

Chartered Institution of Highways & Transportation response to the Transport for the North consultation on their Strategic Transport Plan

Theo Naidoo, Policy Officer, Chartered Institution of Highways and Transportation (CIHT), Tel: +44(0)20 7336 1581, Email: Theo.Naidoo@CIHT.org.uk

CIHT is a charity, learned society and membership body with over 14,000 members spread across 12 UK regions and four international groups. We represent and qualify professionals who plan, design, build, manage and operate transport and infrastructure networks. Part of our vision is to demonstrate transport infrastructure's contribution to a prosperous economy and a healthy and inclusive society. Our values are to be Professional, Inclusive, Collaborative and Progressive.

Qa. Which document are you responding to in this consultation?

Draft Strategic Transport Plan

Qb. Are you responding on your own behalf or on behalf of an organisation or group?

Providing a response on behalf of an organisation or group

Qc. N/A

Qd. What is your name, role and the name and address of the organisation/group on whose behalf you are submitting this response?

Theo Naidoo

Policy Officer

Chartered Institution of Highways & Transportation

119 Britannia Walk, London N1 7JE

Qe. What category of organisation or group are you representing?

Professional body/representative group

Q1a. Transport for the North has a vision, which is to establish “a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life”.

To what extent do you support or oppose the vision of Transport for the North as defined in the Draft Strategic Transport Plan?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Increase efficiency, reliability and resilience in the transport system	X					
Transforming economic performance	X					
Improve access to opportunities across the North	X					
Promote and support the built and natural environment	X					

Q1c. Please let us know your comments on Transport for the North's vision and/or the four pan-Northern transport objectives.

Please indicate clearly in your response whether you are responding about the vision and/or the objectives, and which specific objective(s) your comments relate to (if more than one).

The 'Vision' Statement

CIHT welcomes the creation of Transport for the North and its vision for the North of England.

The Plan builds on the work in the Northern Powerhouse Independent Economic Review which CIHT values as it demonstrates how investment in transport infrastructure can help tackle issues holding back economic prosperity.

The region contains areas with some of the lowest levels of productivity and worst public health in the UK, and solving those issues will go a long way to 'rebalancing' the UK's economy. CIHT agrees that an improved regional transport system has the potential to drive employment, consumer activity and improve quality of life.

Increase efficiency, reliability and resilience in the transport system

CIHT welcomes this stated aim and the mention of making "more sustainable travel options as attractive as possible" and "support[ing] modal shift" (page 12). However, the plan overall seems to focus on moving from road to rail as being the main aims of this work, without considering the improvements possible via active travel.

From 2012 -2016 the National Travel Survey shows that 75 per cent of all trips were by Car/Van and that more than half of car trips are under five miles. This suggests that enabling greater levels of cycling and walking could result in a far more spatially efficient system than building more roads alone.

This objective should specify that modal shift does not just mean movement from road to train but to walking, cycling or car sharing all of which can contribute to a more efficient, reliable and resilient transport system.

CIHT recommend a more in-depth analysis of how journeys take place in in the region and identify potential shifts to active transport which are of establish how many journeys are under 5KM, or under 1KM and provide a concerted attempt to provide the facilities to change behaviour.

Transforming economic performance

CIHT welcomes the objective to transform economic performance in the North of England, and the recognition of the contribution of transport to the economy by enabling people and goods to move more efficiently and freely.

Improve access to opportunities across the North

CIHT supports improvements that will provide inclusive growth and affordable access to employment. We highlight that households in the lowest quintile of income travel less than half the miles of those in the highest quintile, and are more likely to use public transport. This inequality should be considered when making investment decisions.

We note that this objective says TfN want to provide "access to key opportunities such as health" and provide "improvements to the strategic transport network that support... positive health and wellbeing". CIHT would stress that building a healthy network which accounts for air pollution, noise pollution, road safety and active travel requires strategic network management and cannot solely be a part of individual schemes. Further proposed improvements should focus on actively encouraging better and healthier places rather than rely on simply minimising the consequences.

Promote and support the built and natural environment;

CIHT supports the objective to promote and support the built and natural environment. We would encourage TfN to look at our recent publication on shared spaces 'Creating Better Streets' ([found at this link](#)) which highlighted key aspects of urban environment which must be taken into account, including;

- Inclusive environment

- East of movement
- Safety and public health
- Quality of place
- Economic benefits

There is an opportunity to examine what we want the role of local and urban roads to be, and to examine the role highways play in encouraging health, community and economic growth as well as in terms of movement,

Q2a. The 'Why' section of the Draft Strategic Transport Plan sets out the approach and process for developing Transport for the North's programmes of work.

To what extent do you support or oppose the process which has been followed to develop the Draft Strategic Transport Plan?

- Strongly support
- Tend to support
- Tend to oppose
- Strongly oppose
- No view on the process
- Don't know

Q2b. The Draft Strategic Transport Plan identifies at least three main roles which transport can play to help to drive the economy and deliver the transformational change required. These are Connecting People, Connecting Businesses and Moving Goods.

Please let us know your comments on the three main roles which transport can play to help drive the economy and deliver transformational change, including if there are any other roles which should be considered alongside these.

Please indicate clearly in your response which specific role(s) your comments relate to.

CIHT welcomes the vision of transport for the North and the capacity to provide focus and clarity into the regions transport system. There is some concern that the transport objectives may not fully match up with the desire to 'support an excellent quality of life'.

The three roles identified focus on the 'movement function' of transport, which while crucial, does not capture the role transport has in creating better places and environments.

Connecting People

CIHT supports TfN's aims to link the North's economic centres and enabling employers to draw resources from a wider area and recognises the ambition to 'provide a journey experience that encourages passengers to choose rail over their car' as important in moving towards more sustainable travel. This should be linked with understanding the variety of ways people with different incomes travel and work towards promoting greater equality of opportunity for all citizens. The linked Equalities Impact Assessment is welcomed as part of ensuring this is the case.

CIHT would encourage TfN to work closely with planning authorities to ensure that buses are tightly integrated into new developments, which will enable cheap and efficient use of road space. CIHT has produced a guidance document on this called 'Buses in Urban Developments' ([link to download](#)).

Connecting Business

CIHT welcomes the focus on connecting freight, logistics and businesses with key infrastructure such as airports, ports and rail hubs.

Moving Goods

TfN's enhanced freight and logistics analysis shows a 50 per cent growth in both road and rail freight, which is welcomed in terms of economic growth and employment, however CIHT encourages transport planning authorities to move away from a 'Predict and Provide' model of development to one based on 'Decide and Provide'. Through innovative permit systems, congestion charging and road pricing it may be possible to manage that growth in the most efficient way possible.

Further information about moving from traditional 'cost benefit analysis' to 'real options appraisal' can be found in the [CIHT FUTURES report \(2015\)](#). The use of scenario planning was also recommended in FUTURES so CIHT have welcomed the application of this in the Plan (page 26).

CIHT recognise the work that TfN's work undertaken with local highway authorities in developing a proposed Major Road Network for the North. Whilst CIHT do not wish to comment on the detail of the network, they are supportive of the process they have gone through.

Q3a. Northern Powerhouse Rail aims to significantly improve capacity, frequency, speed, and services between the North's main economic centres.

To what extent do you agree or disagree with the emerging vision for Northern Powerhouse Rail as shown on page 45 of the Draft

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

Q3b. The Long-Term Rail Strategy aims to improve train services, stations and lines on the wider rail network. It defines a series of five 'themes', each addressing one or more of the key gaps preventing the current rail network from delivering the pan-Northern transport objectives.

To what extent do you agree or disagree with the aims and objectives of each of the five 'themes', as outlined on page 50 of the Draft Strategic Transport Plan?

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
Connectivity	X					
Capacity	X					
Customer	X					
Community	X					
Cost Effectiveness	X					

Q3c. The Major Roads Network for the North (along with Strategic Road Studies) aims to improve the reliability, efficiency, quality and resilience of the North's road network.

Transport for the North and its Partners have identified a Major Road Network for the North, which includes roads managed by local transport and highways authorities and also those managed by Highways England (such as Motorways and A-roads). This approach is based on

the principle that the last mile can make all the difference as to whether goods or people arrive on time and/or as efficiently as possible, and so management and investment of this Network is a priority.

To what extent do you agree or disagree with the development of a 'Major Road Network for the North'?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

Q3c2. To what extent do you agree or disagree with Transport for the North's focus on 'the last mile' as a means to improve the overall reliability, efficiency, quality and resilience of the North's road network?

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

Q3d. Integrated and Smart Travel aims to improve the experience for people using public transport across the North.

For more information see page 58 of the Draft Strategic Transport Plan.

How important or not do you think Integrated and Smart Travel is to delivering the four key programme objectives, as outlined on page 58 of the Draft Strategic Transport Plan?

	Essential	Very Important	Fairly Important	Not Very important	Not at all important	Don't know
Enabling economic growth in the North	X					
Improving customer experience	X					
Increasing efficiency across the transport network	X					
Providing a consistent and familiar travel experience throughout the North	X					

Q3e. Seven 'Strategic Development Corridors' have been identified to help inform major strategic transport interventions.

Do you agree or disagree with the approach to how the Strategic Development Corridors have been identified, as outlined on pages 60-61 of the Draft Strategic Transport Plan?

- Strongly agree
- Tend to agree

- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

Q3f. Please let us know your comments on Transport for the North's identified work programmes as set out in the Draft Strategic Transport Plan. Please note at this stage we are not seeking feedback on specific infrastructure projects themselves – an opportunity will be given on a project-by-project basis when such projects are brought forward and developed.

Please tick the identified work programme you wish to comment on below. You are welcome to comment on one or more of the programmes.

If you want to comment on the Strategic Development Corridors please tick which specific one your comments relate to. If you want to make a comment about Strategic Development Corridors in general then please tick the 'Strategic Development Corridors (overall)' box only.

- Northern Powerhouse Rail
- Long Term Rail Strategy
- The Major Roads Network for the North (along with Strategic Road Studies)
- Integrated and Smart Travel
- The Strategic Development Corridors (overall)
- Connecting the Energy Coasts
- West and Wales
- Central Pennines
- Southern Pennines
- North West to Sheffield City Region
- East Coast to Scotland
- Yorkshire to Scotland

Q4a. The final chapter in the Draft Strategic Transport Plan presents seven strands which explain how Transport for the North's Investment Programme could be delivered. To what extent do you think each of the seven strands listed are important to deliver Transport for the North's Investment Programme?

	Essential	Very Important	Fairly Important	Not Very important	Not at all important	Don't know
Governance and accountability	X					
Stronger partnerships	X					
Innovation	X					
Northern transport skills	X					
Funding and financing	X					
Appraisal and analysis	X					
Ensuring a sustainable Investment Programme	X					

Q4b. Please let us know your comments on the seven strands below. Please comment on any other delivery strands which are not included in the list currently. Please indicate clearly in your response which specific strand(s) your comments relate to

Governance and accountability - CIHT welcomes the bringing together of the 19 Constituent Authorities and LEPs however we note that there is no established representation from District Councils within the area. Given that TfN is supporting the governments Transport Investment Strategy which has a key plank of 'Supporting the creation of new housing' this should be taken into account to ensure alignment of planning and transport. CIHT has recently signed a letter to Sajid Javid MP, along with the County Councils Network to support the governments proposed 'statement of common ground' which matches infrastructure with housing development in England's 27 shire counties, to foster job creation and growth.

Stronger Partnerships - CIHT welcomes the reference to 'targeting short trips that could be undertaken by active modes' in partnership with local transport plans. We encourage TfN, DfT, Highways England and local government to work together to achieve the aims of the Major Road Network (CIHT has recently responded to this).

Innovation - CIHT welcomes the recognition that new technology will play a role in making the best use of our transport network and would emphasise that innovation is not only about Connected-and-Autonomous Vehicles but also drainage, road surfacing and asset management. CIHT would encourage TfN to work with the industry to identify areas where adoption of state of the art technology can already make an impact and work to raise standards in the region.

Northern Transport Skills- CIHT agrees that improving education and skills is a priority for improving the transport network and supports TfN in encouraging more young people into the industry. CIHT believes that there is a need to expand the search for skills to access a wider talent pool. CIHT has developed a Diversity and Inclusion Charter, and a 'Routes to Diversity and Inclusion' toolkit designed specifically to help employers recruit, retain and develop a diverse workforce to help embed a change in culture in the highways and transportation industry.

Funding and finance - CIHT supports TfN's ambition to find alternate funding sources and its interest in land value capture and long-term finance solutions. There may also be room to work with Public Health England and NHS England to capture some of the value that healthy and active travel provides to the public sector.

Given recent challenges within the construction sector, we would encourage TfN to ensure the procurement and delivery approach manages risk effectively.

Appraisals and Analysis - CIHT supports TfN's ambition to deliver strong evidence and analysis packages to justify further investment in the north of England. These should be comparable with the Post-Opening Project Evaluations conducted by Highways England to best compare results from interventions driven by TfN on the SRN, MRN and Local Road Network. This should improve the robustness of assessments and business cases to improve confidence in the expected costs of schemes.

CIHT encourages TfN to include the assessments laid out in the STP ISA such as the health impact assessment, equalities assessment and community safety assessment in post-opening evaluations in order to assess the impact on place as well as the transport of people and goods.

Ensuring a sustainable investment programme - The expected savings from modal shift versus moving to LZEV's are not broken down into separate figures and it is concerning that TfN may be depending on a technological solution to problems that require sustained planning to solve. There is a need to establish whether planned investments are intended to increase the number of car journeys and if that is compatible with the targets in the governments Clean Growth Strategy. It is not sufficient to rely on a shift to electric and autonomous vehicles without considering what will happen if consumer take up is not as quick as planned.

Q5a. To what extent do you agree or disagree with the following statement?

'Overall, the Draft Strategic Transport Plan will give businesses the confidence to invest in the North over the coming decades'

- Strongly agree
- Tend to agree
- Neither agree nor disagree
- Tend to disagree
- Strongly disagree
- Don't know

Q5b. Overall, to what extent do you support or oppose the Draft Strategic Transport Plan in its current format?

- Strongly support
- Tend to support
- Neither support nor oppose
- Tend to oppose
- Strongly oppose
- No view
- Don't know

Q5c. Please explain your response to Q5b below.

We support the focus on solving some of the key factors which have historically affected the UK, economically and socially. Where we ask for more certainty is the understanding of sustainable transport as an asset in solving those issues rather than an additional burden.

Q7. What, if any, additional comments do you have that are relevant to this consultation on both the Draft Strategic Transport Plan and/or the Independent Integrated Sustainability Appraisal, that you would like to make?

CIHT agrees that this is a strong plan and will provide the benefit of long term strategic planning to the region.

CIHT understands that TfN is focused on strategic developments and that local transport authorities will continue to be responsible for management and maintenance of highways, however the analysis, political support and funding that TfN can bring to bear will affect the decisions made. In line with Network Rail and Highways England, TfN should adopt high quality guidelines on urban design to ensure that optimum solutions are found rather than ameliorating plans which have been designed around other priorities.

Equally the independent integrated sustainability appraisal (ISA) says that the full list of assumed potential interventions for highways are new highway links, highway infrastructure improvements and smart highways (Page 12, ISA Full Report). It is unclear whether these could include cycling and walking links to relieve pressure on other infrastructure, a similar example being the Bath to Bristol cycling route which has become a major commuter route over the last 10 years, therefore releasing pressure on the road and rail network.

CIHT encourages TfN to think about road safety from a strategic perspective as during the specific route studies and corridors outlined in the document. A well-managed road safety programme will contribute to capacity and reliability on the network. There is also the possibility of working with DfT to embed the 'Safe System' approach they are developing at the regional level. In line with their proposed core framework of:

- Setting out the long term Safe System goal of working towards the ultimate prevention of deaths and serious injuries
- Setting measurable interim objectives to 2030 to reduce the numbers of deaths and serious injuries
- Set measurable intermediate outcome objectives for activities to 2030 which are directly related to the prevention of death and serious injuries

CIHT has questions as to the procurement and delivery of specific schemes, especially with regards to the MRN and RIS2. These programmes of investment will be decided at the national level and managed at the local level so it is important to clearly identify what the role of TfN will be once schemes are identified. Working with local authorities and industry will ensure that the region is making best use of its resources and the supply chain.

While recognising that assets will remain the property and responsibility of local authorities TfN must recognise that the conditions of these assets from surfaces to signs will affect the results of the STP. Working with its partners to assure users of the network get a consistent and reliable level of service will deliver and safer journeys.