

Delivering a better future for public transport

Owen Wilson
Head of Major Roads



Our remit

In April 2018, Transport for the North became England's first ever Sub-national Transport Body. Our 2019 Regulations states the following general functions:



- Prepare a transport strategy in the form of the Strategic Transport Plan
- Provide advice to the Secretary of State about the exercise of transport functions
- Co-ordinate the carrying out of transport functions that are exercisable by different constituent authorities, with a view to improving the effectiveness and efficiency in the carrying out of those functions
- If TfN considers that a transport function would more effectively be carried out by TfN, to make proposals to the Secretary of State for the transfer of that function to TfN
- To make other proposals to the Secretary of State about the role and functions of TfN

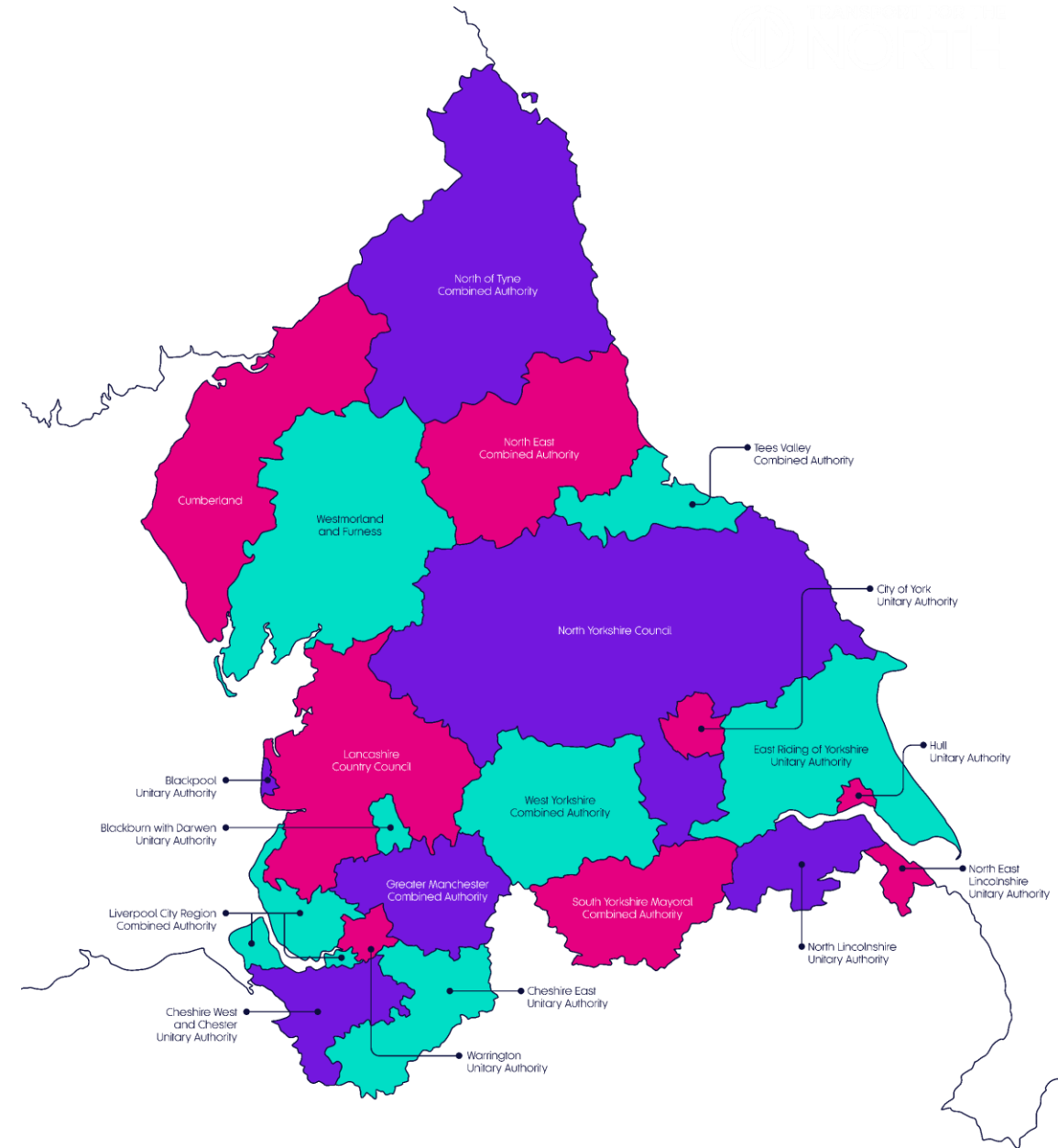
The North's Strategic Transport Plan 2 (STP)

The STP is our opportunity to speak with one voice on behalf of the north by providing statutory advice on **our strategic transport priorities** to **ensure a transport network fit for the future**.

It sets out the unique opportunities and challenges facing the North's economy, people and communities, **showing how transport investment can enable regional economic growth, support decarbonisation and reduce social exclusion**.

It is **pan-regional and place-based**, focusing on common issues and providing the strategic 'case for change' for our local partners (LTAs/MCAs) and national delivery bodies to prepare and prioritise their plans.

Signals the **strategic investment needed** by public and private sector partners, and is clear about the need for **further devolution and system reform** – but agnostic about how that is delivered.



5 principles of our plan

- Evidence led:**
Grounded in robust evidence
- User centric:**
Recognising people and businesses have different needs
- Outcome-focused:**
Being clear on the outcomes needed to achieve our vision.
- Place based:**
Recognising unique and diverse geography of the North.
- Systems approach:**
An innovative and collaborative approach to implementations.



TfN work on supporting public transport

TfN contacts :

Kirsten Keen:

Chris Storey:

Matt Smallwood:

Bus Policy & Forum

Public Transport Model

Connected Mobility

Context

**Data and
intelligence**

**Bus Policy
Position**

**Bus Forum
(early win)**

**Connected
Mobility**

**Connected
Mobility**

**Rural
Mobility**

**Multi Modal
Hubs**

**Transport
Related
Social
Exclusion**

Affordability

**Major
Roads
Network**

**Decarbonis
ation**

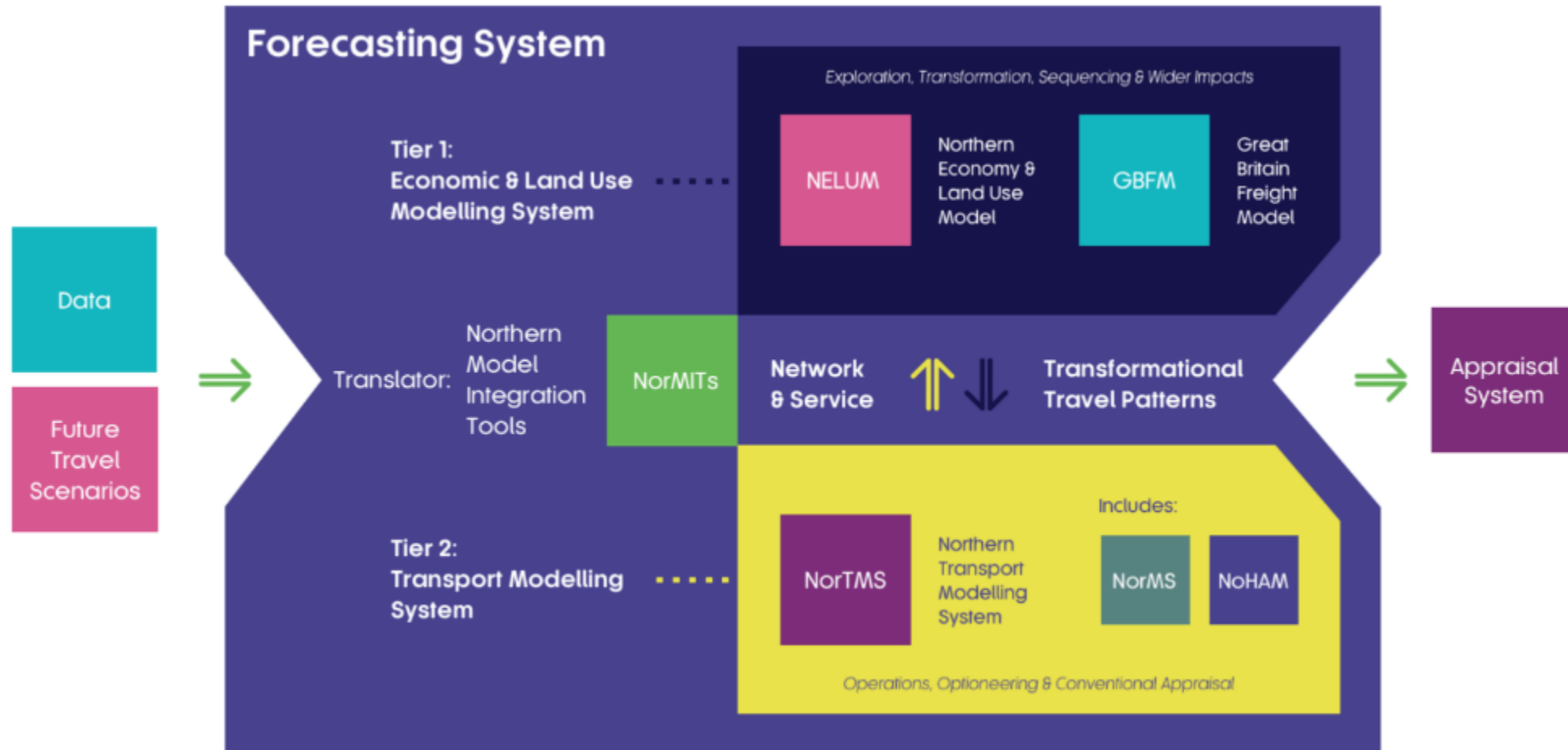
Strategic Transport Plan

Data & Intelligence: TfN's Analytical Framework

- TfN's Analytical Framework (AF) was assembled to provide robust and high quality evidence required by TfN programmes such as Northern Powerhouse Rail.
- The AF is now established and provides strategic and local modelling and appraisal capability at pan-northern scale. These foundations provide an opportunity to share models and data :
 - **Preference for open source data** – much of the inbound data into the AF is in the public domain or available at low cost
 - **Use of well maintained, pan-GB datasets** –inputs are frequently updated and cover whole of GB, allowing easy conversion into other geographies
 - **Zoning system based on ONS boundaries** – these are pan-GB and allow for a range of socio-economic datasets to be input easily into the CAF
 - **Faithful to TAG whilst introducing innovation** – ensuring appropriate guidance is respected and increasing chances of business case acceptance
- A perfect foundation for maximizing efficiencies across the public sector and encouraging collaboration around analytics

TfN Analytical Framework

a consistent approach to data, modelling and appraisal across travel modes and regions of the North



Local Public Transport Model

Expected outputs by the end of March 2023:

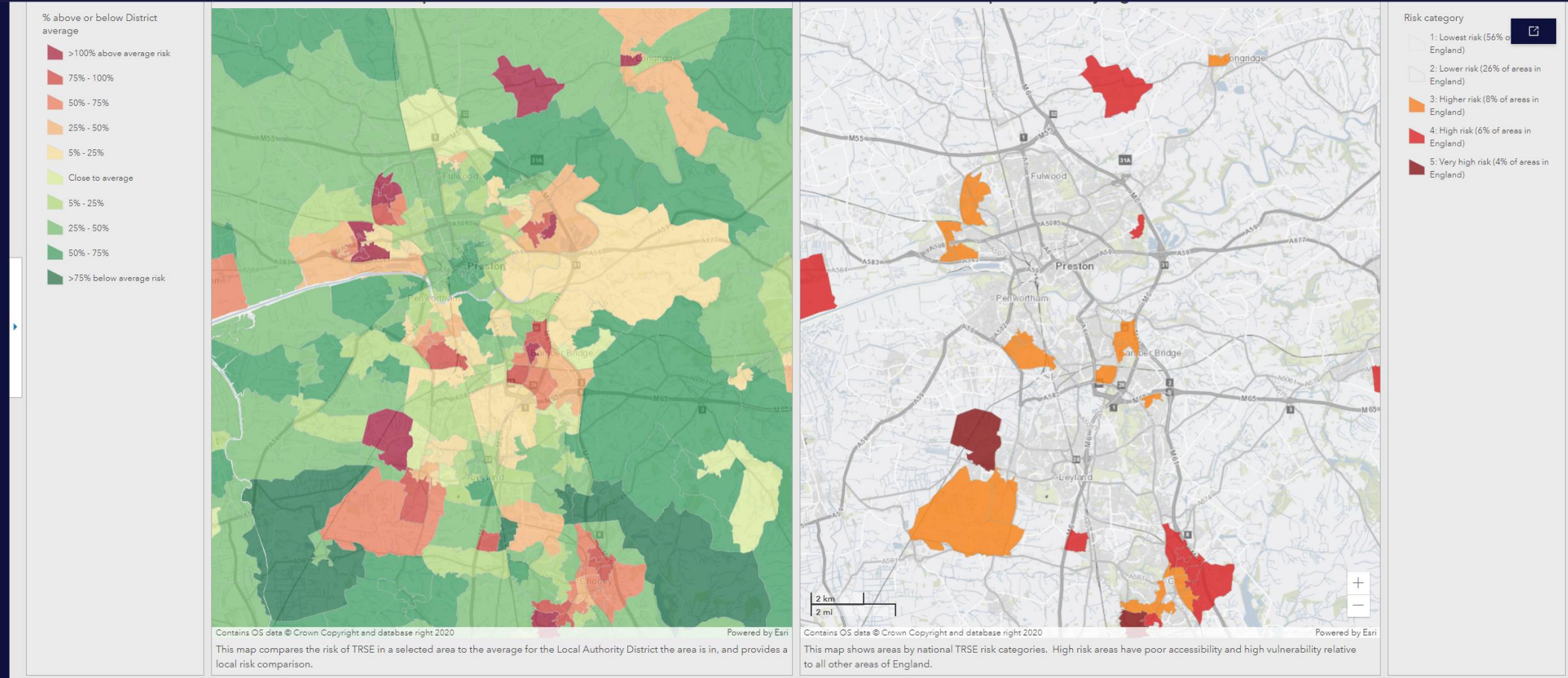
1. Online interactive visualisation tool
2. Bus service reliability data
3. Bus accessibility data
4. Insight on potential for passenger growth
5. Insight from comparison with other datasets
e.g., Land use development log, transport related social exclusion,
accessibility mapping



Transport Related Social Exclusion mapping

TRANSPORT FOR THE NORTH Transport-related social exclusion

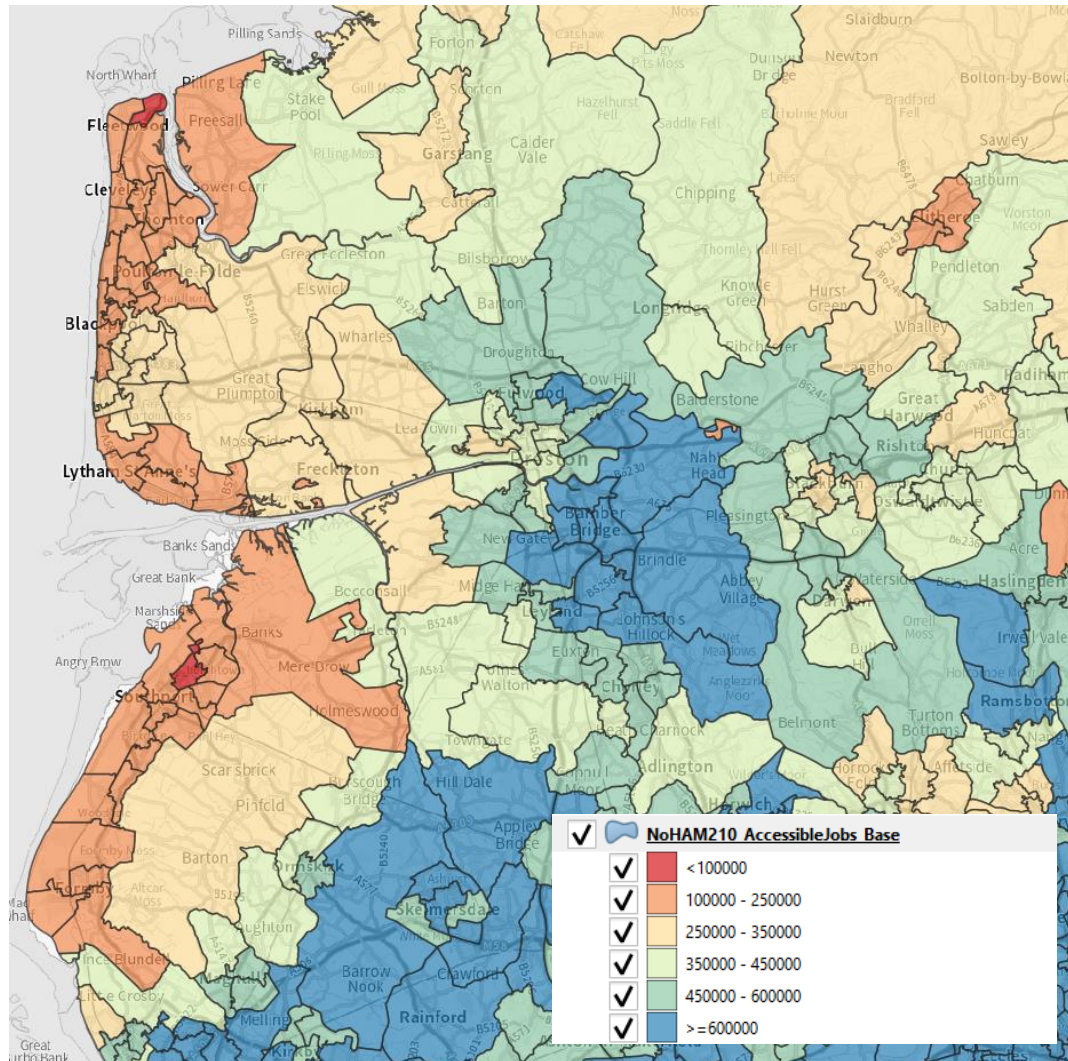
Background Understanding TRSE Access the maps Contact & data sources



Transport-related social exclusion in England

[Transport-related social exclusion \(transportforthenorth.com\)](https://transportforthenorth.com)

Access to jobs by car



The map shows access to number of jobs by car – 2018 base year

Using the public transport model, we will be able to visualise access to all jobs and to different types of job (using SIC codes).

Also access to other destinations by local public transport e.g., rail stations, town centres etc..

And compare that with access by private car.

Bus Policy: Statutory Advice

Exploring the need to develop regional statutory advice:

- Collating evidence across the region
- Setting out the regional strategic case
- Promoting key messages from the region



Bus Forum

Who: Open to all Local and National Partners, with option of invited guests for specific topic areas

Main objectives:

- 1) To support development of TfN's Public Transport Model and provide feedback on TfN's emerging statutory advice
- 2) To promote engagement and sharing of information
- 3) To understand where road investment will support bus services.

Frequency: To be adapted to reflect key milestones and member appetite – first session scheduled for 8th November.





TfN's Connected Mobility Strategy

A **placed-based, user-centric and outcome focussed strategy** designed to reduce duplicated cost and energy in connecting people to the things that matter to them across the north

Endorsed by Northern leaders - it sets the vision for a seamlessly interconnected mobility ecosystem, where all transport modes are effortlessly accessible to passengers in networks relevant to local markets. This will be done by building on, and empowering, local successes and decision making across it's core themes.

It's not about reinventing the wheel; instead it's about helping the in-motion wheels move faster for the north.

A selection of thematic outcomes



Fares across the North of England will be easier to understand, commercially viable and authorities confident in their relevance to their markets - enabled by a TfN fares modelling tool.

Multi-operator ticketing is available for passengers across the North and, if viable, for non-mayoral authorities this will be delivered through a collaborative region-wide scheme.

Passengers in the North of England are travelling across bus, tram and train with payment made via Model 2 Contactless Capping, or an equivalent account-based system.

Passengers have greater certainty on discretionary discount products across the North that are more uniform, such as a clear definition of a young person, with fewer regional variations.

Transport for the North, with a lead authority partner, has delivered a user-centric white-label ticket retail solution that can be accessed, and branded, by transport authorities in the North.

Passengers are benefiting from the integration of open across modes and regions to support modal shift, to better nudge decarbonisation behaviours and inform choice.

Passengers in the North have access to more tailored journey planning that allows them to mix modes, avoid busy periods and be presented with next best option mitigations to disruptions.

The North of England has the connectivity infrastructure required to enable better connections in rural areas - including increased 4G & 5G coverage enabling live systems.

Theme 2:

Data and Infrastructure



Standardised and interoperable data

Open data and open source

Journey planning and disruptions

Integrating across place and mode

Infrastructure and procurement

Enabling supplier and industry innovation

Authorities across the North are coordinated in the procurement of technical systems to maximise the spread and scale of funds and reduce duplicated effort in shared delivery.

Non-Mayoral authorities are working together, with a core fund of money secured through a Transport for the North business case, to develop and deliver white-labelled journey planners.

Passengers are incorporating active travel into journeys - to avoid high occupancy, out of choice for an element of journeys or to support local policies on walking between modes of travel.

Transport users access cars via car clubs as an appropriate mode of transport, that can be selected and paid for, alongside mass transit options and mobility hubs.

Transport for the North's modelling and evidence has enabled local delivery of viable demand responsive transport as part of local transport plans where this was sought.

Theme 3:

Future Mobility



Electric Vehicle
charging & Car
Club Integrations

Demand responsive
transport

Integrating
micro-mobility

Connecting to
mobility hubs

Integrating and rewarding
active travel

Future facing and
innovation

Transport users travelling via micro-mobility, where this available, use journey planners to integrate this with other modes and pay with an integrated fare.

Inbound transport users pay for, and access, onward travel when planning their journey - be it by car, rail, plane or sea. with ticketing integrated at regional mobility hubs

Connected Mobility

Immediate Areas of focus FY 23/24:

- Delivering a DRT Delivery Playbook to support authorities in developing and delivering DRT without duplicating effort.
- Acting as a conduit to enable and pay as you go using the emerging national broker model developed in the WM.
- Working to deliver an initial Fares Modelling Tool for end of FY23/24 to allow basic what-if modelling of fares structures.
- Developing the case for a **CM Innovation Fund**, of up to c. £12m to reduce duplicated spend in delivering ticketing, data and future mobility innovations.
- Articulating the need for the North, in tandem with Midland's colleagues, to work together to realise the benefits of the **c.£100m** announced for smarter ticketing in '**Network North**'.

Next Steps

Keys for success:

1. Continued engagement between:
 1. TfN
 2. Partners
 3. Bus Operators
 4. Key stakeholders
2. Focus on TfN providing complementary added value

