheffield-Manchester road tunnel.
4. It is of the utmost importance that TfN engages its stakeholders in the process of option generation, and adopts either a problem-led or objective-led approach to doing so.
5. I was concerned at the suggestion that the ISA would not be applied to individual schemes, but only to the overall package. This could readily lead to suboptimal packaging, unless the option generation process extends to this. At the very least, the ISA should be applied to variants of the initial packages, which omit less effective schemes and add others which might overcome weaknesses.

#### General issues related to the ISA

1. The list of objectives is the critical starting point for this process. It will be important to ensure that all objectives reflect desired outcomes rather than specifying elements of the strategy to achieve those objectives.
2. It is important to understand the relative importance of these objectives, since there may well need to be trade-offs between them. But the process of assigning three stickers is a very crude way of doing this, and could easily lead to some objectives being overlooked completely.
3. The objectives should be used to specify a number of measurable outcome indicators. These in turn can be measured now to provide a set of baseline conditions, which should be reasonably consistent with the review of challenges. They can then be used in the appraisal as outputs from a predictive model to assess the effectiveness of each package of options. This process can also lead to a set of desirable trajectories for the indicators, which can be used to monitor performance of the adopted Plan.

4. One serious apparent weakness in the ISA as currently conceived is that the indicators (to the extent that they are specified) appear to be aggregate ones across the region. In many, if not most, cases the Plan will only be effective if it tackles the distribution of problems across the region. For example, if compliance with air quality standards is measured for the region as a whole, it would be easy to generate an improvement while retaining excess pollution in some of the worst polluted areas. Assessment of distributional impacts is not easy, but that does not justify neglecting it.
5. I am not altogether convinced by the current objective grouping; for example:
  - a. air quality is grouped with climate change, whereas other environmental impacts on society appear under land use planning and health
  - b. transport choice is also grouped with climate change, but has little in common with it; if anything, choice and affordability should appear under “society”
  - c. the element of transport choice reflected in the “objective” of enhancing lower carbon transport should not appear as an objective at all; it is part of the strategy for achieving the objectives and should be covered in the option generation process recommended above
  - d. the land use planning group also includes a mix of objectives and strategy; coordinating land use and transport planning and achieving high density development are part of the strategy and should be covered in the option generation process; the other elements relate more specifically to protection of existing landscape, townscape and heritage
  - e. the economy and resources grouping brings together two disparate objectives; it may be better to group the resource use objective with climate change
  - f. there is an overlap between the treatment of health in the final group and the treatment of air quality and, ideally, noise, in an earlier group
6. On this basis, I suggest that a more appropriate grouping would be:
  - a. Climate and resources
  - b. Resilience
  - c. Local environmental impacts
  - d. Biodiversity and water protection
  - e. Landscape, townscape and heritage
  - f. Society, safety and health
  - g. Economic development.
7. The phrasing of the individual measures of success needs to be more challenging and more directly related to the proposed indicators; thus “encourage” in the first objective should be replaced by “achieve”, and “a greater proportion” should be replaced by a realistic target.

#### Detailed comments on the objective groupings

Note: these comments follow the order in the handout; as note above I recommend a change in that order and grouping.

1. Objective grouping 1
  - a. As noted above, “encourage” should be replaced by “achieve”.
  - b. I would replace the first three measures of success by one which specifies a desired reduction in carbon intensity.
  - c. Achieving a reduction in the need to travel should be added here.
  - d. Air quality needs to be transferred to a new grouping on local environmental impacts.
  - e. The measure of success for air pollution needs to relate to legal requirements.

- f. Noise should be added here (i.e. in the local environmental impacts group); it has significant health implications.
  - g. Most of the third group of measures of success should simply be deleted from this document; they are part of the strategy.
  - h. As a specific example, any attempt to argue that minimising dependence on the private car is an objective in its own right runs the risk of the Plan being declared a war on the motorist; the Plan will be more robust if it can demonstrate that this element of the strategy is needed to achieve the objectives.
  - i. As noted above, affordability and choice are relevant objectives but are better listed under society.
2. Objective grouping 2
    - a. I am broadly happy with this, though I would add the concept of redundancy (that is having alternatives available in the event of emergencies).
  3. Objective grouping 3
    - a. I am not really an expert in this area, but it seems sound.
  4. Objective grouping 4
    - a. I would focus these specifically on protection.
    - b. Thus I would omit the issue of access to heritage sites; this should be part of a wider accessibility objective under “society”.
    - c. As noted, the two measures of success in the third grouping (density and proximity to rail) are part of a possible strategy and should be deleted from this document.
    - d. It is wholly inappropriate that noise should appear solely under “tranquil areas”. While these do need to be protected, and should be part of this grouping, noise is a far more insidious problem in urban areas and alongside major arteries, where has been shown to cause premature death on broadly the same scale as air pollution.
    - e. Thus noise should be transferred to a new grouping covering local environment. There is a strong case for transferring visual intrusion there also.
  5. Objective grouping 5
    - a. I would tighten the first set of these to reflect more directly the economic targets in the strategy for the Northern Powerhouse and the region more widely.
    - b. Some of the wording here is obscure; for example what does “consider local requirements to guide investments to connect to regional and national networks” mean?
    - c. As noted, I would group the resource attributes with climate change.
  6. Objective grouping 6
    - a. The objective of accessibility needs to be considered here. It is a social issue as well as an economic one.
    - b. The measure of success covering equality of opportunity is important, but the term opportunity is vague; I would use access here.
    - c. The objective of health and well-being also needs to be considered for all of society. Thus I would include an overall health and well-being statement in addition to the current one which focuses on vulnerable groups.
    - d. I suggest that the promotion of active travel should be part of the strategy.
    - e. Public realm appears only as a contributor to security. Improvements in public realm are key to economic performance (e.g. in town centres) and should thus appear under the economy. Public realm and liveability are also key attributes of an enhanced local environment.

**G: Graham Collett: RailFuture**

*Overall the report looks to have identified most of the main issues which the STP needs to address, although I have some concerns about the lack of sources on current public transport use eg Travel to Work area data, station usage, rail passenger numbers, bus usage and mileage run. The claim made by the TfN representatives at the York event that "the data is not available for the North" is nonsense as local authority data for each of the areas making up the north is available and can be easily aggregated.*

*I was pleased to see that health issues had been covered especially:*

- The Plan should seek to provide accessible and affordable transport*
- Indirectly health could be improved through policies to reduce air and noise pollution*

*Also that equality featured*

- The Plan should aim for all citizens opportunity to access transport and related services (NB I think the wording has gone slightly wrong here. I assume it should read " The Plan should aim to provide all citizens with the opportunity.....")*

*Specific points I think should be covered are:*

- 1. Reducing the need for travel, building this into land use planning.*
- 2. Increasing rail and light rail capacity to encourage a switch from road use and reduce congestion and pollution.*
- 3. Specific measures and incentives to encourage a switch of road freight movements to rail.*

*For all the issues addressed and policy recommendations made, there need to be measurable targets set, so that progress against these can be reported once the plan starts to be implemented.*

END of Appendices

March 2017