



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

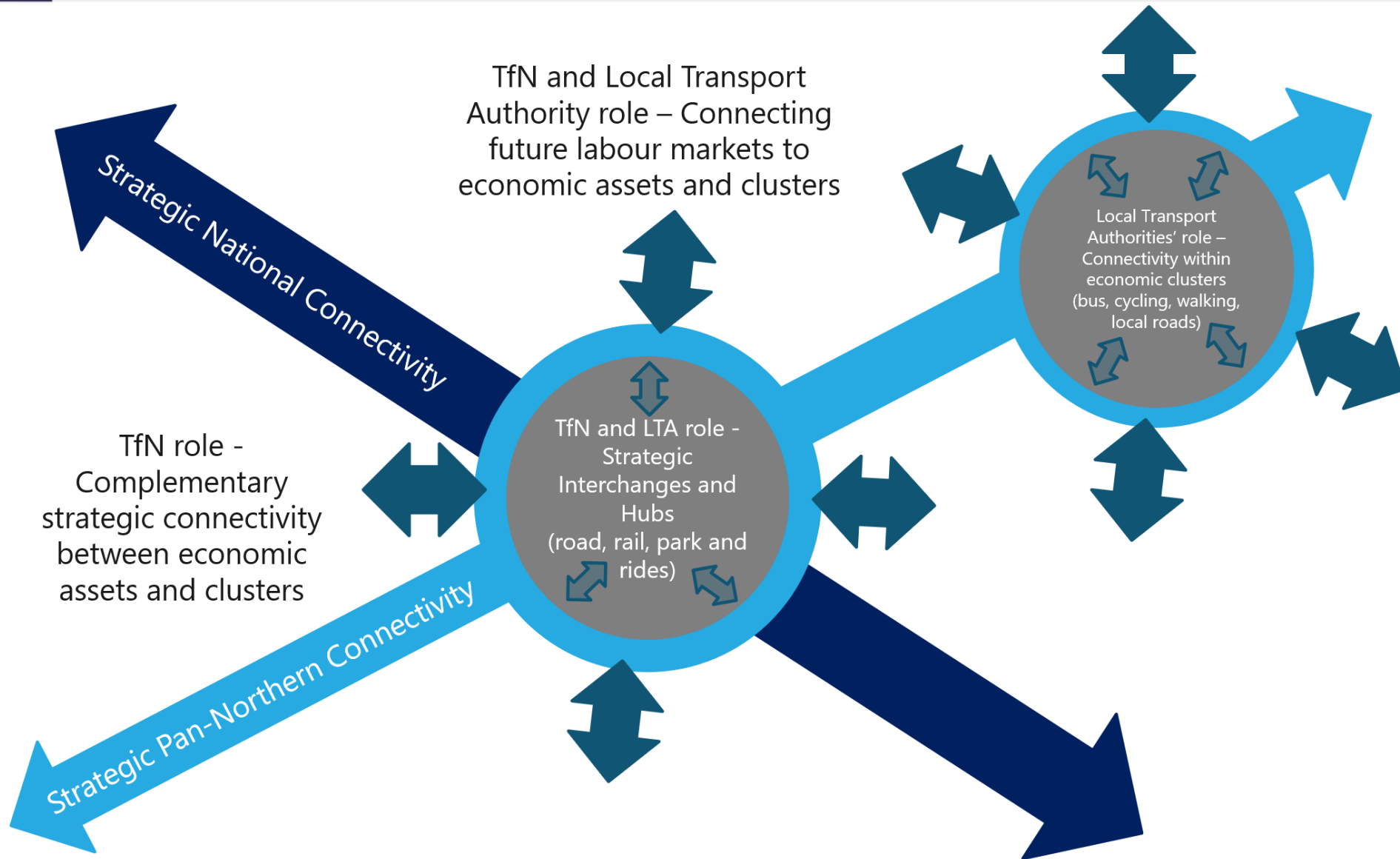
Vision and Objectives

- 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



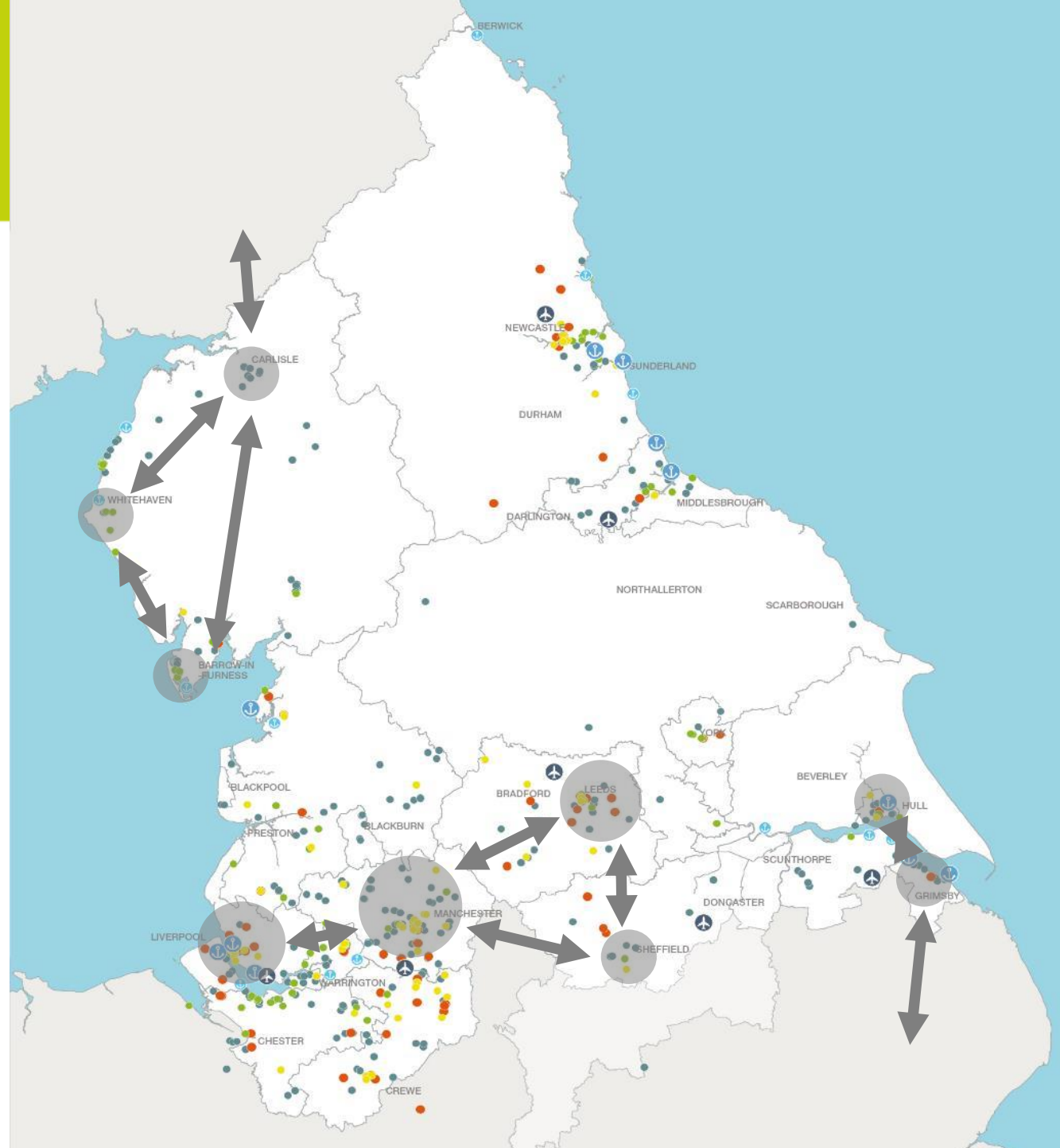
ECONOMIC ASSETS AND CLUSTERS


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



Wider Partnerships



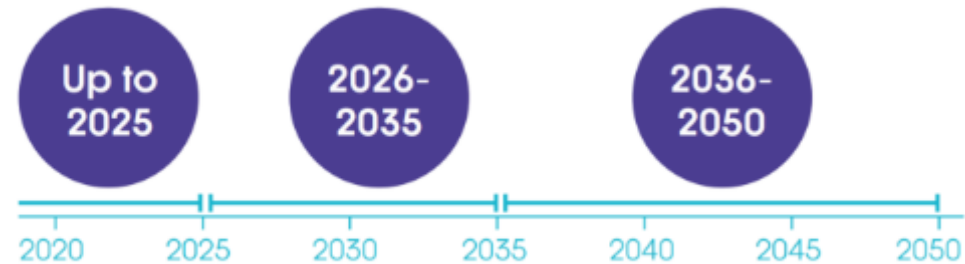
Innovation & Technology



Skills



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

