

**Better Buses for South Yorkshire (BBSY)
Response
to Transport for the North's Draft Strategic Transport Plan**

The Draft Strategic Transport Plan is based on four travel scenarios all of which fail to achieve TfN's 2045 Net Zero Target, let alone the 2038 or even 2030 targets set by many local authorities and regional Mayoral Authorities. However, we recognise that TfN finds itself between a rock and a hard place - national Government which is not taking climate change seriously enough and local authorities which are desperately underfunded.

We welcome TfN's awareness that the availability of regular, reliable bus services is particularly important for those without access to a car – the young, the elderly and those on low incomes. Currently, many people in South Yorkshire experience difficulty in getting to work or school or to hospital appointments on time because of missing bus services. Early morning and evening services are likely to be cut further in October. Substantial Government investment in public transport is vital in the short and medium term, to allay the decline of local bus services. TfN should be saying this loud and clear. Economic performance in areas such as South Yorkshire will not improve unless supported by reliable and affordable bus services. Not everyone is going to be able to walk or cycle to work, and the socio-economic gap will widen.

TfN's plans to double bus use to 15% of all trips by 2050 are not nearly ambitious enough. Greater Manchester is aiming for 50% of all trips to be made by public transport, walking and cycling by 2040.

BBSY is encouraging the South Yorkshire Mayoral Authority in its exploration of franchising, but is of the firm opinion that the real breakthrough to a modal shift from private cars to public buses, trams and local rail use requires public ownership. TfN should be pressing the Government to legislate to enable public control and ownership of bus services. There is general recognition that the system is broken.

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