Open call for evidence

Briefing on Integrated National Transport Strategy: a call for ideas

Published 28 November 2024

"This call for evidence closes at
11:59pm on 20 February 2025

"Questions for organisations

"This list of questions is provided to give you an overview of the questions we are asking transport organisations.

"See the Ways to respond section on the GOV.UK homepage for this call for ideas (Ways to respond section on the GOV.UK homepage for this call for ideas) for a form so you can answer these questions."

WinACC response

What is the name of your organisation?
Winchester Action on the Climate Crisis (WinACC)

We would like to have further contact with you on this subject beyond this call for ideas. This communication will principally be by email.
You are:

- **content to continue contact via email (specify email) Transport@WinACC.org.uk.**

What is the approximate total number of employees in your organisation?

- **2 to 9**

What best describes your organisation?

- **Charity**

In your opinion, how could the transport network be better 'joined-up'?

A Joined-up Transport Planning Framework

A new primary emphasis on Local Integrated Transport Plans (LITPs)

Replace the Current Mode-centric Transport Planning and Funding System

Currently, apart from in London, the primary national funding schemes for transport, both revenue and capital, are initially determined almost exclusively mode-by-mode. Proposals for transport development have a structurally-determined tendency therefore to focus independently on each mode and to underplay the extent to which modes could maximise their ability to complement each other and work in mutually supportive ways.

Move to an Area-based Transport Planning and Funding System

To join up the transport network these funding schemes should be reorganised to develop the transport network for all modes in an integrated way at local, regional, national, and international levels. Transport needs should be assessed independent of contemporary mode use.

Introduce Statutory Local Integrated Transport Plans (LITPs)

Each strategic local government area should have an integrated transport plan. These plans should be linked to a duty to assess transport demand and to propose new transport infrastructure and service provision to satisfy transport needs and demands. Local area plans should be developed by local strategic authorities in consultation with Local Integrated Transport Forums.

Introduce Statutory Larger-Area Integrated Transport Plans

Larger area integrated transport plans for regions, nations and for international travel would draw on LITPs, and, where possible, work in consultation with larger area integrated transport forums.

Introduce a duty to Plan for Reduced Transport Carbon Emissions

Transport has recently become the greatest source nationally of greenhouse gas emissions; this has long been the case in many local areas. There would be a duty for integrated transport plans to maximise joined-up transport opportunities to meet transport needs and to ensure that these would be met in a way that minimises transport carbon emissions and transport energy consumption. Full information would be provided on contemporary carbon transport emissions and energy use (developed from current DESNZ modelling

methodology for transport emissions and energy consumption). A national toolkit would include intermodal comparisons, and full methodology for assessing alternative transport solutions. Transport emissions and energy use baselines would be provided, and annually reducing targets would be set for each strategic authority. DESNZ annual emissions reports would demonstrate the progress made each year. Strategic authorities would be required to publish annually their plans and reports on the progress they have made

Make Mode-Specific Planning Dependent on, and Secondary to, Integrated Area Transport Planning

There will still be a need for mode-specific planning but this would be secondary to the integrated transport plans at all levels. Plans for walking, cycling, bus services, railway services and infrastructure, roads, ports, and airports will still be necessary, but they should be based on the appropriate levels of integrated transport plans. Mode-specific planners would have to negotiate any serious omissions they might identify with integrated area transport planners.

Changes this would bring

Better Public Transport Integration and Connectivity

In order to provide a full range of passenger transport opportunities within their area, and at the same time reduce transport greenhouse gas emissions and energy consumption, transport planners would have to maximise public transport use.

New Interchanges

Good public transport interchanges sited at railway stations would be the essential element of new infrastructure. These would enable a full range of public transport and active transport point-to-point journey options at minimal cost, and a system of interconnected well-used public transport and active transport infrastructure. Good connections between bus routes, and between buses and trains would maximise public transport journey opportunities essential for making public transport attractive and popular. In addition complementary active transport infrastructure networks would act as feeder networks and make active transport the default choice for shorter journeys.

Taktfahrplans for the UK

The route-and timetable planning disciplines of a Swiss-style Taktfahrplan (regular interval timetable) would be necessary to popularise public transport journeys that blend multiple modes, and eliminate delays currently experienced when passengers change between buses, and between buses and trains. There is a need for well-appointed transport interchanges at railway stations, and a major change in approach to bus service route planning and

timetable design. It would be difficult to achieve this without public control of bus service planning. Enhanced bus partnerships are not delivering the service improvements required. Bus journeys per person in Hampshire, for example currently show fundamental decline.

Cycling, walking and wheeling provision should be connected more closely to public transport routes, to ensure that the final part of the journey, typically from a bus stop to a home can happen in comfort and security. A strategic series of high quality facilities at bus stops and railway stations with good lighting, full service information (even on less frequent routes), cycle/luggage storage lockers, and paved, well-signed cycleways/footpaths.

Freight

The need to include planning for freight transport integration in LITPs

The greenhouse gases associated with freight transport are significant, and an integrated freight transport strategy there is currently no clear path to decarbonising heavy goods vehicles that play a major part in the transfer of goods from ports to inland warehouses and also distribute goods from inland warehouses to all parts of the country.

Decarbonising road freight

To decarbonise heavy goods vehicles it is difficult to scale up battery power sufficiently, use of grey hydrogen is just as polluting as diesel oil, and green hydrogen is prohibitively expensive and will consume electricity that will be needed for more efficient applications.

Planning for local freight multi-modal distribution centres

Rail long-distance distribution to rail-connected local freight distribution centres is probably the most viable way of replacing long-distance lorry distribution. DP World have demonstrated the potential for mode transfer of road freight to rail on journeys to and from Southampton Docks, and this could also happen with onward freight distribution from inland freight distribution centres as currently developed by TESCO. Local multimode freight transfer depots with rail delivery facilities should be included in all LITPs to enable onward local distribution of goods brought long-distance by rail.

Data in the context of the next question can mean having better information about journeys, such as but not limited to departure times, journey planning, traffic information and accessibility information

How could data be used to improve the transport network?

A Planning Resource

Good data will be essential for planning integrated public transport networks. In Hampshire public transport offered has not kept pace with current transport needs. Bus routes in Hampshire have not evolved quickly enough and many routes are no longer relevant: in many places such as Whiteley where there are growing high levels of demand there are no, or insufficient, bus routes. Similarly rail companies mourn the reduction of commuters to London, but ignore the growth of local demand especially for access to recent developments.

Data from mobile telephone tracking would enable the mapping of where people currently travel (currently often by car), and help plan public transport patterns to mirror this. Local transport surveys reflecting the methodology of the National Travel Survey, could be developed to help transport planners understand where people need to travel and monitor the choices of mode people make. Other complementary surveys and consultations with local communities could be carried out to identify gaps in public transport provision, and help plan future transport connectivity.

Technology in the context of the next question means new and innovative ways to complete journeys, for example but not limited to the use of autonomous vehicles, electric scooters and e-hailing rides.

How could technology be used to improve the transport network?

Data Interpretation and transport modelling

More use could be made of traffic data in planning public transport routes and connection points. Once a comprehensive databank of information about transport needs has been created, sophisticated analytic tools could be used (AI) to maximise route and timetable planning to match transport provision with people's transport needs,

How, if at all, would you improve the way decisions are made about the transport network?

Integrated Planning and Engagement

As in our response to the first question a whole system of area-based planning and engagement with local and specialist communities will help align transport provision with transport need.

Transport Decisions are too complex for the Private Sector

Currently too many transport infrastructure decisions are made by the private sector. Privatisation of bus companies, and franchising of rail services has meant that decisions have been made without sufficient research or understanding of transport need. Monopoly bus service provision has led to complacency and an unwillingness to invest in a better understanding of the

patterns of transport need resulting in a disastrous drop in passenger usage of buses.

Coherent public control of local transport planning with franchising of bus services, and better cooperation between the new strategic authorities and Great British Railways would provide a far more robust framework for making transport planning decisions, not only better tailored to transport needs, but also more successful in attracting passengers, and offering better value for money.

Any other comments?

Our own local area (Winchester) has suffered from the mode-by-mode transport planning structures and public transport and active travel struggle to grow.

The only large project to proceed is M3J9 despite the negative Benefit : Cost ratio at current growth levels forecast in the proposal. No attempt by National Highways was made to take a multi-mode approach to relieving congestion at the A34/M3 junction despite NH policy of developing rail freight to relieve the Midlands South Coast corridor. In our view this is a casualty of single mode planning.

Meanwhile plans for the South Western Main [railway] Line have come to nothing. Network Rail are not aware of the M3 congestion between Winchester and Southampton, so do not recognise the need to develop the rail service that will help relieve this congestion. They see local services mostly as the quiet end of commuting services to London and do not recognise the potential for a regular all-stations Basingstoke to Southampton service.

Bus services in Hampshire are in serious decline, probably because they fail to work closely with other transport modes. Bus operators serve Winchester City Centre, probably because that is what they have always done. They are hardly aware of the potential source of up to 15000 passengers per day at Winchester railway station suggested by passenger entry and exit data. Neither have local bus companies amended their routes to serve better large areas of housing and commercial development across the district. DfT bus use data shows Hampshire Buses to be failing. At 64% they are close to the top of the table of bus trips per person decline since 2010, and achieve only 37% of the journeys per person they carried in 2019 (pre-Covid). The map in the Bus Service Improvement Plan does not even show railways, and the plan does not propose any integrated working.

We believe an integrated local transport plan (presumably presided over by a new Hampshire and Solent Mayor, will help all modes to prosper.

Transport Action Network (TAN) have suggested a different, but complementary approach:

Link to TAN: https://transportactionnetwork.org.uk/five-tests-for-integrated-transport/

There is also a useful ActionNetwork letter template to MPs at https://actionnetwork.org/letters/low-traffic-vision/ This puts less emphasis on 'integrated' and talks in more general transport policy terms.

To my MP,

Motor traffic in Britain has been rising relentlessly. It has doubled since 1980 and increased 10-fold since 1950. Worse still, the Government currently expects motor traffic in England and Wales to carry on growing by up to 54% more by 2060.

We urgently need to change this. Fortunately, the Government will unveil a new "vision-led" Integrated National Transport Strategy for England in 2025, the first such strategy since 1998.

I hope you will agree that the vision guiding this new Strategy's core objective should be an aim to halt and reverse this growth. Reducing the dominance of motor traffic would support economic growth, while tackling so many of the crises we face, including pollution, road danger, inactivity-related ill-health, energy-dependence and the climate. It would especially benefit our children and anyone else who needs or wants to get around driving, e.g. those on lower incomes or who have certain health conditions and disabilities.

I therefore urge you speak up in support for an Integrated Transport Strategy that:

- Reduces the need to travel by cars, vans and lorries, so as to meet the UK's 'net zero' and air quality targets.
- Sets targets to increase the proportion of trips made by clean and healthy transport - walking, wheeling and cycling, public, shared and community transport, separately or in combination - making these the preferred options for as many journeys as possible.

- Integrates with the Government's wider policy objectives, e.g. economic growth, safer streets, a healthier nation and creating opportunities for all. road safety and particularly planning and housing.
- Tackles the inequalities caused by our current car-dependent transport system. That means: (i) ensuring good transport services for rural and deprived areas; (ii) tackling the disproportionate impact of pollution and road danger on more deprived communities; (iii) making transport networks and services accessible to all; and (iv) boosting active travel among groups who are currently less likely to participate but who could most benefit from doing so (e.g. people with disabilities and health conditions).
- Rebalances both the funding and pricing of transport, to achieve all of the above. That means (i) shifting funding towards sustainable transport and maintaining our existing transport networks; and (ii) reducing the costs of using sustainable transport relative to those for private motor-vehicle use.

I hope you will not only let me know where you stand on these issues but that you will also write to Transport Secretary Heidi Alexander MP, urging her to support these proposals. I look forward to your reply, including any ministerial response you receive.