

# TfN Board Meeting – Item 4



# SUMMARY OUTCOME OF THE CLOSED CONSULTATION QUESTIONS



- **563** responses to the consultation in total (339 using the online questionnaire):
  - **88%** either "Strongly Support" or "Tend to Support" the Vision of the Plan
  - **78%** either "Strongly Support" or "Tend to Support" the process for developing the Plan
  - **60%** "Agree" with the process of identifying the Strategic Development Corridors
  - **71%** "Agree" that the Draft STP will give businesses the confidence to invest in the North
  - **77%** either "Strongly Support" or "Tend to Support" the Plan in its current form



# STP INTRODUCTION – KEY CONSULTATION FEEDBACK

## Role of TfN

- TfN's role (and hence the STP) should focus on pan-Northern transport interventions
- Complements the role of local Partners to ensure a “whole journey” approach

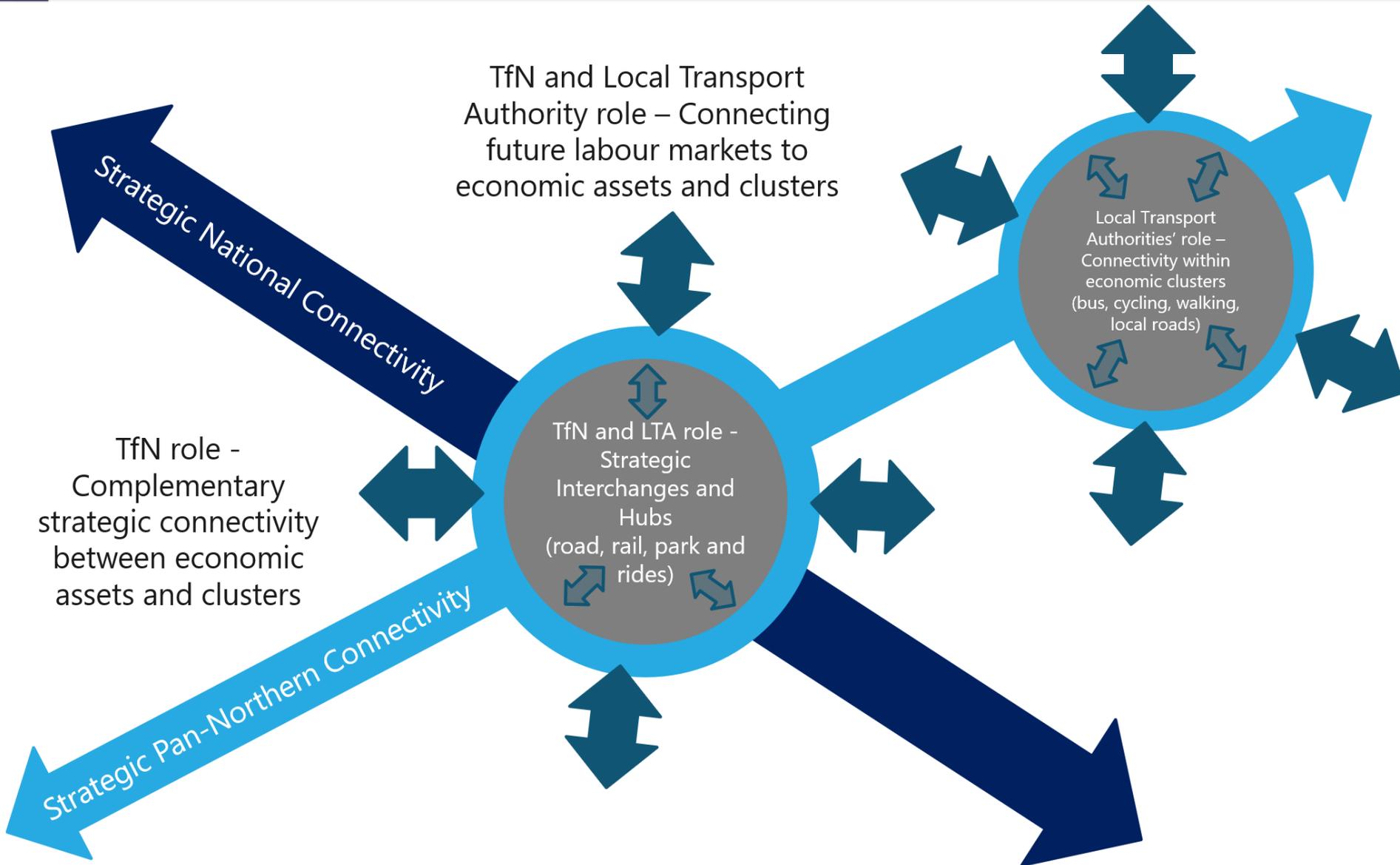
## Vision and Objectives

- Support for the four objectives, but with a need to strengthen the social and environmental ones
- High level of support for the 'Aims of the Plan', but with a need to make the text more “real life”





# ILLUSTRATING THE ROLE OF TfN



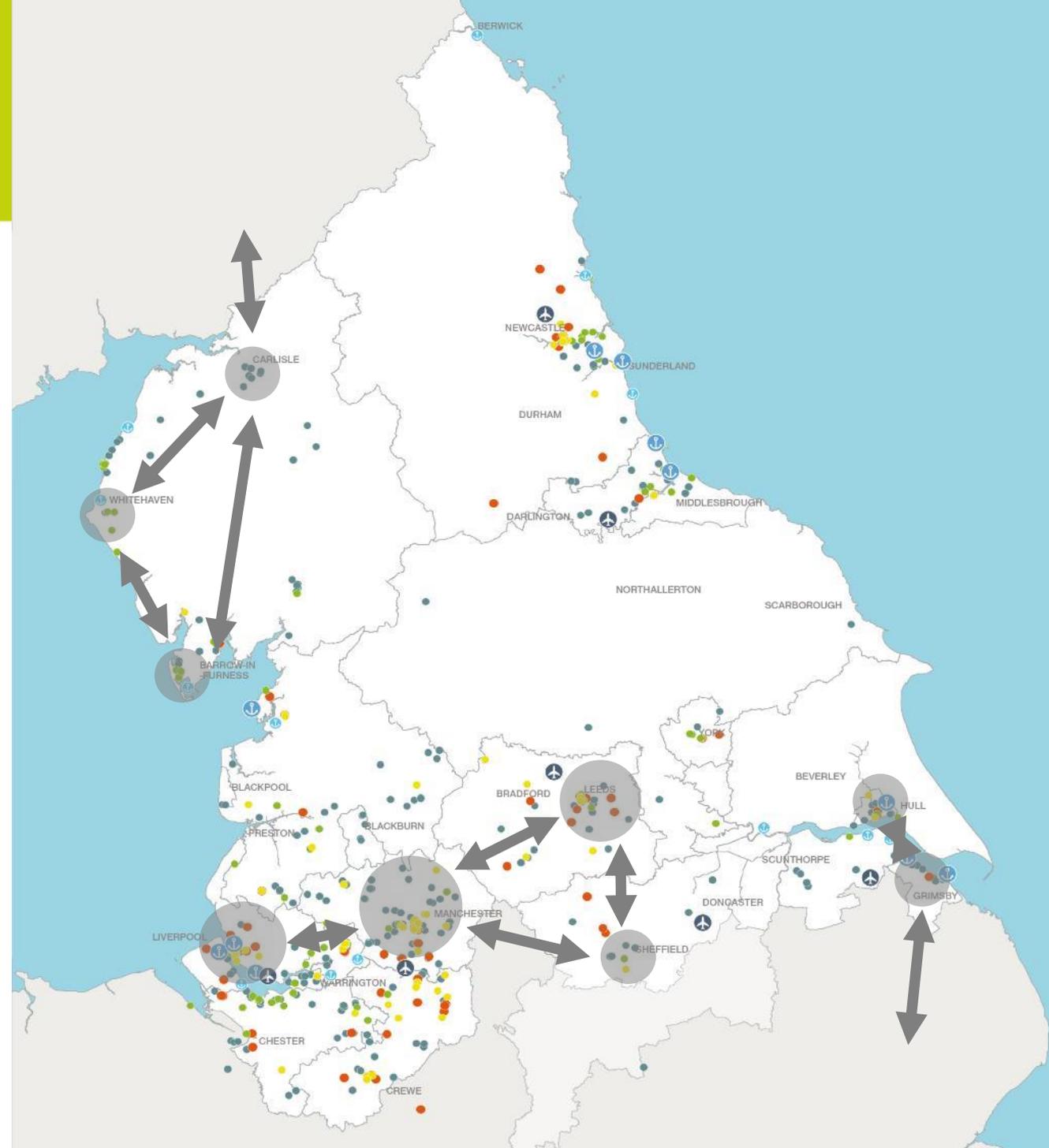
# ECONOMIC ASSETS AND CLUSTERS

## TfN Role

- Complementary strategic connectivity between economic assets and clusters (within and adjoining the North)

## TfN/LTA Role

- Connecting future labour markets to economic assets and clusters
- Strategic Interchanges and Hubs





# NORTHERN POWERHOUSE RAIL – KEY CONSULTATION FEEDBACK

- 79% “Agree” with the emerging vision for NPR
- As inferred from the Draft STP, NPR feels quite remote from the rest of the North’s rail network
- NPR needs to be seen within the context of the Long Term Rail Strategy rather than the other way round – the former is a subset of the latter
- More should be made of the connections away from the six largest cities and Manchester Airport to show the overall benefit of the NPR network
- Presentation of the NPR network at SOBC should avoid the distinction between NPR stations and ‘Other Significant Economic Centres’



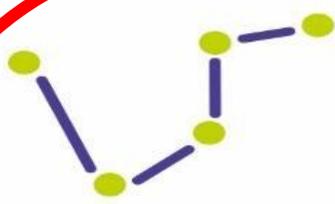


# MAJOR ROAD NETWORK – KEY CONSULTATION FEEDBACK

- 67% “Agree” with the development of a Major Road Network for the North
- Some confusion between the Major Road Network for the North and the DfT’s recent consultation
- Having a separately defined MRN to the DfT’s version would be counter-productive, hence a desire to try to reach a compromise with the DfT
- Strong support for an increase in funding for these economically important routes, whichever are finally designated



# DELIVERING THE STRATEGIC TRANSPORT PLAN



Spatial Planning



Wider Partnerships



Innovation & Technology



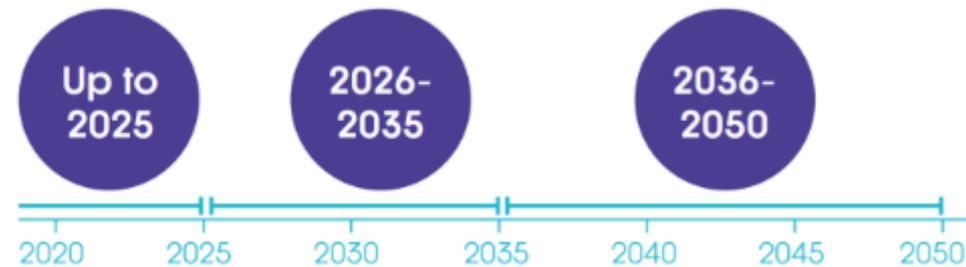
Skills



Funding & Finance



Appraisal & Analytical Tools



Short, Medium & Long Term



# LONG TERM INVESTMENT PROGRAMME

## Format

- Assumption that Investment Programme will not form part of the Final STP itself, but rather sit alongside it
- Should be seen as a rolling programme of investment, updated on a more frequent basis than the STP



## Guiding Principles

- For the inclusion of any intervention, there should be a separate piece of evidence that points to the need for it being required
- Interventions within the early years of the programme and those for later delivery, should be shown in different ways, based on level of certainty and development

# DEVELOPING THE LONG TERM INVESTMENT PROGRAMME

