

Draft Monitoring and Evaluation Strategy

April 2023



TRANSPORT FOR THE NORTH

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1. Executive Summary

Transport for the North's (TfN) Monitoring and Evaluation Strategy is a key component of Transport for the North's STP2 (Strategic Transport Plan 2), linked to the Annual Action Plan and Performance Measures elements of the STP2 hierarchy below.



The Strategic Transport Plan sets out a common vision and a set of objectives for the transformation of the North's transport system. A robust, Green Book compliant approach to Monitoring and Evaluation ensures that the implementation of the STP remains evidence-based and outcome focussed.

The purpose of the strategy is to monitor the North's progress towards the ambitions of the STP. In addition, it is intended to provide evidence on the progress TfN is making towards achieving its ambitions.

The approach set out in this strategy recognises that the delivery of these ambitions is a collective effort involving national government, local transport authorities, delivery agencies and the private sector.

Monitoring and Evaluation Framework

TfN's Monitoring and Evaluation Framework consists of a series of headline, core, and supplementary metrics developed in collaboration with partners that can be used to monitor the STP. To ensure transparency



and consistency TfN will publish a dashboard containing these metrics, allowing TfN to track progress over time.

The headline metrics are of the highest strategic importance and define the vision of the STP, with a strong theory of change linking to TfNpromoted interventions and policies. Core and supplementary metrics provide additional intelligence on progress and challenges across the North's transport network.

TfN Annual Action Plan

The second pillar of the Monitoring and Evaluation Strategy is the TfN Annual Action Plan, which will be published annually. This will include three elements:

- A review of progress towards STP objectives based on headline, core, and supplementary metrics
- An overview of TfN's contribution over the previous year towards these objectives
- TfN's plans for the upcoming year as set out in the Business Plan, linked to KPIs

This will allow TfN to monitor progress of its own programme of work in a proportionate way, given the challenges of quantifying TfN's own contribution towards the objectives as a Strategic Transport Body.

Internal Review Processes

Robust and proportionate internal processes are being put in place at a project, directorate, and organisational level. These will ensure a flow of information between levels and a golden thread throughout what TfN does, in accordance with Green Book guidance. This will in turn feed into the TfN Annual Action Plan.

External collaboration

This strategy also sets out some of the challenges partner organisations have reported facing in effective Monitoring and Evaluation and proposes some ways in which TfN can help promote collaboration across the North to address these issues.



2. Monitoring and Evaluation in a TfN context

This aim of this strategy is to embed the ROAMEF (rationale, objectives, appraisal, monitoring, evaluation, and feedback) cycle of evidence-based policy making as set out in the HM Treasury Green Book. Taking this approach will ensure that monitoring data, and intelligence from the TfN Analytical Framework and wider research, is considered within policy design and implementation. This will help embed a culture of learning both at a strategic level and in project delivery.

It is also clear that many of the approaches applied elsewhere to Monitoring and Evaluation in transport need to be modified to suit a sub-national transport body such as TfN. This strategy therefore sets out a bespoke approach developed specifically for TfN.

2.1 Monitoring

"Monitoring seeks to check progress against planned targets and can be defined as the formal reporting and evidencing that spend and outputs are successfully delivered, and milestones met" (Department for Transport, 2013).

For TfN, monitoring relates to the assessment of progress towards the targets and milestones set out in the TfN Business Plan and the STP.

2.2 Evaluation

"Evaluation is a systematic assessment of the design, implementation, and outcomes of an intervention. It involves understanding how an intervention is being, or has been, implemented and what effects it has, for whom and why." (HM Treasury, 2020: 15).

Evaluation at TfN is about embedding a culture of learning in the way that projects, strategies, and policies are designed and reviewed. In most cases this will not necessitate full evaluation plans given the scale at which TfN operates.



2.3 The challenges of monitoring and evaluation for TfN

TfN faces several challenges and constraints in rigorously monitoring and evaluating its activities and impacts, which have shaped the development of the approach set out in this document.

Challenge	Response
TfN's current remit: TfN has a unique status as a statutory sub- national transport body in the UK context with few comparators internationally. Consequently, much of the growing methodological literature and best practice on M&E in the transport sector is not directly transferable to TfN.	TfN has developed a bespoke approach to M&E which applies the spirit of existing national guidance, rather than applying approaches that have been developed within a very different context.
Scope of TfN's work: TfN's role covers areas around strategy, policy and research that are not conventionally subject to monitoring and evaluation in transport.	TfN's proposed role in monitoring and evaluation is proportionate TfN strategic scope. TfN is not proposing to take a lead role in evaluating transport interventions led by delivery bodies and will instead focus on monitoring the delivery of the Strategic Transport Plan agreed collectively by the North's leaders and activities undertaken to support its delivery.
Potential future changes to TfN's scope: There may be further changes to TfN scope and the strategic direction of transport in the North that affects that impacts that need to be measured.	The approach set out around the Annual Action Plan is flexible enough to respond to change.
Attribution: The attribution of change to the specific activities undertaken by an organisation is a key challenge of evaluation, and one which is particularly	Rather than seeking to directly quantify the scale of TfN's impacts on STP objectives, TfN has used logic mapping to identify impact pathways. This approach provides TfN with a



present in the case of TfN given its status as a sub-national transport body.	more realistic assessment of how it contributes to its stated objectives.
Complex impact pathways: As well as improvements to the transport system, the four objectives set out in TfN's Strategic Transport Plan span the economic, environmental and societal domains. The aspects of the STP objectives which occur in these domains have multiple and complex determinants.	TfN has sought to capture complex determinants even where change attribution is challenging. In areas such as social exclusion, Health and Wellbeing and decarbonisation, TfN has undertaken research and analysis to strengthen TfN's understanding of these areas.

3. Development of the TfN Monitoring and Evaluation Strategy

TfN has undertaken several phases of work to inform the proposed approach to Monitoring and Evaluation presented in this Strategy. All phases of development were shaped by internal and external input from TfN's partners.

3.1. Phases 1, 2 and 3 focussed on the development of the TfN Monitoring and Evaluation Framework, which is a set of metrics for monitoring progress towards STP objectives. The impacts are areas that Transport for the North can expect to influence through the interventions and policies that it promotes.

This development was framed around the headline ambitions of the TfN's Strategic Transport Plan (STP). For STP2 (2024) these ambitions were as follows:

- > Rapid decarbonisation of surface transport
- Reducing transport related social exclusion
- Transforming economic performance

These metrics have been split into three groups to provide an appropriate balance between strategic clarity on the North's collective ambitions and more detailed monitoring.

3.3. Phase 4 consisted of:



- Benefits mapping workshops with officers from across TfN, identifying where TfN's work contributes to the STP impacts identified in Phase 1.
- A review of best practice across monitoring and evaluation in transport, including initial discussions with other sub-national transport bodies.
- A set of recommendations on how to operationalise monitoring and evaluation across TfN, informing the approach proposed in this strategy.

The diagram below presents the development of TfN's M&E work programme.



3.4. The implementation of the M&E Strategy will be an iterative process and informed by prior experience.



4. Objectives and Principles

These objectives and principles reflect the context and challenges set out in Section 2 and should inform the implementation of the processes set out in Section 5.

Objectives

- Rigorously measure progress towards the objectives of the TfN's Strategic Transport Plan, taking a multi-modal and cross-cutting approach.
- Enable outcome-focussed, evidence-based decision making at TfN across project, directorate, and organisational levels based on the 'ROAMEF' cycle with a high level of coherence between these three levels.

Principle	Explanation
Adaptability	TfN's approach to M&E should be driven by these principles and objectives rather than rigid processes. This will ensure TfN can identify new opportunities to collaborate, scale up and evolve along with TfN's organisational evolution.
Transparency	Any findings should be transparent to TfN's partners, to stakeholders, and to the public to the maximum extent possible given commercial and legal restrictions.
Collaboration	TfN's M&E approach should draw on relevant expertise outside of the organisation and should be open to external input and review.
Methodological rigour	TfN's approach to M&E should reflect best practice in evaluating transport interventions and comparable sub-national transport bodies and should evolve with developments in this evidence base in the UK and elsewhere.
Proportionality	TfN's Monitoring and Evaluation activity should be proportionate to the resources available, seeking both to add value and demonstrate value by providing new insights.



5. TfN's approach to M&E

The diagram below provides a summary of how the processes described below fit together to constitute a single coherent approach.



5.1. Project Level Actions

Action 1: Project Review

At a project level, TfN will:

- Ensure that project objectives are SMART (Specific, Measurable, Achievable, Realistic and Time-bound) and that success can be reviewed.
- Ensure a clear theory of change linking project outputs and objectives.
- Establish alignment between STP objectives and Business Plan KPIs

All project objectives will be linked to one or more of TfN's STP objectives, and one or more of the pillars of TfN's Operating Model, as set out in TfN's second Strategic Transport Plan, to strengthen links with TfN's 'golden thread':



- A centre of technical excellence for the North holding and collating information and analytical tools that are available to all partners
- A source of trusted information one that is available to all our partners locally, regionally, and nationally as a foundation on which to develop solutions
- A strategic thought leader and champion of strategic transport planning – one that ensures the linkages between transport, digital and energy systems are reflected in decision making
- An enabler of accelerated delivery applying our capability and capacity in support of our partners as they bring forward solutions for implementation
- A trusted collaborator working with partners (nationally and across the North) in order to maximise the leverage of its own activity to the benefit of our communities and businesses.
- 5.2. Organisational Level Actions

Action 2: utilise evidence from Monitoring and Evaluation evidence to inform Business Planning

Each Winter, TfN will undertake a review of existing workstreams and projects to inform prioritisation in the following financial year. This should encompass a review of the links between TfN's current work programme, and the golden thread set in the STP and Business Plan. This will inform internal planning activities and should be framed around the following questions:

Key question	Explanation
How has the existing work plan	Light touch review of KPIs in the
progressed to date? What new	Business Plan, plus any additional
activities need to be in scope?	BAU (Business as Usual) activities
activities link to the TfN golden	golden thread and the STP and the
thread?	Business Plan
What were the key barriers to progress on key outcomes and how can these be overcome?	This provides an opportunity to reflect on key lessons learnt



Were there any major unplanned successes over the past year?	An opportunity to highlight any unexpected successes and innovations that may not be captured elsewhere, focussing on the concrete, external impact of TfN's work
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Action 3: Monitoring and Evaluation Framework

The Monitoring and Evaluation Framework contains the key metrics required to monitor progress towards STP objectives. **Action 3** recognises the ongoing work required to keep the Monitoring and Evaluation Framework up to date and ensure it is actively utilised.

The M&E Officer will undertake a light-touch review of the M&E Framework every year to ensure it reflects the latest data available data to TfN and continues to reflect TfN's strategic priorities.

This will include:

- > Ensuring the dashboard is populated with the latest available data.
- Resolving any issues with data availability and prioritise within TfN's analytical work programme. If resources prove to be a constraint, headline metrics should take the highest priority.
- > Adapting any changes in the scope of TfN's work or user feedback.
- > Responding to improvements in data quality and availability.

Any changes will need to meet the following criteria:

Forward consistency	Metrics can be monitored continuously, with a reliable (and ideally annual) data release schedule.
Backward consistency	Data points are available that are comparable to existing baselines for other metrics.
Transparency	If possible, metrics will be developed using data that can be shared externally.
Strategic alignment	Any new metrics are clearly aligned to TfN's STP objectives.
Proportionality	New metrics increase the overall coherence of the M&E Framework.



TfN will also develop and publish a dashboard containing the agreed STPrelated metrics as set out in the Monitoring and Evaluation Framework. This will provide a transparent view of progress against STP objectives.

This will initially be an internal tool, but external publication should also be explored.

TfN will continue to collaborate with Partners to strengthen alignment where this is appropriate and remains consistent with the level of ambition of the Strategic Transport Plan.

Action 4 - TfN Annual Action Plan

TfN will publish an TfN Action Plan annually to review progress towards the vision and objectives set out in the Strategic Transport Plan, allowing TfN and partners to respond and to adapt dynamically to changing circumstances. This will be published each year in Spring and will encompass the following elements:

- A quantitative review of progress towards STP objectives. This will allow TfN to take a systems approach to monitoring the North's progress, recognising that there are complex synergies and trade-offs between them.
- A review of TfN's work programme over the previous year and its contribution to achieving the STP objectives. This will be based on internal review processes set out above and will provide transparency to the North's partners and the wider public on TfN's own actions taken in support of the STP.
- A set of commitments for the following year based on KPIs in the Business Plan.

This will set out how TfN will work with partners to accelerate progress towards agreed STP objectives.

5.3. Wider Knowledge-sharing

During Monitoring and Evaluation Phase 4, TfN made links with other Sub-National Transport Bodies and Local Transport Authorities to discuss challenges and opportunities around Monitoring and Evaluation. DfT's Local Major Scheme Meta-Evaluation (June 2022) also highlights some of these challenges. Key examples are listed in this table.



Local Transport Authority challenges	Sub-National Transport Body challenges		
Limited internal resource, knowledge and capacity			
Challenges raising the profile of M&E an	nd ensuring it is considered at an		
early stage in project and strategy development.			
Monitoring and Evaluation processes need be flexible and proportionate in response to organisational evolution but consistent enough to build understanding and capacity			
Challenges accessing data required to monitor and evaluate schemes, and timing data collection with scheme milestones			
Methodological challenges monitoring and evaluating schemes, particularly attribution of change, including: > Using forecasts > Counterfactuals and comparators > Setting consistent scheme objectives > Applying Theory of Change			

> Capturing wider economic impacts and CO2 impacts

Where possible, TfN will seek opportunities to collaborate with partners to help overcome these challenges. Key areas of potential highlighted in the Monitoring and Evaluation Phase 4 report are:

Opportunities for TfN to add value

Applying the principles of DfT	This is an area that continues to present practical and methodological challenges for
(Department for Transport) guidance on Theory of Change logic mapping	partners. As TfN and partners both develop their own approaches to logic mapping, there may be further opportunities to share lessons learnt.



Resolving shared challenges around data collection and analysis	The continued development of the M&E Framework is likely to highlight additional areas where: i) TfN tools can be shared with Local Transport Authorities to support their own work monitoring local transport networks or in building business cases. ii) TfN can work with Local Transport Authorities to build the case for more data sharing or data collection at a national level. Where these opportunities emerge, TfN will facilitate discussion through existing governance groups, particularly AAG (Analytical Advisory Group).
Collaboration on future DfT guidance updates	Where DfT undertakes future consultations on Monitoring and Evaluation guidance updates, Transport for the North could raise the profile of these among Local Transport Authorities and facilitate discussion to generate high quality feedback for consideration by DfT.
Sharing best practice and lessons learned	Prior engagement with partner officers involved in M&E highlighted interest in learning from successes in other authorities. So far this has been facilitated through existing channels, such as the TfN Rural Mobility Working Group and the Northern Evidence Academic Forum, but could be expanded.

6. Monitoring and Evaluation Framework metrics

The objectives and metrics in the Monitoring and Evaluation Framework are each associated with one of the strategic ambitions.

- Rapid decarbonisation of surface transport
- Reducing transport related social exclusion
- Transforming economic performance



Many of the metrics are complemented by sub-metrics. For example, "Mode shift of trips from car to public transport and active travel (trips)" is associated with a series of sub-metrics (number of trips for each transport mode and number of trips as a proportion of total trips).

These metrics are intended to compliment and inform KPIs of delivery bodies such as National Highways and Network Rail and Local Transport Plan objectives. For example, the National Highways KPI to "decrease The number of people killed or seriously injured on the SRN by at least 50% by the end of 2025" can support Vision Zero by 2050.

The metrics in the Monitoring and Evaluation Framework are divided into the following categories:

Headline metrics	These are the high-level, long term strategic objectives linked to concrete targets and trajectories which define the vision of the STP, with strong theory of change linking to TfN- promoted interventions and policies
Core metrics	These metrics provide the key evidence required to monitor the North's transport system in the short to medium term and will form a fundamental part of monitoring the STP. They must be methodologically robust, allowing TfN to track the data. However, a 'good is' target may be sufficient, targeting sustained improvement in all areas, rather than specific targets and trajectories.
Supplementary metrics	These metrics provide supporting evidence to understand the wider context of the transport system. The Theory of Change between TfN's own work and these metrics is not as robust and monitoring these is a lower strategic priority.



Reporting

Reporting on these metrics at a high level will be undertaken as part of the Annual Action Plan. This will include a summary of data linked to the headline objectives, and a breakdown of which core metrics are moving in a positive or negative direction compared to the base year.

	Headline objectives	Core metrics	Core sub- metrics
Decarbonising the North's			
transport system	7	18	66
Transforming the North's			
economy	5	15	24
Reducing transport			
related social exclusion	8	25	79
Total	20	58	169

Base years

Each of the metrics in the M&E Framework is associated with a base year, providing a baseline data point. This will provide a point of comparison for future TfN Annual Action Plans. The base year of choice depend on two considerations.

- Data availability often the most recently available data is used, but this is data is from up to 4-5 years ago. This applies to outputs that use TfN modelling and TfN's Transport Related Social Exclusion analysis.
- The impact of the COVID-19 pandemic. In some cases, the impact of the pandemic on travel demand has meant that the most recently available data is misleading, so a pre-COVID-19 baseline has been selected. This includes travel modal share and air pollution.

In other cases, such as the roll-out of electric vehicles, electric vehicle charging points, or infrastructure related metrics, more recent data were used.

The table below provides a summary of which base years were used for each set of metrics.

Base year	Headline	Core
2017	0	1
2018,19,20	18	32
2021,22	2	23



7. Headline Metrics

STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
Transforming economic performance	Begin to close the productivity gap between the North and the average for the rest of England excluding London	Close the productivity gap between the North and the average for the rest of England excluding London by 2050	11% (2019)	Closing the productivity gap between the North and the rest of England was a key component of the vision behind TfNs first strategic Transport Plan (STP1, 2019) and the case for Northern Powerhouse Rail (NPR). GVA per capita data shows that the gap between the North and other regions outside London has barely changed since the original NPIER was published in 2016 and stood at 11% in 2019 (10.6% in 2020). Closing the productivity gap in order to improve long- term living standards in the North therefore remains a core ambition of STP2.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
		37% of the North's population can access 500,000 jobs by rail within 60 minutes by 2050	27% (2018)	This objective has long been a fundamental part of the case for Northern Powerhouse Rail (NPR). Reducing the effective density of the North's labour market has the potential to bring about significant agglomeration and therefore benefits to productivity. Increases in the number of jobs and changing distribution of jobs means that even in a 'do minimum' scenario there will be an improvement in employment accessibility, but this would be increased significantly by the full NPR network.
	68% of the North's population can access an employment centre with at least 5,000 jobs by public transport within 30 minutes by 2030	75% of the North's population can access an employment centre with at least 5,000 jobs by public transport within 30 minutes by 2050	63% (2019)	This target is monitored using the DfT's journey time data and looks to monitor employment opportunities for those in the north; employment along with income, education and health are used as measures of deprivation in the UK. Levels of deprivation are highly correlated to areas which are ay high risk of Transport Related Social Exclusion (TRSE) and setting this target would help to monitor access to employment and economic performance in the North.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
	Improve overall journey time reliability compared to 2019 levels; primarily achieved through a strong emphasis on encouraging modal shift to public transport, rail and active travel.	Reduce the proportion of the Major Road Network experiencing excessively unreliable journey times during the weekday peak to 2050 ¹⁶⁰ Reduce the proportion of the Major Road Network experiencing excessively unreliable journey times during the weekend to 2050 ¹⁶¹	34.8% morning peak, 33.8% evening peak (annual average) (2019) 83% of paths experienced at least an hour of highly poor journey time reliability (annual average) (2019)	Poor journey time reliability has significant adverse consequences for people, the economy and movement of freight. There have been numerous estimates of the cost of congestion to the UK economy, most of which are on the order of billions of pounds. These costs can be alleviated through intelligent demand management measures and by promoting mode shift to active travel and public transport as well as investment in targeted local interventions to improve journey time reliability. It is clear from evaluation evidence that building new roads can lead to induced demand and very limited improvements in congestion in the medium to long term.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
	56% reduction, to 11 million tonnes by 2030	Reduce total northern surface transport CO2 emissions to near zero by 2045	25 million tonnes (2018)	Transport for the North have suggested a target of halving surface emissions by 2030, this target is outlined in further detail in the TfN Decarbonisation strategy (<u>TfN Decarbonisation</u> <u>Strategy , 2021</u>). The target will be monitored at five year intervals using TfN's NoCarb model (Decarbonisation Strategy, Annex B: NoCarb Development Report, 2021). The gap to reaching near zero surface emissions shows local variance, place type will be a variable that is considered in future iterations of the analysis to understand the gap in reaching near zero at a more local level.
	Share of trips made by public transport increases to 10% by 2030 (Rail to 2%, Bus to 8%)	Share of trips made by public transport increases to 15% by 2050 (Rail to 3%, Bus to 12%)	Rail: 1.5%, bus and coach: 5.5% (2018 and 2019 average)	TfN's work on Future Travel scenarios (<u>TfN</u> <u>Future travel Scenarios, 2020</u>) have helped inform the 'right share' target. The target also addresses social inequalities that exist due to car centric society and insufficient access or investment in public transport or facilitation of active travel modes. This leads to social



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
Decarbonising surface transport	Share of trips made by active modes increases to 33% by 2030	Share of trips made by active modes increases to 36% by 2050	Active modes: 29% (2018 and 2019 average)	exclusion issues with many unable to access key services or opportunities. TfN have also published a decarbonisation strategy (<u>TfN Decarbonisation Strategy, 2021</u>). This strategy along with work on Future Travel scenarios acknowledges that Technological solutions alone, are insufficient in reaching near zero surface emissions by 2045. Modal shift is largely dictated by journey type and length, this means increasing the proportion of active travel trips for shorter journeys, increasing the proportion of trips made by public transport for medium length trips and for rail usage to increase, for journeys over 100 miles.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
	Zero overall regional increase in private car vehicle mileage to 2030	Zero overall regional increase in private car vehicle mileage on the North's road network to 2045 compared to 2018 ¹⁶²	Private car vehicle mileage: 78.2 billion km (2019)	TfN's Decarbonisation Strategy states that demand management will be critical to meeting the carbon reductions needed by 2030. If modal shift occurs in parallel to a significant increase in travel demand, this could still entail a large increase in car trips. The ambition to reduce vehicle milage increases to zero by 2045 reflects the need to go further and faster to ensure the North stays within our carbon budget. This target also considers other health, wellbeing and inclusion impacts related to constrained travel choices and a car- dominated transport system.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
Decarbonising surface transport	Overall increase in rail freight mode share.	Double rail's share of freight carried to 17% by 2050, measured as tonne km	8.5% (2018)	Transport for the North are proposing a target of doubling the modal share of rail freight carried to 17% by 2050. This target is informed by Transport for the Norths Future Travel Scenarios (<u>TfN Future Travel Scenarios</u> , 2020) and Freight and Logistics Strategy (<u>TfN Freight & Logistics Strategy</u> , 2022). Currently there are barriers to reaching this target which include insufficient capacity on the rail network, inappropriate gauge clearance on Key nodes and routes, line speed and a lack of freight terminal capacity. These barriers would need to be addressed to reach the mode share target. There is also opportunity for Transport for the North to develop a target for the north that is informed by the Whole Industry Strategic Plan (WISP) (<u>Great British Railways</u> , <u>WISP</u>). This target does not include trains that are fuelled alternatively, though there is scope to include supplementary targets.



	Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, increasing to at least 123,500 by 2030	Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, increasing to at least 123,500 by 2030	6,400 (2022)	 IfN's Electric Vehicle Charging Infrastructure Framework (EVCI) models future demand for several types of electric vehicle charging (workplace, residential, HGV depot, public, rapid, conventional) under TfN's four Future Travel Scenarios. It takes into account several inputs from the TfN modelling suite (NoHAM and NELUM). We propose that STP2 Vision and Objectives should focus on public EV charging points because this is an area where Local Transport Authorities have the greatest influence on investment decisions. Rapid rollout of charging points is required to minimise the extent to which charging point availability acts as a barrier to the roll-out of electric vehicles. Although uptake has increased in recent years, electric vehicles still only represent 2.2% of total cars on UK roads in early 2022. Evidence also indicates that the North of England is seeing a slower uptake rate of EVs, compared to the national Average. It is therefore important to remove any barriers to the uptake of electric vehicles in the North, so that we are able to keep within our carbon budget, as laid out by the transport decarbonisation trajectory (EVCIF 2022). In the future we will look to monitor this target at a local level.
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STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
	All new major transport infrastructure development to aid local nature recovery by achieving 10% biodiversity net gain, for projects gaining approval from 2025 (in line with the Environment Act 2021)	All new major transport infrastructure development to aid local nature recovery by achieving 10% biodiversity net gain, for projects gaining approval from 2025 (in line with the Environment Act 2021)		 Although it is outside our remit and capacity of TfN to undertake our own biodiversity monitoring, we can seek to use our existing relationships with delivery bodies to collate information about major projects across modes to give confidence that the North's biodiversity is not being adversely impacted by the development the transport schemes. This should involve using a form of the following metrics, meaning TfN would collate information as far as possible based on data collected by the relevant bodies: Percentage of major transport developments generating overall biodiversity enhancement. Number of transport planning approvals that generated any adverse impacts on sites of acknowledged biodiversity importance.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
	Public Performance Measure (PPM) of at least 91.2% (MAA, at year end) for both TransPennine Express and Northern by		TransPennine Express: 87.2% (July - September 2022 annual moving average)	PPM is an aggregate score calculated through a combination of punctuality and cancellations scores. The DfT agrees specific performance targets for punctuality and cancellations for each train operator.



Enhancing social inclusion and health	2028, returning to levels last seen prior to 2018		This ambition recognises the need to look beyond the next few months towards the medium-term and look at areas of improvement required to bring back passenger confidence in the railway following several years of disrupted service prior to and including the COVID-19 pandemic. Our target is based on an annual average to remove the effects of seasonal variation caused by weather conditions; performance tends to be significantly worse in Autumn than in Spring.
		Northern: 84.0% (July - September 2022 annual moving average)	on the average for each operator for all years where performance of over 90% was achieved (three years for TPE, seven for Northern).
			It is recognised that achieving ambitious performance targets means alleviating widely acknowledged capacity constraints around key hubs, including Leeds, Manchester, and Sheffield, which are all among the worst bottlenecks in the country.
			Further analysis is planned for core metrics looking specifically at punctuality and cancellations, and reasons behind poor performance, which will encompass aspects such as resilience to extreme weather events. Whilst the target is the same for both



			operators, it is important to recognise the differences in operating conditions between the two operators when setting future targets.
Reduce the number of provide the normal sector of t	ne eople th eas risk	3.31 million (2019)	 21.3% of people in the North live in areas with a high risk of TRSE, compared with 16% of the population of the rest of England. The long-term target, set out in the Connecting Communities Strategy, is to eliminate this gap, taking into account differences in area type between each. This requires progress across all area types, but particularly in coastal communities, rural towns, and urban fringes, where the difference in risk is largest. The higher levels of risk of TRSE in the North are driven by higher levels high poverty and deprivation, poorer access to key destinations



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
Enhancing social inclusion an health	Reduce the number of people in the North living in areas with a 'highest' risk of TRSE by 74,000 by 2030	Reduce the number of people in the North living in areas with a 'highest' risk of TRSE by 370,000 by 2050	0.81 million (2019)	Highly localised breakdowns of this (by Local Authority and LSOA) are available alongside this through TfN's <u>TRSE Tool.</u>
	Local and national road investment continues to deliver road safety improvements, including through the Safer Roads Fund, and supported by targets such as National Highways target reduction of at least 50% by the end of 2025 against the 2005- 09 average baseline.	Vision zero: reduce the number of people killed and seriously injured in traffic incidents to zero by 2050	6,429 (2018/2019 average)	Vision Zero has been adopted by transport authorities across the world, including Transport for London (TfL Vision Zero), which has an ambition to eliminate traffic deaths and serious injuries by 2041 and has published a Vision Zero action plan. This approach starts with the assumption that traffic deaths are preventable and that saving lives is not expensive. Moreover, despite increases in traffic volumes, the number of people killed and seriously injured in traffic incidents has decreased since 2012, due to a combination of new traffic calming measures such as 20mph speed limits on residential streets and improved vehicle technology.



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
Enhancing social inclusion and health	Physical station improvements continue to be delivered as part of Network Rail's Access for All programme. By 2030, there is a plan in place to deliver the step change in physical station accessibility the North needs to meet 2050 targets.	All rail stations in the North to meet TfN's desired accessibility standards by 2050	54% (2021)	In May 2022, Strategic Rail finalised its Northern England Station Enhancements Programme SOBC. This packages together multiple station facilities improvements into three sets of standards: minimum, acceptable, and desired. The quality of facilities deemed to be required by each station under each set of standards depends on station category and passenger levels. Categories for the work included improvement such as CCTV, ramps for trains, step free access, lighting, and seats among others. Across the North, baseline progress towards the Desirable Standards is 54%, Acceptable Standards 64% and Minimum Standards 72%. Access for all is important in addressing issues such as transport related exclusion.



Reduction in AQMAs in the North through improved air pollution levels.	Eliminate the need for Air Quality Management Areas in the North announced due to NO2 or PM10 to zero by 2045 by bringing air quality within legal limits	AQMAs in the North due to NO2 or PM10: 132 (2022) 76% (2019)	TfN's Transport and Health and Wellbeing research found that the proportion of the population of the North at high risk of mortality due to Nitrogen Dioxide is 37.9%, and the proportion is similar for other pollutants. This highlights the need for the North. The impacts are also unevenly distributed, with 30% of those people living in areas at the lowest IMD (Indices of Multiple Deprivation) decile. This highlights the urgent need to redouble efforts to tackle air pollution. Air quality management areas are areas where local authorities have acknowledged that further interventions are needed to meet government air pollution targets. Local authorities are required by Government to develop action plans to improve air pollution in each of these areas. Setting a target to eliminate these by improving air pollution recognises the need for combined efforts by local authorities across the North to ensure that decarbonisation of transport brings the significant improvements in levels in air pollution required to minimise harmful impacts on health and wellbeing.
	number of paths	7070 (2019)	measure this is DEFRA open-source modelled



STP Ambition	Medium term pan-Northern target (2030)	Long term pan- Northern target (2050)	Baseline (year)	Explanation
	Reduction in Nitrogen Dioxide exposure across the MRN network ¹ in the North.	on the North's Major Road Network that exceed WHO Nitrogen Dioxide exposure limits (currently 76% of paths) by 2045		data. World Health Organisation (WHO) limits are used to benchmark, in recognition that statutory targets are still much higher than levels that are recognised as harmful in current scientific evidence. If the right complementary actions are taken Government's plans to phase out the internal combustion engine should provide a realistic opportunity to meet these targets.



8. Core Metrics

8.1 Transforming economic performance

STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
Transforming Economic Performance	Increased resilience of the road network	total events leading to full closure of at least one carriageway or slipway on the SRN: 707 (2019) reasons for full road / carriageway closure on the SRN - Road closure (52.5%) - Suicide/ attempted	Neutral	Ambition Transforming economic performance	Increased overall reported road user satisfaction (on the SRN)	(year) Feeling safe : 79% (April 2021 – April 2022) Information (permanent signs) : 80% (April 2021 – April 2022)	
		suicide (15%) - Breakdown - (14.6 %) (2019)				April 2022)	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		Overall satisfaction : 70% (April 2021 – April 2022)				Information (electronic signs: 70% (April 2021 – April 2022)	
	Increased overall reported road user satisfaction	Journey time: 67% (April 2021 – April 2022)	Increase		Proportion of residents able to access at least 2 or more airports within 90 minutes by rail	14.5% (2018)	Increase
	SRN)	Management of roadworks :45% (April 2021 – April 2022)			Proportion of residents able to access 16+ key visitor attractions by rail	29.8%(2018)	Increase
		Surface quality : 71% (April 2021 – April 2022)			Proportion of residents within 90 minutes of a	46.5% (2018)	Increase



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
Transforming					National Park by rail		
economic performance	Proportion of businesses able to access 10,000 other businesses within 60 minutes travel time by rail	51.2% (2018)	Increase	Transforming economic performance	Increase rail passenger at the busiest rail hubs	top 10 stations for entries and exits: all operators :148.0 million (2019/20)	Increase above pre- COVID 19 levels and continue to increase
	Increased proportion of the North's eligible rail network (by track length) served by at least 2tph in	71.6% (May 2022 timetable)	Increase		Increase rail passenger numbers across the network	Entries and exits at least busy half of northern stations (289 stations): 16.2 million (2019/20)	Increase above pre- COVID 19 levels and continue to increase
	Increased proportion of stations on eligible lines in the North	41.2% (May 2022 timetable)	Increase		The five major ports (Grimsby and Immingham,	Immingham, Grimsby and Teesport are already served by W12	Increase - upgrades to include Port of Tyne and



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
	served by a minimum of 2tph in each direction				Hull, Port of Tyne, Teesport, Port of Liverpool) to be served by rail with W12 gauge clearance	clearance (NR Freight Network Study) (2022)	Port of Liverpool
	Increased proportion of stations on eligible lines in the North served by at least 1tph in each direction	76.7% (May 2022 timetable)	Increase		Increased line speeds	Proportion of long-distance services achieving average journey speeds of at least 80mph : 26%(May 2022 timetable)	Increase
	Increase rail passenger numbers	Rail journeys within the north: 170.7 million journeys (2019/20)	Increase above pre- COVID 19 levels and continue to increase.			Proportion of inter-urban services achieving journey times of at least 60 mph :22%	towards desirable minimum standards



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		Rail journeys between the north and other regions : 49.9 million journeys (2019/20)	Range of 287 million - 472 million depending on Future Travel Scenario by 2050.			(May 2022 timetable) Proportion of local services achieving journey times of at least 40mph: 9%(May 2022	
	Increase bus passenger numbers	Total journeys: 805 million total concessionary journeys: 297 million	Increase				
		% outdoor 4G coverage to all operators :	Increase, and level				



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		92.60%	up rural				
			areas				



8.2 Decarbonisation of surface transport

STP Ambition	Metric	Baseline (year)	Indicator direction		STP Ambition	Metric	Baseline (year)	Indicato r directio n
	Increase the share of rail network that is electrified in the North	35.3% (2022)	Increase			Accelerated uptake of	% of licensed cars and vans that are battery	Increase
	Reduced rail	TPE and Northern - percentage of cancellations 10.3% (2021/22)	Decrease			Accelerated uptake of electric vehicles	North 1.5% (Q3 2022)	
	lue to severe weather	TPE and Northern - total 3,697 (2021/22)					Number of battery electric vehicles in the North 125,720 (Q3 2022)	Neutral
Decarboni sing surface transport	Increased vehicle occupancy	Average 1.53 (2018/19)	Increase		Decarboni sing Surface		% of licensed cars and vans that are ultra- low emission in the North 2.5% (Q3 2022)	Increase
		Commuter Trips : 1.15(2018/19)			transport		Number of en- route public rapid charge	Increase to 26,00 by 2025



STP Ambition	Metric	Baseline (year)	Indicator direction	,	STP Ambition	Metric	Baseline (year)	Indicato r directio n
						Uptake of EV charging	points : 1450 (2022)	
		NO2 5,880,000 (2019)				points	Number of public non-rapid charge points 4950 (2022)	Increase to 48,000 by 2025
Populat the No a high n morta due pollut linked trans Proport paths o Major netw (SRN	Population in the North at a high risk of mortalifty due to	PM2.5 5,640,000 (2019)	Decrease				Ratio of car trips to trips of any other modes 1.7 (2018/19 Average)	
	pollutants linked to transport	PM 10 5,858,000 (2019)				Mode shift of trips from car to public transport and active travel	Average number of annual trips per person by car: driver 424 (2018/19 Average)	Decrease
	Proportion of paths on the Major Road network (SRN plus	NO2: 75.4% (2019)	Decrease				Average proportion of annual trips taken by car: driver 41.6%	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicato r directio n
	local major roads)					(2018/19 Average)	
Decarboni sing surface transport	exposed to pollutant levels above WHO recommende d levels	PM 2.5: 97.8% (2019)				Average number of annual trips per person by car: passenger 224 (2018/19 Average)	
	Mode shift of trips from car to public	Average proportion of annual trips taken by car: passenger 22.0% (2018/19 Average)	Decrease	sing surface transport	Mode shift of trips from car to public transport and active travel	Average number of annual trips per person by cycle :15 (2018/19 Average)	Increase
	active travel	Average number of annual trips per person by rail 16 (2018/19 Average)	Increase			Average proportion of annual trips per person by cycle 1.5% (2018/19 Average)	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicato r directio n
		Average proportion of trips per person by rail 1.5% (2018/19 Average) Average number of			Mode shift of	Proportion of commuters who use the car as their main mode of commuting :75.7% (2018/19 Average) Proportion of	Decrease
		annual trips per person by bus & coach 56 (2018/19 Average)			commuting trip from car to public transport and active travel	commuters who use rail (trains and light rail) as their main mode of commuting 3.8% (2018/19 Average)	
		Average proportion of annual trips per person by bus & coach 5.5% (2018/19 Average)				Proportion of commuters who use buses and coaches as their main mode of commuting. 7.0%	Increase



STP Ambition	Metric	Baseline (year)	Indicator direction	S Aml	TP oition	Metric	Baseline (year)	Indicato r directio n
Decarboni				Deca	arboni		(2018/19 Average)	
sing surface transport		Average number of annual trips per person: walking 284 (2018/19 Average) Average proportion of annual trips per person: walking 27.9%		si sur tran	ing face isport		Proportion of commuters who use walking as their main mode of commuting 9.4% (2018/19 Average) Proportion of commuters who use cycling (including e- bikes) as their	
		(2018/19 Average)					main mode of commuting 2.5% (2018/19 Average)	
	Mode shift of travel miles from car to public	Ratio of car miles to miles of all other modes 5.2	Decrease				Average number of annual miles	Increase



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicato r directio n
	transport and active travel	(2018/19 Average)				per person by walk 173.5 (2018/19 Average)	
		Average number of annual miles per person by car: driver: 3131 (2018/19 Average)	Decrease		Mode shift of travel miles from car to public transport and active travel	Average proportion of annual miles per person by walk 3% (2018/19 Average)	Increase
Decarboni sing surface		Average proportion of annual miles per person by car: driver 54.9% (2018/19 Average)	Decrease	Decarboni		Average number of annual miles per person by cycle 45.4 (2018/19 Average)	Increase
transport		Average number of annual miles per person by car: passenger 1659.2 (2018/19 Average)	Decrease	sing surface transport		Average proportion of annual miles per person by cycle 0.8% (2018/19 Average)	Increase



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicato r directio n
		Average proportion of annual miles per person by car: passenger 29.1% (2018/19 Average)	Decrease		Reduced vehicle kms	Total vehicle kms on minor roads 26.5 billion (2019)	Decrease
		Average number of miles per person by rail 456.0 (2018/19 Average)	Decrease		on minor roads	% of vehicle kms on minor roads 33.9% (2019)	Decrease
		Average proportion of annual miles per person by rail 8.0% (2018/19 Average)	Increase			Total HGV tonnage carried within the North 301 Mt (2019)	Neutral
		Average number of annual miles per person by bus & coach 239.2 (2018/19 Average)	Increase		Modal shift from road to rail	total HGV tonnage carried within and through the North 488 Mt (2019)	Neutral
		Average proportion of annual miles per person by bus & coach	Increase			Percentage of GB HGV tonnage carried at least partially	Neutral



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicato r directio n
		4.2% (2018/19 Average)				within the North 32.0% (2019)	
	Proportion of adults using active modes	Walking for travel 19.7% (2018/19)	Increase		Reduced	Suburban 14.26 Mt (2018)	Decreace
	for travel at least three days per week Reduced greenhouse gas emissions by mode	Cycling for travel 2.1 % (2018/19)			gas emissions by area type	Urban 3.26 Mt (2018)	Decrease
		Car 14.46 Mt (2018)			Reduced transport greenhouse gas emissions per capita	1.62 tonnes / year (2018)	Decrease
		HGVs 7.21 Mt (2018)	Decrease			Car: 141.70 g/km (2018)	
		LGVs 2.71 Mt (2018)			Reduced greenhouse	HGV: 662.48 g/km (2018)	Decrease
		Bus 0.63 Mt (2018)			gas emissions per km	LGV: 212.92 g /km (2018)	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicato r directio n
		Rail 0.77 Mt (2018)					
	Reduced	Large, SUVs, executive 4.91Mt (2018)					
	greenhouse gas emissions by vehicle segment	Medium 5.01 Mt (2018)	Decrease				
		Small and mini 4.54 Mt (2018)					
	Reduced greenhouse gas emissions by area type	Rural 6.86 Mt (2018)	Decrease				

8.3 Core metrics: Enhancing social inclusion and health

STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
	Percentage of	90.40% (2022)	Increase		Improved	Proportion	
	postcodes				connectivity	within 15	Increase
	within 700m				to education	minutes of a	increase
	of a public				facilities by	secondary	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
	transport access point				public transport	school by public transport : 41 80% (2019)	
	Percentage of postcodes within 2km of a railway station	43.50% (2022)	Increase			Average journey time to an FE college by public transport: 21.7 minutes (2019)	Increase
Enhancing Social inclusion & health	Improved	Average travel time to nearest employment centre: 29.3 minutes (2019)		Enhancing social inclusion & health		Average travel time to nearest town centre by public transport: 20.6 minutes (2019)	Increase
	employment by public transport	Proportion of users within 45 minutes of at least 7 medium employment centres : 34.4% (2019) Proportion of the population that can access an	Increase		Affordable transport	Bus and coach fares - RPI change over 12 months, ONS (whole of UK): 8.6% (2021) Rail fares - RPI change over 12 month, ONS	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		employment centre with at least 5,000 jobs by public transport within 30 minutes: 63.4% (2019)				(whole of UK): 2.7% (2021)	Neutral
	Improved connectivity to hospitals by public	Proportion within 30 minutes of a hospital by public transport : 37.5% (2019)	Increase			Petrol and diesel - RPI change over 12 months, ONS (whole of UK): 14.5% (2021)	
	transport / walk	Average journey time to the nearest hospital by public transport: 36.9 minutes (2019)	Decrease			Electricity - RPI change over 12 months, ONS (whole of UK): 6.6% (2021)	
	Improved connectivity to education facilities by public transport	Proportion within 30 minutes of an FE college by public transport : 84.90% (2019)	Increase		Reduce noise pollution from transport	% of population in urban areas exposed to day time road noise of 65dB or more : 6.6% (2017)	Decrease



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
Enhancing Social inclusion & health	Reduced noise	% of population in urban areas exposed to night time road noise of 55dB or more: 7.9% (2017)		Enhancing Social inclusion & health	Satisfaction with value for money Satisfaction with cleanliness	TPE: 65% (July – Dec 2022) Northern: 61% (July – Dec 2022) TPE: 60% (July – Dec 2022)	
	transport	The % of population in urban areas exposed to daytime rail noise of 65dB or more : 0.4% (2017)	Decrease		Satisfaction with frequency of services	(July – Dec 2022) TPE: 77% (July – Dec 2022)	Increase
		The % of population in urban areas exposed to night- time rail noise of 55dB or more 0.6% (2017)			Satisfaction with information during the journey	Northern : 61% (July – Dec 2022) TPE: 64% (July – Dec 2022)	
	Overall satisfaction	Northern : 85% (April – Sept 2022)	Increase		Satisfaction with level of crowding	Northern: 72% (July – Dec 2022)	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
Enhancing Social inclusion & health						TPE 67% (July- Dec 2022)	
		TPE: 86% (April – Sept 2022)			Reduced	Proportion of passengers standing at key northern rail hubs (Leeds, Liverpool, Manchester, Newcastle, Sheffield): AM peak hour: 16%(2019)	Minimise compared to pre-
	Satisfaction with punctuality / reliability	Northern : 82% (July – Dec 2022) TPE: 76% (July – Dec 2022)	Increase	Enhancing Social inclusion & health	on the rail network	Proportion of passengers standing at key northern rail hubs, PM peak hour : <u>11.8% (2019)</u> Passengers in excess of capacity (PiXC) at key	COVID baseline



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
						hubs - AM	
						peak hour:	
			-			2.4% (2019)	-
						Passengers in	
		Northern : 76%				excess of	
	Satisfaction	(July – Dec 2022)				capacity (PIXC)	
	with value for					at key	
	money					hube DM pool	
		Northern 76.2% (2019/20)				hour .	
					1 4% (2019)		
			-			Northern:	
						4 1%	
			Increase			(2019/20)	
			-			TPE: 7.8%	-
						(2019/20)	
	Improved rail				Reduced rail	Avanti West	Decrease
	punctuality				reduced	Coast 2.9%	
	within 59	(within 59 TPE: 62.2%			cancellations	(2019/20)	
	seconds) -	(2019/20)			(cancellation	Cross Country:	-
	passenger				score)	3.6%	
						(2019/20)	
						LNER: 3.1%	
						(2019/20)	
		Avanti West Coast				Hull Trains:	
		39.6%				2.1%	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		(2019/20)				(2019/20)	
Enhancing		Cross Country 47.0% (2019/20)	Increase		Proportion of services arriving in economic centres prior to 7am on weekdays and 9 am on Sundays	before 7am on weekdays 78.5% (May 2022 timetable)	Increase
		LNER 45.2% (2019/20)		Enhancing Social inclusion & health		before 9am on Sundays 53.9% (May 2022 timetable)	
Social inclusion & health		Hull 41.6% (2019/20)				Progress towards TfN acceptable standards 54.0%	
	Improved rail punctuality (time to 3	Northern: 76.2% (2019/20)			Improved station facilities	Progress towards TfN minimum standards 64.0%	Increase
	passenger	TPE: 62.2% (2019/20)				Progress towards desirable standards on	



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		Avanti West Coast: 60.7% (2019/20) Cross Country: 69.0% (2019/20) LNER: 63.4% (2019/20) Hull Trains 65.1% (2019/20)			Reduction in population affected by transport related social exclusion	step free access 72.0% Proportion of the North's population at high risk of TRSE 21.3% (2019) Proportion of the North's population at very high risk of TRSE 5.2%(2019)	Decrease
	Reduction in population affected by transport related social exclusion	Proportion of the North's population at high risk of health TRSE 19.7% (2019) Excess population at high risk of health TRSE, accounting for different area types 614,734 (2019)	Decrease		Reduction in road collisions and casualties	Number of cyclists killed and seriously injured, North 868 (2018/19 average)	Decrease



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		Excess population vulnerable to employment TRSE, accounting for different area types 616,103 (2019)			Reduction in road collisions and casualties	Number of pedestrians killed and seriously injured, North 1,622 (2018/19 average)	
		Proportion of the North's population at high risk of education TRSE 22.1% (2019)				Number of minor road casualties in the North 28,366 (2018/19 average)	
		Excess population vulnerable to education TRSE, accounting for different area types 1,469,374 (2019)			Reduce population exposure to air pollution from transport	Reduce to zero the number of paths on the North's Major Road Network that exceed WHO Nitrogen Dioxide exposure limits by 2045	Decrease
		Proportion of the North's population at	Decrease				



STP Ambition	Metric	Baseline (year)	Indicator direction	STP Ambition	Metric	Baseline (year)	Indicator direction
		high risk of services					
		TRSE 28.9% (2019)					
		Excess population					
		vulnerable to					
		services TRSE,					
		accounting for					
		different area types					
		1,578,220 (2019)					
		Fatal and serious					
		incidents, North					
		(unadjusted)5,791					
		(2018/19 average)					
		Total 'minor' road					
		incidents, North					
		20,252					
		(2018/19 average)					
		Proportion of the					
		North's population at					
		high risk of					
		employment TRSE					
		22.4% (2019)					

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