



Transport North East Committee

Friday 15th July 2016 at 2.00 pm

Meeting to be held in a Committee Room, Sunderland Civic Centre, Burdon Road, Sunderland, SR2 7SN

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SUPPLEMENTAL AGENDA

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Replacement Report	

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To All Members

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North East Combined Authority Transport North East Committee

DATE: 15th July 2016
SUBJECT: Transport Manifesto and Plan for the North East
REPORT OF: Chief Executive Officer for Transport

EXECUTIVE SUMMARY

This report summarises the responses to the consultation on the Transport Manifesto for the North East carried out earlier this year and describes the next steps for the Transport Plan

RECOMMENDATIONS

It is recommended that the Committee notes the contents of this report

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1. Background Information

- 1.1 As promised in a report to the April Transport for the North East Committee, the following report gives an analysis of the response to the Transport Manifesto consultation and describes the next steps for the Transport Plan.

2. Manifesto consultation and responses

- 2.1 The Manifesto consultation process was reported to the last meeting of this Committee. The final total number of responses received when the consultation closed was 1,736, of which 1,673 were online and 63 on paper. This represents a good response rate compared to other consultations of this kind – for example a recent similar exercise in West Yorkshire generated 617 responses while there were 1,089 responses to the Tyne and Wear Local Transport Plan 3 consultation in 2010. However, the low level of responses from organisations is disappointing and there is a greater preponderance of males and older people than in the NECA population as a whole as shown in Appendix 1 which gives the final breakdown by area and respondent type. The following paragraphs summarise the responses.

- 2.2 The first question set out four key themes for transport (Easy to Use; Reliable; Affordable; Accessible). Respondents were asked whether they agreed with each of these and also whether they thought any other themes should be added. The outcome was:

1. Accessible: This was the most popular, with 92% of respondents agreeing it should be a key theme.
2. Affordable: This was the 2nd most popular, with 90% respondents agreeing it should be a key theme
3. Reliable: This was the 3rd most popular, with 88% of respondents agreeing it should be a key theme
4. Easy to use: This was the 4th most popular, with 83% of respondents agreeing it should be a key theme

Respondents also thought the following key themes should be added :

- a. Safety (both road safety and crime and fear of crime on public transport). 9% of respondents thought this should be included as a key theme
- b. Sustainability. 8% of respondents thought this should be included as key theme
- c. Integrated and connected. 7% of respondents thought this should be added as a key theme

There were other themes quoted by a smaller number of respondents. All these seven key themes will be reflected in the refreshed version of the Manifesto. They will also be explained in a Chapter of the Transport Plan entitled “What we want”. This will set out each of these themes and explain what is being done, and can be done in future, to improve the offer in each case.

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2.3 Ten guiding principles were presented in the consultation and respondents were asked to rank them in order of importance. Giving each principle a points score according to how important it was to each respondent resulted in the following ranking:

1. Good access to workplaces, services, shops and leisure (2,839 points).
2. Well-maintained, climate-resilient and safe transport networks (1,748)
3. Less road congestion (1,712)
4. More sustainable travel (1,592)
5. Growth in economic activity (1,223)
6. Better air quality and lower carbon emissions (1,018)
7. Healthy, active lifestyles (906)
8. Efficient use of transport assets (904)
9. Land use planning that favours sustainable travel (875)
10. Equality of opportunity (609).

Respondents were also asked whether there were any other guiding principles they thought should be added. The following emerged as the most commonly suggested additional guiding principles

- a. Better cycling network
- b. Joined up transport, including Integration between modes
- c. Safety across the transport network, particularly for vulnerable users
- d. Expand the public transport network
- e. Better connectivity within the UK

This gives a total of 15 guiding principles. Again, these will be reflected in the refreshed version of the Manifesto and also in the Transport Plan.

2.4 As is typical with such consultations, many respondents took the opportunity to write in additional comments about transport in available text boxes and some additionally sent in written submissions. Commonly-recurring subjects were:

- Reliability – focussing on concerns about the current unreliability of public transport (buses and Metro) but also roads due to congestion in peak hours
- Cycling - advocacy of cycling, including a desire for promotion of, and greater expenditure on, cycling plus requests for cycling to be made safer. Many of these comments also mentioned walking in similar terms.
- Integration - comments that public transport services, timetables, information and/or fares and tickets should be more integrated, connected or “joined up”
- Sustainability – support for sustainable transport and/or restraining car use
- Pro-car - there were also responses saying that the Manifesto was too biased against cars and road traffic
- Fares - requests for lower fares on public transport

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- Rural areas – concerns about transport for rural areas including saying that rural bus services should be improved or at least maintained, or not overlooked in favour of urban areas
- Safety – comments either that road safety should be improved (including for cyclists and pedestrians) or crime and fear of crime being a deterrent to public transport use, particularly late at night
- Powered Two Wheelers (PTWs) – some respondents either said they were not mentioned in the Manifesto or drew attention to the benefits of PTWs
- Disabled people – some respondents referred to the needs of disabled people or said the current transport system did not meet these

2.5 As shown above, the topic that featured most highly among the additional comments was public transport unreliability. The wide ranging nature of many of the other comments reflects the diversity of responses and included, for example, opinions both in favour of, and opposed to, measures to help vehicle traffic. There is, however, broad endorsement of the kind of subjects which are likely to feature prominently in the Transport Plan.

2.6 In the light of the Manifesto consultation feedback, an updated version of the Manifesto will be produced. This will reflect the views of stakeholders. The updated version will be presented to a future meeting of this Committee.

3. Transport Plan

3.1 The Manifesto consultation feedback and the updated version of the Manifesto will help shape the Transport Plan, and be referred to in the Plan. The Transport Plan consultation will include questions on whether respondents:

1. agree with the key themes and guiding principles that emerged from the Manifesto consultation
2. want them to be used to shape NECA policy and priorities – for example by prioritising future projects according to how well they score against these themes and principles in the order that respondents ranked them

3.2 Regarding the content of the Transport Plan, the absence of any current central Government guidance on Transport Plans (the previous somewhat prescriptive guidance has now been archived) means that a more flexible, people-focussed approach can be adopted. Instead of Chapters on specific transport modes, the Plan will set out key challenges, what is currently provided, what people and organisations want, how this will be achieved and what success will look like. Progress in some of the areas set out in the Manifesto which will be picked up and explored further in the Plan is set out below.

3.3 **Sustainable Transport.** Recent successes, including the Go Ultra-Low (GUL) filling stations funding and one of the largest awards of the Sustainable Transport Transition Year fund, mean that it has been an extremely positive beginning to the year for sustainable transport at the NECA. There has also been the beginning of the deployment of Variable Message Signs across key routes in Tyne and Wear and Northumberland, funded by the Local Sustainable Transport Fund.

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- 3.4 **Buses.** The Bus Services Bill once enacted will provide a series of options to improve bus services and thus tackle the long-term decline in passenger numbers. The detail of this is being reported separately
- 3.5 **Roads.** We are having discussions with Highways England on identifying the future strategy for the North East's Strategic Road Network, incorporating the already-announced A1 and A19 improvements and the A66/A69 route study and looking to the future to identify and deal with "stress points" in the network.
- 3.6 **Metro and Local Rail.** Metro Futures and the Metro and Local Rail Strategy form the strategic context for the bids for Metro fleet replacement and essential renewals that are being drawn up by Nexus. These themes are explored in greater detail within the Metro and Local Rail Strategy.
- 3.7 **Ticketing and Real Time Passenger Information.** Officer groups within and beyond the NECA region are working to expand existing smart travel, provide real time passenger information and develop improved information for road users including making full use of the Urban Traffic Management Centre
- 3.8 **High Speed rail.** NECA is a member of HS2 East, a joint campaign by Authorities who want to make sure the Eastern Leg of HS2 is delivered in full and as soon as possible. The campaign group represent many of the UK's 'powerhouse' cities and industrial heartlands and also important emerging rural economies where excellent transport links are an increasingly vital component in future growth and success.
- 3.9 **Transport for the North.** A separate report outlines progress in this regard
- 3.10 Regarding the Transport Plan timescale, the earliest that the formal 12-week consultation could begin would be this Autumn. Allowing for subsequent amendments to incorporate consultation feedback and further consideration of the document, this in turn implies a publication date of the final version sometime in Summer or Autumn 2017. However, any need to make further amendments at any stage of the process would result in this timescale having to be extended.

4. Finance and Other Resources

- 4.1 There are no financial implications specifically arising from the Transport Manifesto consultation analysis.

5. Legal

- 5.1 There are no legal implications specifically arising from the Transport Manifesto consultation analysis.

6. Other Considerations

- 6.1 Consultation/Community Engagement

This report contains analysis of the Transport Manifesto consultation. There will be a full public consultation on the Transport Plan later this calendar year.

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6.2 Human Rights

There are no specific human rights implications arising from this report.

6.3 Equalities and Diversity

There are no specific equalities and diversity implications arising from this report.

6.4 Risk Management

There are no specific risks arising from this report

6.5 Crime and Disorder

There are no specific crime and disorder implications arising from this report.

6.6 Environment and Sustainability

Many of the measures advocated by the Transport Manifesto responses would, if implemented, assist the Combined Authority in achieving a more sustainable transport system for the region.

7. Background Documents

Transport Manifesto document and consultation questionnaires

8. Links to Plans in the Policy Framework

This report has a direct link to the forthcoming Transport Plan for the North East

9. Contact Officers:

9.1 Mark Wilson, Head of Transport Policy (North East Combined Authority)

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10. Sign off

- Head of Paid Service ✓
- Monitoring Officer ✓
- Chief Finance Officer ✓

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Appendix 1: Final breakdown of Manifesto consultation responses by Council area and respondent type

Breakdown by Council Area		
Council	Returns	Percent
County Durham	168	9.7%
Gateshead	152	8.8%
Newcastle upon Tyne	270	15.6%
North Tyneside	172	9.9%
Northumberland	175	10.1%
South Tyneside	95	5.5%
Sunderland	90	5.2%
Unknown	614	35.4%
Total	1,736	100.0%
Breakdown by Respondent Type		
Individual	1,308	75.3%
Organisation	96	5.5%
Unknown	332	19.1%
Total	1,736	100.0%

Note - The large number in the “unknown/other” category of the Council Area breakdown is partly because responses were still included if the respondent did not indicate their postcode, if organisations covered more than one Council area and as responses from people and organisations outside the NECA area were also accepted (most of these were from places adjacent to the NECA area).

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