

# Transport for the North Scrutiny Committee Meeting – Item 5

**Subject:** Draft Strategic Transport Plan Consultation Interim Response

**Authors:** Robin Miller-Stott / Jonathan Spruce

**Sponsor:** Jonathan Spruce, Interim Strategy Director

**Meeting Date:** Thursday 30 August 2018

## **1. Executive Summary:**

- 1.1 The Strategic Transport Plan is TfN’s flagship policy document, and the Draft Strategic Transport Plan was published for public consultation on 16 January 2018, for a 13 week period up until 17 April. The consultation process was administered independently by Ipsos MORI, and TfN was provided with an independent report on the Draft Strategic Transport Plan consultation from Ipsos MORI in mid-June, along with a copy of all of the consultation responses received.
- 1.2 This has therefore allowed TfN to review the consultation feedback and to consider the proposed response to the independent report and consultation responses.
- 1.3 This paper presents an interim series of proposed responses for the Committee to consider and comment upon, which will not only allow the Final Strategic Transport Plan to be developed, but also allow TfN to publish a formal response to the consultation alongside it.

## **2. Recommendation:**

- 2.1 It is recommended that the Scrutiny Committee consider and comment upon the proposed responses to the key issues raised in the Strategic Transport Plan consultation.

## **3. Issues:**

- 3.1 The Strategic Transport Plan is TfN’s flagship policy document, and the Draft Strategic Transport Plan was published for public consultation on 16 January 2018, for a 13 week period up until 17 April 2018. The consultation process was administered independently by Ipsos MORI following a competitive tender process, using a freepost address and

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online questionnaire to provide the opportunity to comment on the draft document.

- 3.2 TfN was provided with an independent report on the Draft Strategic Transport Plan consultation from Ipsos MORI in mid-June, along with a copy of all of the consultation responses received. The independent report and some high level next steps was presented to the TfN Board at its meeting on 28 June 2018.
- 3.3 The Cities & Local Government Devolution Act 2016 Section 102I Subsection 8d (inserted in Part 5A of the Local Transport Act 2008) requires TfN to “have regard to the results of the public consultation” on the Draft Strategic Transport Plan. TfN has reviewed the consultation feedback and considered the proposed response to the findings of the independent report, including the codeframe in the appendix of the report, and all consultation responses received.
- 3.4 The proposed response is provided at Appendix 1, broken down initially by the questions asked in the consultation, but also including other issues raised by respondents. To prepare the proposed response, TfN has reviewed the Ipsos MORI report, the coding framework, and other individual responses to the consultation. This process has also included dialogue with some respondents to further understand the points they have raised, with TfN developing an interim view as to how they could be addressed.
- 3.5 The Committee’s comments on the series of proposed responses to the key issues raised would be welcomed, bearing in mind all of the requirements of the Cities & Local Government Devolution Act 2016 Section 102I Subsection 8 (inserted in Part 5A of the Local Transport Act 2008). This will not only allow the Final Strategic Transport Plan to be developed but will also allow TfN to publish a formal response to the consultation alongside it, using a “you said, we did” approach.

#### **4. Options Considered:**

- 4.1 Option 1: to proceed with the Final Strategic Transport Plan without amendments based on the consultation responses  
Option 2: to develop the Final Strategic Transport Plan with regards to the consultation feedback and the proposed responses within this report

#### **5. Considerations:**

- 5.1 The legal requirement, as set out in the Cities & Local Government Devolution Act 2016 Section 102I Subsection 8d (inserted in Part 5A of the Local Transport Act 2008), for TfN to “have regard to the results of the public consultation” on the Draft Strategic Transport Plan.

- 5.2 The risk of failing to capture the insight and expertise provided in the consultation feedback, and of meeting the legal requirements for TfN to maintain a productive relationship with the consultation respondents and amend the Plan to capture feedback.

**6. Preferred Option:**

- 6.1 Option 2 is the preferred option based on the need to take account of the feedback received during the consultation, ensure a more robust statutory plan, and fulfil TfN's legal requirements.

**Appendices:**

Appendix 1 – Draft Strategic Transport Plan Consultation – Proposed Response

**List of Background Documents:**

Item 4 - TfN Scrutiny Committee Meeting - 14 June 2018  
 Item 4 - TfN Board Meeting - 28 June 2018  
 Strategic Transport Plan – Draft for Public Consultation (Transport for the North, January 2018)  
 Draft Strategic Transport Plan and Integrated Sustainability Appraisal Consultation – Analysis of Findings (Ipsos MORI, June 2018)

**Required Considerations**

**Equalities:**

|                         |     |    |
|-------------------------|-----|----|
| Age                     | Yes | No |
| Disability              | Yes | No |
| Gender Reassignment     | Yes | No |
| Pregnancy and Maternity | Yes | No |
| Race                    | Yes | No |
| Religion or Belief      | Yes | No |
| Sex                     | Yes | No |
| Sexual Orientation      | Yes | No |

| <b>Consideration</b> | <b>Comment</b> | <b>Responsible Officer</b> | <b>Director</b> |
|----------------------|----------------|----------------------------|-----------------|
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| Equalities | A full Impact assessment has not been carried out because it is not required for this report. | Robin Miller-Stott | Jonathan Spruce |
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### Environment and Sustainability

|     |    |
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| Yes | No |
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| <b>Consideration</b>        | <b>Comment</b>  | <b>Responsible Officer</b> | <b>Director</b> |
|-----------------------------|---|----------------------------|-----------------|
| Sustainability/ Environment | An Integrated Sustainability Appraisal was carried out alongside publication of the Draft Strategic Transport Plan. | Robin Miller-Stott         | Jonathan Spruce |

### Legal

|     |    |
|-----|----|
| Yes | No |
|-----|----|

| <b>Consideration</b> | <b>Comment</b>  | <b>Responsible Officer</b> | <b>Director</b> |
|----------------------|---|----------------------------|-----------------|
| Legal                | TfN Legal Team has confirmed there are no legal implications. | Robin Miller-Stott         | Jonathan Spruce |

### Finance

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| Yes | No |
|-----|----|

| <b>Consideration</b> | <b>Comment</b>  | <b>Responsible Officer</b> | <b>Director</b> |
|----------------------|---|----------------------------|-----------------|
| Finance              | TfN Finance Team has confirmed there are no financial implications. | Robin Miller-Stott         | Jonathan Spruce |

### Resource

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| Yes | No |
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| <b>Consideration</b> | <b>Comment</b>  | <b>Responsible Officer</b> | <b>Director</b> |
|----------------------|---|----------------------------|-----------------|
| Resource             | TfN HR Team has confirmed there are no resource implications. | Robin Miller-Stott         | Jonathan Spruce |

### Risk

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| Yes | No |
|-----|----|

| <b>Consideration</b> | <b>Comment</b>  | <b>Responsible Officer</b> | <b>Director</b> |
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| Risk                 | A risk assessment has been carried out and the key risks are included in the Corporate Risks Report presented to the TfN Board on 28 June 2018. | Robin Miller-Stott         | Jonathan Spruce |

### Consultation

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| Yes | No |
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| <b>Consideration</b> | <b>Comment</b>   | <b>Responsible Officer</b> | <b>Director</b> |
|----------------------|--|----------------------------|-----------------|
| Consultation         | A statutory consultation has been carried out on the Draft Strategic Transport Plan. | Robin Miller-Stott         | Jonathan Spruce |

## Appendix 1 – Draft Strategic Transport Plan Consultation – Proposed Response

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
|---|---|
| <p><i>Q1a. To what extent do you support or oppose the vision of Transport for the North as defined in the Draft Strategic Transport Plan?</i></p>  |   |
| <p>Participants felt that the vision is logical and clear, and that the vision and objectives are long overdue to help redress the North/South divide.</p>  | <p>TfN welcomes the broad support for its vision. Minor amendments are proposed to the vision in the Final STP to set out that we are ambitious for “world class” transport supporting sustainable economic growth and improved opportunities for all citizens and businesses across the North, thereby reflecting some of the comments received on the pan-Northern objectives.</p>  |
| <p><i>Q1b. To what extent do you agree or disagree with the pan-Northern objectives outlined in the Draft Strategic Transport Plan?</i></p>   |   |
| <p>There was a high level of support for all of the pan-Northern transport objectives, and those in support felt that the delivery of the vision and objectives will stimulate business and economic growth across the North.</p> <p>The objectives were seen as critical to improving connectivity across the North and as a result will improve the attractiveness of the North as a place to do business, but also as a tourist destination.</p> <p>There was a view that the vision and objectives did lack ambition and are not wide reaching enough – any enhancement to transport infrastructure should be inclusive and provide greater benefit across the entire North, rather</p> | <p>TfN wants to support improvements to connectivity across all parts of the North. The objective around “Improving access to opportunities across the North” was agreed to demonstrate that TfN’s work was not just about the largest urban conurbations in the North, and the map on page 19 of the Draft Strategic Transport Plan was included to show that there was not a concentration of the prime capabilities in city centres. Indeed, the supporting text on page 20 states that “<i>The prime capabilities are spread across the North</i>”.</p> <p>The map on page 25 of the Draft Strategic Transport Plan was included to illustrate the view that the greatest</p> |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP   |
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| <p>than concentrate on certain areas, particularly city centre to city centre journeys.</p>  | <p>opportunity for transformational economic growth lay in those areas where connections were poorest at this time.</p> <p>The introductory section of the Final Strategic Transport Plan will be amended to be more specific about TfN's role across the whole of the North. The North's economic assets and clusters derived from the distribution of the prime capabilities will feature in the 'Why?' section. This should demonstrate that the focus is not solely on journeys between city centres, but on journeys with a pan-Northern impact, while working with our constituent authorities to support local investments in order to deliver an improved whole journey experience.</p>  |
| <p>Other comments relating to the vision and objectives focussed on the need to move towards increasing sustainable travel and the environment.</p> <p>Some participants urged the promotion cycling as a form of transport, whilst others referenced the need to encourage more walking between destinations. There were also comments about a lack of vision for certain transport modes, such as for the future of the bus network and the waterways. Feedback suggested that the role of public transport and active modes is not clear in the Draft Strategic Transport Plan, both of which are vital when considering the end-to-end journey.</p> <p>The potential friction between strategic journeys and local journeys was also highlighted, and the importance of integrating the Strategic Transport Plan with local transport plans.</p> | <p>TfN is a unique organisation, that is made up of the 19 local transport authorities in the North. The whole journey experience is key, and TfN supports our Partners in the investments that they make at a local level. This is primarily in buses, cycling, walking, local roads, and light rail.</p> <p>The introductory section of the Final Strategic Transport Plan will be amended to reflect the role and remits of TfN and the existing, important role our constituent authorities will continue to play at a local level. This includes promoting walking and cycling as important sustainable modes of transport, and further developing local public transport networks.</p> <p>It is proposed the 'What?' section of the Final Strategic Transport Plan will have a sub-section titled 'Local Transport' that will reference the important role that active modes and local public transport has in the whole journey but stressing</p> |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP   |
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| <p>The need to focus on the environment was expressed through a variety of issues mentioned by participants. A variety of measures were referenced, including the need to reduce emissions, reduce congestion, introduce congestion charging and reduce car usage, as well as to protect areas in the North.</p> | <p>that the promotion of such measures is a role for our constituent authorities.</p> <p>TfN will also make its policy positions clearer and stronger to support the case for investment in local schemes, primarily that complement improvements to pan-Northern connections. This will then form a package of improvements for the whole journey.</p> <p>The inclusion of the objective to “Promote and support the built and natural environment” was a positive statement of intent around TfN’s aim to contribute fully to carbon reduction targets. As referenced later, the view expressed in the Draft Strategic Transport Plan was that all four objectives should carry equal weight, and TfN believes that this is still appropriate for the Final Strategic Transport Plan. However, TfN acknowledges that on a project-by-project basis, there will be occasions when one or more objective, including the environmental one, may take precedence when promoting a specific intervention.</p> |
| <p>Concern was also raised that the four objectives do not carry equal weight, whereas the current Draft Strategic Transport Plan seemingly gives more prominence to the objectives around economic growth.</p>  | <p>TfN wants to see transformational economic growth across the North, but this can only be achieved if there are improvements to other areas, covered by the three other objectives. Therefore, all the pan-Northern transport objectives are equal, although it does need to be recognised that TfN’s primary role is to support economic growth, albeit in an inclusive way.</p>  |



| <b>Key Consultation Feedback</b>  | <b>TfN Proposed Response/Amendment to STP</b>   |
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| <p>Some feedback noted a lack of confidence that the Strategic Transport Plan ambition will be achieved, with some believing that it will take too long to deliver.</p>   | <p>TfN believes that we will play a key role in stating clearly and robustly the strategic transport priorities of the North. These will be set out in the long-term Investment Programme that will accompany the Final Strategic Transport Plan. This will include interventions across administrative boundaries and impacts beyond the North.</p> <p>TfN is working with Partners to present a compelling case for investment in strategic transport to the Government, as part of its statutory duty to give advice to the Secretary of State for Transport on the priorities for the North. These will be improvements in the short, medium, and long term, dependent on their need and complexity to deliver.</p> |
| <p><b>Increase efficiency, reliability and resilience in the transport system</b></p> <p>There was broad agreement with this objective, for both the rail and road networks, with the latter relied upon by users due to the perceived unreliability of the public transport system.</p> <p>Others felt that the resilience of the rail network should be more of a priority, whilst some felt the same about the bus network – improving resilience is not just confined to one mode of transport but is a perceived necessity across a number of different modes.</p> | <p>TfN wants to promote new investment, but also ensure that the existing transport network has the investment that it requires to improve the journey experience and support future growth opportunities.</p> <p>The starting point for all of TfN’s work is how to maximise the use of the existing networks.</p> <p>The Trans Pennine Route Upgrade is an example of maximising the capability of the existing rail network through targeted investment to deliver faster journeys, greater capacity for passenger and freight traffic and increased reliability. This will in turn drive the business case for new</p>  |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP  |
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|  | <p>infrastructure in the longer term, such as Northern Powerhouse Rail.</p> <p>Phase 2 of the Integrated and Smart Travel programme will see the roll-out of enhanced journey planning information across all modes of public transport, including information on disruptions and/or issues, which will help travellers plan their journeys more effectively and reliably.</p>  |
| <p><b>Transforming economic performance</b></p> <p>Participants believe the objective 'transforming economic performance' would stimulate business and lead to economic growth, creating jobs across the North and noting the wider, knock-on benefits of economic prosperity.</p> <p>Participants also said the Strategic Transport Plan needs to align with the objectives of local economic and transport plans which are already in place.</p> <p>Concerns were however raised about more rural/less populated areas which could get 'left behind' in favour of large towns and cities.</p> <p>Participants referenced a need improve access to ports and airports to achieve this objective, as well as to stimulate tourism.</p> | <p>The Northern Powerhouse Independent Economic Review was built on independent analysis, but also the ambitious economic plans of the North's local authorities using their Strategic Economic Plans. TfN feels that our constituent authorities are best placed to know what each of their areas have to contribute towards a transformed North. Pages 7 and 10 of the Draft Strategic Transport Plan also set out how the Plan is positioned, building on a bottom-up approach of local plans and strategies. These have also been informing all of TfN's work programmes, including the Strategic Development Corridors. TfN's economic analysis will continue to be updated as new evidence is produced and presented to TfN, including Local Industrial Strategies, to ensure that business cases fully reflect the economic potential.</p> <p>Each area of the North plays a crucial role in transforming the North. TfN is identifying a series of assets and clusters across the North, which will us to set out how each of these areas has significant economic potential, and how transport is required to better connect them.</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP   |
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|   | <p>TfN wants to ensure that there are improvements to transport across all parts of the North to reflect the varying needs and demands. The long-term Investment Programme, and the outputs of the Strategic Development Corridors work will set this out further. For some rural communities, there are also some important pan-Northern routes that will pass through these communities that need future interventions.</p> <p>TfN will work with our delivery partners to engage with local communities on optimising the design and delivery of new infrastructure, identifying opportunities for enhancements, and minimising adverse impacts.</p> <p>TfN wants to ensure the Strategic Transport Plan promotes investment in the transport network for passengers and goods. The Enhanced Freight and Logistics Analysis published alongside the Draft Strategic Transport Plan is key evidence in all of TfN’s work programmes to ensure ports and airports are better connected.</p> <p>TfN agrees that the Final Strategic Transport Plan should better reflect the importance of the visitor economy and its role in the North. Further analysis has been undertaken and will be presented in the ‘Why?’ section of the Final Strategic Transport Plan. This will show how the visitor economy is a significant employer and supply chain provider in some parts of the North.</p> |
| <p><b>Improve access to opportunities across the North</b></p> <p>Participants said that this objective is crucial to attracting and retaining talent in the North and should also ensure</p> | <p>TfN agrees that we need to have an inclusive North, to ensure that no communities are isolated from transport</p>   |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP  |
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| <p>that it improves the ability to access to wider talent pools and a wider labour market.</p> <p>There should be an inclusive approach to creating new opportunities, so that the transport network can improve access to markets and all parts of society, including those with disabilities.</p> <p>Participants expressed a concern about the lack of information about how economic growth would be delivered at a localised level.</p> <p>There should be a limitation of car use across the North as a means of accessing these new opportunities and ensure that schemes offer transport alternatives by improving public transport overall.</p> | <p>investment. Following the leadership of many of the North’s authorities to develop inclusive growth approaches, the Final Strategic Transport Plan will set out how it will promote inclusive growth in the Plan, and principles that will be adopted in the long-term Investment Programme. This includes ensuring that business cases consider wider sustainable returns on investment, beyond the traditional returns – these could be health, societal and environmental.</p> <p>TfN is striving to ensure that the future transport network can open up opportunities for labour and businesses, so that people can access opportunities, and businesses can grow knowing they have wider supply chains. The use of the economic assets and clusters approach illustrates this. The outputs of the Strategic Development Corridors work will also set out how this can be done.</p> <p>TfN has also done more work to understand the labour markets of the North, where they are located, and how they may use the transport network. This work, building on existing analysis, will be reflected in the Final Strategic Transport Plan.</p> <p>Currently 85% of all trips across the North are by car. This does vary across the North, with urban areas generally having lower proportions. This highlights the importance of the road network for how people live and work in the North. TfN wants to encourage a modal shift to more sustainable modes, including public transport, but also recognises that for some areas of the North that there is not a viable rail alternative, so a more efficient road network will still be very important. It is also important to note that bus services and</p> |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP   |
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|  | <p>cyclists will often use the road network and so ensuring capacity and reliability for <u>all</u> road users is important.</p> <p>The Strategic Development Corridors are taking a multi-modal approach in their assessments, starting with the total demand that we are likely see in the future, rather than a forecast growth by mode, to ensure the right sustainable solution is developed.</p>   |
| <p><b>Promote and support the built and natural environment</b></p> <p>Participants expressed general support for the environment being included as one of the Strategic Transport Plan objectives, and some felt that this was necessary to attract investment.</p> <p>Some concerns highlighted that the Draft Strategic Transport Plan does not go far enough in mitigating against impact on the environment, and that more should be done.</p> <p>Delivering a reduction in air pollution and emissions was mentioned as important for this objective, and some participants referenced a lack of information as to how carbon emission targets were to be achieved. This would include the encouragement of all forms of sustainable transport.</p> <p>Participants felt that the Draft Strategic Transport Plan should actively encourage low carbon modes of transport through improved infrastructure, including the facilitation of an improved electric vehicle (EV) charging infrastructure.</p> | <p>The Final Strategic Transport Plan will include more detail on an initial analysis of the overall carbon impacts of the likely levels of demand that were set out in the Draft Strategic Transport Plan should further policy action not be taken. However, it is not possible to make exact forecasts at this stage when the full list of specific interventions are not known. As each intervention develops, a full environmental assessment will be undertaken to assess how they contribute towards overall carbon reductions and other environmental factors, including more localised issues such as air quality and landscape impacts.</p> <p>The Draft Strategic Transport Plan was accompanied by an Integrated Sustainability Appraisal that was also offered for consultation, which assessed the high level environmental impacts of the Plan. The Integrated Sustainability Appraisal actually informed the development of the Draft Strategic Transport Plan itself, demonstrating a clear commitment to</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP   |
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| <p>Concern was expressed that increasing road travel (as per the future demand forecasts) and upgrading road links will inevitably lead to increases in carbon emissions, further air pollution, damage to landscape and reductions in tranquillity.</p> <p>There should be an aim to protect certain elements of the environment against greater transport development, as well as enhancing public rights of way as active travel routes, protecting and enhancing the historic natural environment.</p> <p>Some participants felt that the Draft Strategic Transport Plan fails to address issues around quality of life/health and wellbeing, people’s health and mental well-being. The transport network provides a real chance to improve public health and reduce health and socio-economic inequalities.</p> <p>Following on from this point, the Final Strategic Transport Plan should focus much more sharply on the integration of future land use and transport planning. In addition to more public transport investment and planning, more sustainable modes of transport, such as walking and cycling should be encouraged to help improve health and mental well-being and to help reduce social and economic isolation.</p> <p>Opportunities to invest in sustainable transport mode connectivity to railway stations should also be identified as a key priority (walking, cycling and public transport connections), enhancing the current offer of sustainable transport access for residents, visitors and workers who may wish to use the railway network.</p> | <p>embed environmental issues within the development of the Plan.</p> <p>TfN wants to encourage cleaner and greener road vehicles, whether these are private vehicles or public transport. To support the increase in EV and ultra-low emission vehicles, there needs to be a rapid increase in the number of Electric Vehicle charging points and supporting infrastructure, and public transport providers should work toward a zero carbon by 2050. The Final Strategic Transport Plan will set this out, as will the long-term Investment Programme, and how TfN can work with our constituent authorities and Highways England in their delivery.</p> <p>The Government’s recent proposed phase-out of petrol and diesel cars and vans by 2040 sets a clear direction for the vehicle fleet to be largely decarbonised by 2050, and so it is not necessarily the case that more road travel equals more emissions over the time period of the Strategic Transport Plan. As noted above, the Final Strategic Transport Plan will contain an initial assessment of the carbon impacts of the plan, based on projected levels of demand and the fleet composition assumptions used by the Government.</p> <p>TfN agrees that local and strategic interventions can be co-ordinated to promote active travel and mitigate the environmental impacts of any intervention. Working in collaboration with Natural England and the Environment Agency, proactive risk mitigation through enhanced transport infrastructure design and improved management of grey, blue, and green infrastructure can ensure a sustainable legacy. Also, through high quality design standards, TfN</p> |

| Key Consultation Feedback | TfN Proposed Response/Amendment to STP   |
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|                           | <p>expects to see new investment having a positive impact on the environments they are located and taking forward initiatives such as Natural England’s Green Corridors.</p> <p>As part of the amendments to the Final Strategic Transport Plan to reflect inclusive growth, TfN is also keen to ensure that the Final Strategic Transport Plan better reflects the current health challenges and benefits of transport investment in the North. TfN is working closely with Public Health England to produce analysis and text for the Strategic Transport Plan, including looking at embedding health analysis in business cases to pick up wider returns on investment.</p> <p>Page 80 of the Draft Strategic Transport Plan discusses the relationship with spatial planning, and TfN would agree that this is a crucial link in the process of developing the right interventions and encourages spatial planning authorities to use the Strategic Transport Plan in a positive, iterative way. However, spatial planning is not within TfN’s remit at this time. We are encouraged, therefore, by organisations such as IPPR North, RTPi and Homes for the North who are responding positively to this issue and undertaking their own research into spatial distribution and type of new housing across the North, and how this could complement, or conflict with, the Draft Strategic Transport Plan. We will look to incorporate any findings of this work in the ‘How?’ section of the Final Strategic Transport Plan.</p> <p>Regarding cycling, TfN agrees that sustainable transport modes offer many benefits. TfN will work with our constituent authorities to encourage investment in cycling infrastructure,</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP   |
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|   | <p>as well as working with rail operators and Network Rail to encourage the provision of more cycling facilities at stations. Such facilities will be included in the minimum standards for the North’s rail stations that will be developed through the Long-Term Rail Strategy.</p>  |
| <p>There is a need to reduce emissions from transport, and set an explicit carbon reduction objective and target, with a carbon cap for the Plan and potential carbon veto on individual interventions. Some participants believed the Plan would not lead to a reduction in air pollution nor contribute to hitting national and regional emission targets. Feedback noted that reducing carbon emissions is imperative, and that TfN’s current estimations are falling short of the 44% reduction between 2016 and 2030 given by the Committee on Climate Change to illustrate how overall carbon targets could be met by 2050.</p> | <p>TfN recognises that carbon emissions are an important issue. However, TfN cannot set an absolute carbon target when we do not know what the full list of specific interventions. As each intervention develops, a full environmental assessment will be undertaken to assess how they contribute towards overall carbon reductions and other environmental factors, including more localised issues such as air quality and landscape impacts. TfN does not have the powers to implement a carbon reduction target at this time, therefore TfN is ensuring consistency with Government’s policies. The outcome of the initial analysis will be presented in the Final Strategic Transport Plan, as well as setting where further analysis needs to be undertaken.</p> <p>TfN wants to ensure that any interventions promoted by the Strategic Transport Plan will contribute to the UK’s overall carbon trajectory. It is not just TfN and its constituent authorities that will need to address this challenge, but the private sector too. TfN hopes it can play a co-ordination role in this and support a more rapid reduction in carbon emissions from transport in the short term. This includes supporting the low-carbon energy industry and promoting sustainable transport modes, more efficient use of the transport network to move people and goods, and a model</p> |



| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP  |
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|  | <p>shift from road through investment in rail, buses, cycling and walking to form all or part of someone’s journey.</p>   |
| <p><i>Q2a. To what extent do you support or oppose the process which has been followed to develop the Draft Strategic Transport Plan?</i></p>  |   |
| <p>Most participants responding to this question supported the process which has been followed to develop the Draft Strategic Transport Plan.</p>  | <p>The Final Strategic Transport Plan will contain updated economic analysis in support of the argument for increased investment in transport across the North.</p>   |
| <p>Some participants were critical of the way in which the growth forecasts in the Northern Powerhouse Independent Economic Review had been applied within the Plan, particularly in relation to the map on page 25.</p> | <p>The Northern Powerhouse Independent Economic Review, commissioned by TfN, was the first time a comprehensive review of the challenges and opportunities of the North’s economy had been assessed. The Review has received considerable support for the potential outcomes that could be achieved. TfN and Partners recognise there are areas where further analysis needs to be undertaken, and over the coming year TfN will set out how it plans to work with stakeholders across the North to explore areas for further analysis, building on updated evidence, to ensure the most robust data is inputting in to TfN’s work.</p> <p>The Final Strategic Transport Plan will better articulate the view that the greatest opportunity for transformational economic growth, and where TfN’s approach deliberately adds the greatest value, lay in those areas where connections were poorest at this time.</p> <p>These responses emanated from the enhanced engagement with some stakeholders and resulted from a request to</p> |

| Key Consultation Feedback | TfN Proposed Response/Amendment to STP  |
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|                           | <p>provide more evidence behind the figures used to develop in the map on page 25 of the Draft Strategic Transport Plan. This information was provided on the basis that it was understood to be work in progress and that the purpose of the map on page 25 was primarily to illustrate the opportunity for more poorly connected areas</p> <p>Accepting that there are some minor graphical errors within the map on page 25 of the Draft Strategic Transport Plan, the Final Strategic Transport Plan will include two separate maps – absolute increase in GVA across the North as a result of the transformational economic growth scenario and the percentage share of high level occupations across the North under the same growth scenario.</p> <p>Using the North’s economic assets and clusters will better demonstrate how the prime capabilities have guided TfN’s focus on pan-Northern journeys, while we work with our constituent authorities to support local investments in order to deliver an improved whole journey experience.</p> <p>TfN will improve the clarity of how the four transport demand scenarios have been used to test the forecasts deriving from transformational economic growth based on different factors – some of which are outside TfN’s control – rather than to provide a starting point for developing interventions.</p> <p>TfN believe feel that together these will better illustrate the approach and outcomes that we were trying to achieve in the Draft Strategic Transport Plan as well as being more appropriate for the updated economic analysis included in the ‘Why?’ section of the Final Strategic Transport Plan.</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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| <p><i>Q2b. The Draft Strategic Transport Plan identifies at least three main roles which transport can play to help to drive the economy and deliver the transformational change required - Connecting People, Connecting Businesses and Moving Goods.</i></p>  |   |
| <p>Some participants identified additional roles which should be included, such as sustainability, guaranteeing multi-modal connectivity (not simply connectivity) and the importance of tourism/cultural assets in driving economic growth.</p> <p>Some participants expressed concern as to the three roles in that they fail to address issues around quality of life/health and wellbeing, whilst others highlighted a lack of vision for reducing air pollution/emissions.</p> <p>Some participants showed concern as to the lack of balance throughout the three roles.</p> | <p>TfN agrees that the Final Strategic Transport Plan should better reflect the importance of the visitor economy and its role in the North. Further analysis has been undertaken and will be presented in the 'Why?' section of the Final Strategic Transport Plan. This will show how the visitor economy is a significant employer and supply chain provider in some parts of the North.</p> <p>TfN is working closely with Public Health England to produce analysis for the Final Strategic Transport Plan, including looking at embedding health analysis in business cases to pick up wider returns on investment.</p> <p>The Final Strategic Transport Plan will contain an initial assessment of the carbon impacts of the overall Plan, based on projected levels of demand and the fleet composition assumptions used by the Government.</p> <p>As with the pan-Northern objectives, all three roles set out in the Draft Strategic Transport Plan have equal weighting.</p> |
| <p><b>Connecting People</b></p> <p>There was support for this role, with some participants highlighting the 'softer' benefits of connecting people, such as improving social interaction, improving access to leisure/culture and improving access to health providers.</p> <p>Concern was raised that people living in rural areas would not be sufficiently well connected into the transport</p>   | <p>Each area of the North plays a crucial role in transforming the North. TfN is identifying a series of assets and clusters across the North, which will us to set out how each of these areas has significant economic potential, and how transport is required to better connect them. This will include rural areas.</p>  |

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| <p>network, whilst some participants specifically referenced the need to improve travel for those with disabilities.</p>  | <p>The Final Strategic Transport Plan will also reflect what the Government has set out in its Transport Accessibility Strategy and ensure that the North's transport network has the highest levels of accessibility for all.</p>   |
| <p><b>Connecting Businesses</b></p> <p>There was support for this role, with an emphasis on inter-regional connectivity and the need to move goods as well as international connectivity.</p> <p>One participant did not think that the role made sense, whilst another felt there is a lack of emphasis on digital connectivity.</p>   | <p>The Enhanced Freight and Logistics Analysis published alongside the Draft Strategic Transport Plan is key evidence in all of TfN's work programmes to ensure the efficient movement of goods can be facilitated.</p> <p>International connectivity starts on the ground, and to ensure that the North has robust and extensive connections to global destinations, the North's ports and airports must be connected to its economic assets and clusters. TfN agrees that greater international connectivity will boost business efficiency and increase trade, inward investment and Foreign Direct Investment.</p> |
| <p><b>Moving Goods</b></p> <p>There was support for this role, with many participants agreeing that it is an essential role to be included in the Draft Strategic Transport Plan.</p> <p>Particular importance was placed on the improvement of moving goods to/from ports and airports, as well as enhancing East to West freight connections.</p> <p>Some participants expressed a concern about the barriers which prevent freight from being transported by rail, and a number felt that there remains an opportunity to increase</p> | <p>TfN's work is about promoting investment for the movement of passengers and goods. The Enhanced Freight and Logistics Analysis published alongside the Draft Strategic Transport Plan is key evidence in all of TfN's work programmes to ensure ports and airports are better connected to the North's economic clusters and assets. TfN has also undertaken considerable engagement with the private sector to understand their needs and ambitions.</p>   |

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| <p>the amount of freight which is carried on the waterways and air.</p> <p>The need to focus on the first and last mile of journeys when it comes to transporting freight was also emphasised, as was the importance of building freight interchanges and terminals in the North.</p>  | <p>Improved east-west freight connections are currently being considered through an examination of the options for the Transpennine Route Upgrade programme and also in the DfT feasibility study for the re-opening of the rail line between Skipton and Colne. TfN are also looking at the benefits of Northern Powerhouse Rail for freight through released capacity and improvement/reinstatement of parallel routes.</p> <p>Increasing the proportion of freight by rail is a means of achieving reduced carbon emissions whilst supporting transformational growth, and the Long-Term Rail Strategy includes a number of conditional outputs specifically relating to improving opportunities for rail freight.</p> <p>The TfN Freight and Logistics Working Group is currently developing its future work programme, and one element being considered is a review of potential future freight interchange sites across the North.</p> |
| <p><i>Q3a. To what extent do you agree or disagree with the emerging vision for Northern Powerhouse Rail?</i></p>  |  |
| <p>Most participants responding to this question agree with the emerging vision for Northern Powerhouse Rail – although some expressed support which was conditional on Northern Powerhouse Rail including a particular route. Those who support Northern Powerhouse Rail were generally more supportive of wider elements of the Draft Strategic Transport Plan, such as the process it went through to develop it and support for wider vision and objectives.</p> | <p>Northern Powerhouse Rail seeks to deliver a transformation to the rail network in the North that will support transformational growth and so the level of support for the vision is encouraging.</p> <p>TfN also welcomes the National Infrastructure Commission’s (NIC) support for the programme in its recent National Infrastructure Assessment.</p>  |

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| <p>One of the main perceived benefits of Northern Powerhouse Rail is in providing improved links to Bradford, which participants felt was vital to improve connectivity with a city centre station to deliver economic growth, to stimulate business and create new jobs.</p>   | <p>The opportunity for Northern Powerhouse Rail to connect key economic centres between the six largest cities and Manchester Airport was identified by TfN and Partners at an early stage in the development of Northern Powerhouse Rail. TfN continues to work with the DfT and Network Rail to develop the most effective and efficient means of serving Bradford and other important economic centres. An option to serve Bradford City Centre will be included in the Northern Powerhouse Rail SOBC.</p>  |
| <p>Some participants emphasised the importance of linking the project to HS2 and highlighted the importance of the two schemes integrating to deliver improved connectivity and interchange across the North.</p> <p>On the other hand, some participants also referenced the over-reliance on HS2 which would prevent Northern Powerhouse Rail from ever becoming a reality, whilst some think that Northern Powerhouse Rail should not wait for HS2 to be developed but should be prioritised ahead of HS2.</p> | <p>HS2 is a key part of the North's future transport network, and its importance was explored on page 39 of the Draft Strategic Transport Plan. TfN continues to work alongside HS2 on the touchpoints between the HS2 and Northern Powerhouse Rail networks that were announced in September 2017.</p> <p>TfN and DfT agreed in 2015 to explore the potential for Northern Powerhouse Rail to use parts of the HS2 network where appropriate. This will provide synergies and efficiencies between the two programmes and makes more efficient use of new infrastructure. Use of HS2 infrastructure and stations will help Northern Powerhouse Rail to become a reality, strengthening the strategic case for both HS2 and Northern Powerhouse Rail to better connect the North's six largest cities, Manchester Airport, and important centres in between.</p> |
| <p>The main concerns around Northern Powerhouse Rail were focussed on the exclusion of particular areas – a number of</p>   | <p>The description of Northern Powerhouse Rail and the map on page 45 of the Draft Strategic Transport Plan concentrated</p>   |

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| <p>participants mentioned that a particular local area (for example, Doncaster and Sunderland) was not included within the scope of Northern Powerhouse Rail and urged future inclusion.</p>   | <p>on the infrastructure improvements that form part of the Northern Powerhouse Rail and therefore necessarily references those areas where there is a direct interface with this infrastructure.</p> <p>In the case of Doncaster, the emerging option for the Sheffield – Hull corridor is likely to be via Doncaster and so it will become part of the Northern Powerhouse Rail network as the programme moves forward.</p> <p>In the case of Sunderland (and also Middlesbrough, Scunthorpe, Grimsby and locations on the western side of the TfN geography), it is important to recognise that Northern Powerhouse Rail service patterns are still to be determined, and it is likely that Northern Powerhouse Rail services will extend beyond the core Northern Powerhouse Rail network set out in the Strategic Transport Plan to serve other destinations.</p> |
| <p>Some participants were pessimistic as to the cost of Northern Powerhouse Rail, believing it to be too expensive and not providing value for money. The view was expressed that Northern Powerhouse Rail will absorb a huge proportion of the rail budget.</p> | <p>Cost estimates for the Northern Powerhouse Rail network are still being developed as part of the Strategic Outline Business Case (SOBC) that will be submitted at the end of this year.</p> <p>The NIC’s recent National Infrastructure Assessment proved conclusively that HS2, Northern Powerhouse Rail, Crossrail 2 and the ongoing enhancements to the classic rail network can all be accommodated within the fiscal remit set for the NIC by HM Treasury.</p>   |
| <p>There were also concerns that journey times will not be improved, which is fuelling the perceptions of it not being cost effective, particularly as journey times are an</p>  | <p>TfN’s analysis to date shows the journey time reductions originally set out for the Northern Powerhouse Rail network are achievable on all of the corridors, but there will inevitably</p>  |

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| <p>important factor in encouraging modal change to public transport.</p>   | <p>be a trade-off between speed, connectivity and value for money on some corridors. More detail on the forecast journey time savings that will result from the Northern Powerhouse Rail proposals will be set out in the SOBC.</p>   |
| <p>Other concerns centred around scepticism towards the delivery of Northern Powerhouse Rail. Reasons underpinning this scepticism include a perceived lack of information, a lack of short/medium term projects, low credibility, the Draft Strategic Transport Plan being too ambitious, and that it will take too long.</p> | <p>Northern Powerhouse Rail is a rolling programme of around 15 years in length and more detail about the proposed sequencing will be included in the SOBC.</p> <p>Northern Powerhouse Rail comprises a mix of enhancements to existing infrastructure and new lines. Therefore, the way in which it will be delivered will be different to a project such as HS2 as well as normal rail enhancement projects. The initial proposals as to how the project could be delivered will be set out in the SOBC.</p>  |
| <p>Other concerns referred to a lack of provision for the North East and the West Coast Main Lines, and too much emphasis being placed on connecting cities.</p>   | <p>TfN fully supports developing a holistic solution for the East Coast Main Line is a fundamental part of the work on Northern Powerhouse Rail to ensure that the rail lines in this corridor can accommodate the demands of HS2, Northern Powerhouse Rail, the East Coast Partnership, other rail franchises, open access operators and freight operators, to ensure that route is fully ready for HS2 and Northern Powerhouse Rail in 2033. TfN are working with Network Rail to develop an integrated investment programme to allow this to happen.</p> <p>The future infrastructure needs of the West Coast Main Line will be identified through the work on the North West to Sheffield City Region Strategic Development Corridor, being taken forward in partnership with Network Rail.</p> |



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| <p>Another commonly mentioned theme relates to improving the infrastructure on the existing network and particular locations/lines. Specific measures raised included the need for electrification on the existing network, a need for improved parking at stations, and station improvement more generally.</p> | <p>Northern Powerhouse Rail comprises a mix of enhancements to existing infrastructure and new lines, and so holistic solutions are being developed where there is a direct interface between Northern Powerhouse Rail and the classic network. The traction options for future Northern Powerhouse Rail services will be examined at the appropriate time, but TfN’s view is that the aim should be for the North’s rail network to lead the way in testing new, and more environmentally friendly, fuel technologies as opposed to being constrained by electrification as a single option.</p> <p>Investment in stations is an important part of the Northern Powerhouse Rail Programme, linked with complementary master-planning activity being led by local Partners. The Long-Term Rail Strategy is developing minimum standards for facilities at the North’s rail stations, and TfN will work with our constituent authorities, rail operators and Network Rail to encourage the provision of facilities at stations that meet these standards.</p> |
| <p>NORTHERN POWERHOUSE RAIL needs to integrate freight movements and improve capacity on particular lines.</p>   | <p>As set out above, Northern Powerhouse Rail comprises a mix of enhancements to existing infrastructure and new lines, and so holistic solutions are being developed where there is a direct interface between Northern Powerhouse Rail and the classic network.</p> <p>The opportunity for enhancing rail freight connections is likely to come from capacity release on the existing network where new lines are planned, principally between Liverpool and Manchester Airport and between Manchester and Leeds.</p>  |

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|  | Work is underway to identify the released capacity opportunities for both freight and local passenger trains.   |
| <p>There is a need to mitigate the disruptive impact on local people and communities. Several comments discussed the potential management and operation of the project.</p>  | <p>As with all major projects, significant design and engagement work will be undertaken to ensure that communities and stakeholders are briefed on any developments in their area. Northern Powerhouse Rail is currently at a very initial stage of development with later periods allowing for opportunities for anyone adversely impacted to make representations at the appropriate time.</p> <p>The initial proposals as to how the project could be delivered will be set out in the SOBC.</p>  |
| <p><i>Q3b. To what extent do you agree or disagree with the aims and objectives of each of the five 'themes' of the Long-Term Rail Strategy?</i></p>   |   |
| <p>The majority of participants agree with the key themes of the Long-Term Rail Strategy (LTRS), particularly both connectivity and capacity. Some participants suggested that improvement in the experience of travelling by train is a priority, including increased train frequency and improved journey times, infrastructure improvements, and environmental benefits through a reduction in air pollution.</p> | <p>TfN agrees that the customer experience is crucial to rail investment. The franchises will be implementing improved rolling stock in the coming months. Additionally, the Integrated and Smart Ticketing programme will be rolling out on the rail network in the coming years, revolutionising how people use the system. The updated labour market analysis that will be included in the Final Strategic Transport Plan will demonstrate the ongoing and increasing importance of the rail network in supporting a transformed economy in the North.</p> |
| <p>A key concern among some participants is HS2, with some expressing general opposition to the scheme (although these responses tended to focus on criticising HS2 for what</p>   | <p>TfN fully supports HS2 and the transformational benefits it will bring to the North. HS2 will provide a transformation in North-South journeys that the North needs. Northern</p>  |

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| <p>it is perceived to deliver). More specific comments made about HS2 relate to it being too expensive, not beneficial, taking too long, its impact on communities and the general reliance on the scheme as the panacea to solving transport problems and delivering economic outcomes for the North.</p> | <p>Powerhouse Rail will provide a similar transformation in East-West journeys. HS2 is a project being promoted by the UK Government. Subsection 8 of the Cities &amp; Local Government Devolution Act 2016 Section 102I (inserted in Part 5A of the Local Transport Act 2008) requires TfN to take full account of Government policy when preparing the Strategic Transport Plan, and so this is the approach that we have taken to date and will continue to take.</p>  |
| <p>Some participants felt there was a disproportionate focus on particular areas (e.g. Manchester and the North West overall). There is also concern about a lack of vision for the East Coast Main Line and the East to West travel corridor.</p>   | <p>The map on page 48 of the Draft Strategic Transport Plan is not solely of the rail network around Manchester and the North West, and the supporting text on page 52 only references Manchester and the North West in terms of immediate issues relating to the integration of the HS2 Phase 2a proposals with the North's rail network.</p> <p>TfN agrees that a long-term vision for the East and West Coast Main Line is important. TfN are working with Network Rail to identify programmes of future investment through the East Coast to Scotland and North West to Sheffield City Region Strategic Development Corridors.</p> <p>Improved east-west connectivity is a feature of three of the other Strategic Development Corridors – Connecting the Energy Coasts, Central Pennines and Southern Pennines.</p> <p>The Transpennine Route Upgrade will provide a significant improvement to east-west journeys, and in the longer term Northern Powerhouse Rail will transform connectivity.</p> |
| <p>General concerns were raised about a lack of information included in the Draft Strategic Transport Plan about rail</p>  | <p>TfN will use the Long-Term Rail Strategy to take forward the identification of key pan-Northern rail priorities within the</p>   |

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| <p>improvements, new stations, inter-urban links, local rail strategies and associated projects.</p>  | <p>Investment Programme and also as year-by-year implementation plans to fit with the new approach to planning enhancement projects.</p>   |
| <p>Some participants also felt there was too much of a focus on long term projects and would welcome some short/medium term projects being brought forward.</p>   | <p>TfN's Investment Programme will set out priority schemes it expects to be delivered in the short, medium and long term. The Long-Term Rail Strategy will be taken forward to produce year-by-year implementation plans to fit with the new approach to planning enhancement projects. These implementation plans will include short term projects.</p>                                |
| <p>At a strategic level, the need to improve connections between major cities and medium and large towns was seen as a priority, whilst others felt a focus should be even more localised and improve local services.</p>         | <p>A combination of the Northern Powerhouse Rail and HS2 proposals and the interventions arising from the improved standards set out in the Long-Term Rail Strategy will provide a holistic picture of the North's rail network needs. The 'What?' section of the Final Strategic Transport Plan will have a sub-section on 'Strategic Rail' that will bring both elements together.</p> |
| <p>Connectivity to other modes of transport, including to airports and ports, was also seen as an important strand when approaching the strategic planning for railways.</p>  | <p>TfN is using the recommendations in the Independent International Connectivity Commission's report and the Enhanced Freight and Logistics Analysis published alongside the Draft Strategic Transport Plan as key evidence in all of TfN's work programmes to ensure ports and airports are better connected to the North's economic clusters and assets.</p>                          |
| <p>Another theme mentioned in multiple responses is infrastructure and capacity, including the need for electrification, the need for greater capacity for freight, improved capacity overall, improved frequency, developing</p> | <p>TfN's view is that the aim should be for the North's rail network to lead the way in testing new, and more environmentally friendly, fuel technologies as opposed to being constrained by electrification as a single option.</p>   |

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| <p>light rail/tram, the need for a long-term solution, the use of existing infrastructure, using roll-on/roll-off trains, and the use of new technologies.</p>  | <p>The North's rail network should look to make the best use of all emerging technologies.</p>  |
| <p>Issues around sustainability were also mentioned – these included reducing congestion and air pollution, being sustainable (in general), promoting cycling and walking to stations, focusing on social inclusion, and engaging communities.</p>  | <p>TfN agrees that sustainable transport modes offer many benefits. TfN will work with our constituent authorities to encourage investment in walking and cycling infrastructure, as well as working with rail operators and Network Rail to encourage the provision of more facilities for active modes at stations. Such facilities are likely to figure prominently in the list of minimum standards for the North's rail stations that will be developed through the Long-Term Rail Strategy.</p> |
| <p>There is also mention of HS4 and the need to plan beyond the planning of HS2 and Northern Powerhouse Rail to ensure that all areas of the North, the North East in particular, are not left behind by the anticipated benefits which will come about as a result of linking cities into the new high speed rail network.</p> | <p>TfN is working with Transport Scotland to understand its plans for extending high speed services to Scotland through its work on the Strategic Development Corridors, specifically the North West to Sheffield City Region and East Coast to Scotland corridors.</p>   |
| <p><i>Q3c. To what extent do you agree or disagree with the development of a 'Major Road Network for the North'?</i></p>  |   |
| <p>The majority of participants agree with the Major Road Network (MRN) for the North, some stating that such an approach would deliver economic growth and that good road connections within the North and across regions is essential to the economic development of the North.</p>   | <p>Currently 87% of freight movements and 85% of all trips in the North are on the road network. This highlights the importance of the road network for how people live and work in the North. Although TfN wants to see a modal shift, the road network will continue to remain a crucial part of the transport network and form the majority of journeys. Based on time travelled alone TfN has estimated the value of the Major Road Network at around £9 billion per year.</p>                    |

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| <p>Improving traffic flow would go a long way to making the system run more smoothly.</p>  | <p>TfN would support this view and would reference Highways England’s Strategic Road Network Initial Report that sets out how it intends to achieve this by applying different features and techniques to categories of road within the Strategic Road Network.</p> <p>TfN’s ambition is for the Major Road Network (MRN) in the North to act as a seamless network of roads, encompassing the Highways England operated Strategic Road Network (SRN) and economically important locally managed roads. So that although operated separately by Highways England and Local Authorities; evidence gathering, network planning, the provision of journey information, traffic and performance management decisions are developed collaboratively supporting a fully rounded approach to achieving a better ‘end to end’ travel experience.</p> |
| <p>There was also a recognition as to the importance of the road network in improving freight transport and also providing alternative options to the previously proposed Trans-Pennine tunnel.</p>  | <p>TfN continues to explore with other partners the feasibility work on the options for a Trans Pennine Tunnel, and its associated wider connectivity package, is ongoing. This work includes a consideration of freight demands in this corridor.</p>   |
| <p>There is a need to install the infrastructure to encourage the use of electric vehicles and also improve air quality. The use of technology and the encouragement of electronic vehicles is a good idea but TfN should not be the only organisation to tackle this issue.</p> | <p>TfN wants to encourage cleaner and greener road vehicles, whether these are private vehicles or public transport. To support the increase in EV and ultra-low emission vehicles, there needs to be a rapid increase in the number of EV charging points and supporting infrastructure. The Final Strategic Transport Plan will set this out, as will the long-term Investment Programme, and how TfN can work with our</p>  |

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|   | constituent authorities and Highways England in their delivery.  |
| <p>There is a concern that a Major Road Network for the North would have on the environment, with the main reservation being that it would lead to an increase in air pollution. Aligned to this, there was also concern about the impact on communities and the quality of life within them.</p> | <p>The Government’s recent proposed phase-out of petrol and diesel cars and vans by 2040 sets a clear direction for the vehicle fleet to be largely decarbonised by 2050, and so it is not necessarily the case that more road travel equals more emissions over the time period of the Strategic Transport Plan. As noted above, the Final Strategic Transport Plan will contain an initial assessment of the carbon impacts of the overall Plan, based on projected levels of demand and the fleet composition assumptions used by the Government. As noted earlier, the design principles and Green Corridors could provide opportunities for sustainability improvements along the road network.</p>   |
| <p>Some respondents wished to be assured that investment will be fair and shared evenly across the North – there were some concerns that the MRN for the North is not far reaching enough and the inconsistencies with the Department for Transport’s (DfT) proposed Major Road Network.</p>      | <p>TfN does not believe that the allocation of resources should start from the viewpoint of “fairness”. As part of our evidence-led approach, TfN has identified where transport demand will exceed supply in connecting those economic assets and clusters that will make the greatest contribution to delivering transformational economic growth. Through its work programmes, TfN is then identifying the most appropriate set of interventions to overcome these deficiencies in the transport network. We feel that this is a robust approach to developing the long-term Investment Programme that will give TfN and its constituent authorities the greatest opportunity to make the case for increased investment in transport infrastructure in the North.</p> |

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|                           | <p>TfN responded to the DfT’s consultation on the Major Road Network. Fundamentally TfN believes that the Major Road Network should be viewed as a seamless network of roads, encompassing both the Strategic Road Network and economically important locally managed roads. In defining the Major Road Network for the North, we deliberately moved away from an analysis of traffic flow and other traffic engineering metrics in seeking to determine the scale of the Major Road Network. Instead, TfN defined the Major Road Network for the North as the network which links the North’s Important Economic Centres, including ‘first and last miles’ from the Strategic Road Network. TfN’s view is that this remains the right approach, and that using traffic flow as a quantitative metric instead fails to take account of the differing economic geographies, and that this particularly true for more remote or rural areas.</p> <p>TfN also felt that there are substantial sections of the MRN for the North missing from the indicative plan presented in the DfT consultation document and also that the plan omits to show where the indicative Major Road Network would link to important routes in Scotland and Wales.</p> <p>TfN will work with its constituent authorities on considering DfT’s response to the MRN consultation. Should DfT’s view of the Major Road Network remain close to that set out in the consultation document, then it is likely that TfN will define a separate Major Road Network for the North and publish this within the Final Strategic Transport Plan.</p> |



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| <p>An additional concern relates to connectivity, with a few participants concerned that particular routes and areas have been ignored. Examples of this include the Trans-Pennine routes, whilst it was felt that a focus is being placed on certain journey corridors (such as the East to West corridor, Leeds, Manchester, and the North West).</p>  | <p>The map on page 54 of the Draft Strategic Transport Plan is not solely of the road network around Leeds, Manchester and the North West.</p>   |
| <p>There should be a focus on trying to reduce traffic on the roads – realistic alternatives such as light rail (for larger cities), cheap and frequent bus services, and safe cycling routes with hire bikes should be promoted in order to transform local transport and free up road capacity for the essential journeys.</p> <p>Other comments felt there should be a focus on trying to reduce traffic on the roads, though schemes such as park and rides (to avoid cars entering and parking in city and town centres) and improving bus services to encourage modal shift.</p> | <p>TfN wants to encourage a modal shift to more sustainable modes, including public transport, but also recognises that for some areas of the North that there is not a viable rail alternative, so a more efficient road network will still be very important. It is also important to note that bus services and cyclists will often use the road network and so ensuring capacity and reliability for <u>all</u> road users is important.</p> |
| <p>Some participants also wanted the environmental impacts of air pollution and damage to wildlife habitats to be mitigated.</p>   | <p>As each intervention in the long-term Investment Programme is taken forward, a full environmental assessment will be undertaken to assess how each impacts on a series of environmental factors.</p>  |
| <p><i>Q3c2. To what extent do you agree or disagree with Transport for the North's focus on 'the last mile' as a means to improve the overall reliability, efficiency, quality and resilience of the North's road network?</i></p>   |  |
| <p>Participants welcomed TfN's recognition of the importance of the "last mile" but would like to see more clarity about</p>   | <p>TfN's definition of the Major Road Network for the North included the "first and last miles" from the Strategic Road</p>  |

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| <p>how TfN and its Partners will work together to make this happen.</p>  | <p>Network to ensure that due regard is given to these important parts of the transport network.</p> <p>The Enhanced Freight and Logistics Analysis published alongside the Draft Strategic Transport Plan is key evidence in all of TfN's work programmes to ensure ports and airports are better connected to the North's economic clusters and assets.</p> |
| <p><i>Q3d. How important or not do you think Integrated and Smart Travel is to delivering the four key programme objectives in the Draft Strategic Transport Plan?</i></p>   |   |
| <p>The majority of participants think that Integrated and Smart Travel is either important or essential to delivering the four key programme objectives. It is seen as crucial in transforming travel for all passengers in the North making bus/rail a more convenient and attractive mode of travel and also ensures that the passenger interface for bus/rail keeps pace with modern technology.</p> <p>One of the most common mentioned reasons for supporting Integrated and Smart Travel is that it will provide simpler journeys and improved efficiency when travelling on multi-modal journeys.</p> | <p>TfN has undertaken more work to outline the elements of the Integrated and Smart Travel programme and its key benefits. TfN will set these out in the Final Strategic Transport Plan.</p>  |
| <p>Other participants identified wider benefits of Integrated and Smart Travel, specifically a consistent form of ticketing across a range of transport modes and areas. More innovative ticketing could also improve access to leisure and cultural opportunities, as well as to education and work,</p>  | <p>A Fair Price Promise is a fundamental part of TfN's programme and means that passengers will travel with confidence that they are being charged the fairest price across multi-mode, multi-operator journeys through fare capping.</p>   |

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| <p>which in turn would stimulate the economy and employment opportunities.</p>   | <p>This means that passengers will never pay more for a pay-as-you-go collection of daily or weekly journeys than they would if they had bought the best value day saver ticket. At the same time, operators can participate with confidence that they will receive accurate reimbursement.</p>  |
| <p>Other comments in support of Integrated and Smart Travel related to an improvement in the overall customer experience when using public transport, as well as a potential reduction in the number of journeys made by car and therefore reduced congestion.</p> | <p>TfN believes that the key customer benefits are as follows:</p> <ul style="list-style-type: none"> <li>• The ability to plan a journey in advance</li> <li>• Know how much a journey will cost</li> <li>• An easier way to travel</li> <li>• Contactless payments and personalised information</li> </ul> <p>TfN believes that all of these benefits will make public transport more attractive and therefore contribute to modal shift away from the use of the private car.</p> |
| <p>The most common concern was that integrated and smart travel should not be delivered as a priority ahead of the other work programmes in the Draft Strategic Transport Plan.</p>  | <p>TfN can confirm that the programme is not being given a specific level of priority over other work programmes, but it should be noted that the Integrated and Smart Travel programme is the only one of TfN's work programmes that has a funding envelope for its implementation confirmed.</p>   |
| <p>There is a lack of confidence in the roll out delivery of a North-wide solution, a lack of information about smart cards and the complexities of the system.</p>  | <p>TfN has prepared new material to explain the programme and its benefits, including a video that can be seen at: <a href="https://transportforthenorth.com/ist/">https://transportforthenorth.com/ist/</a> . The Final Strategic Transport Plan will also set out the benefits for the transport users of the North.</p>   |

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| <p>Integrated and Smart Travel must integrate contactless payments, access to real time information, the integration of smartphones to buy tickets, and online top-ups.</p>   | <p>TfN can confirm that all of these are currently proposed within the Integrated and Smart Travel programme.</p>  |
| <p>Some participants commented on operational issues which required consideration, specifically the need for the system to be controlled by the one single organisation across the North and incorporate all public transport providers, and for it to be consistent with other schemes, crossing administrative boundaries, and having a ticket that works on all networks. Another participant felt that integrated travel is more of a priority than smart travel.</p> | <p>Phase 3 of TfN’s programme is the most complex part and paves the way for contactless bank card payments across the North and gives passengers confidence in the price they pay for travel by providing a single transaction back-office.</p> <p>Bus and rail operators in the North has been part of the programme’s development from the start as it allows smarter use of data and customer information and provides them with confidence in revenue re-imbusement.</p>                      |
| <p><i>Q3e. Do you agree or disagree with the approach to how the Strategic Development Corridors have been identified?</i></p>  |  |
| <p>There was mixed support for the identified Strategic Development Corridors, although overall, the approach to ensure people, goods and services are able to move quickly and more reliably across the North of England was seen as a positive approach. The corridors were also seen to be important to deliver joined up transport planning, which will contribute to developing pan-Northern routes, rather than localised (and often piecemeal) interventions.</p>  | <p>TfN recognises that the Final Strategic Transport Plan should explain the process for undertaking the Strategic Development Corridors more clearly. This is a new approach to the transport planning of strategic transport at this spatial level. The programmes outputs will be feeding in to the Final Strategic Transport Plan so transport users and stakeholders will be able to understand the importance of this work, and how the outputs have fed in to the Investment Programme.</p> |
| <p>One key outcome mentioned by some participants is that the approach will stimulate business and economic growth, by enhancing access to ports which itself will attract additional international trade opportunities.</p>  | <p>TfN’s Enhanced Freight and Logistics Analysis published alongside the Draft Strategic Transport Plan is key evidence in all of TfN’s work programmes to ensure ports and airports are better connected to the North’s economic clusters and assets. TfN as part of the update to the Independent</p>  |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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|   | Economic Review are also looking at further international trade analysis.   |
| <p>Some participants questioned whether there are too many Strategic Development Corridors to enable a clear focus – prioritisation of some of the corridors could be necessary as the Draft Strategic Transport Plan is implemented in the short to medium term.</p> | <p>The Strategic Development Corridors were developed from an assessment of where the economic assets and clusters across the North would be best served by enhanced connections to improve agglomeration. The Final Strategic Transport Plan will include an expanded explanation for this process.</p> <p>This gives a total of seven corridors – TfN’s view is that there should not be a pre-determined number to start with as the analysis and derivation of the Strategic Development Corridors should be based on need rather than an arbitrary starting point.</p>   |
| <p>Due to the large geographical nature of the Strategic Development Corridors it appears that some places are excluded from them, and more information would be welcome about what schemes are planned for individual places at a local level.</p>                   | <p>As mentioned previously, the Strategic Development Corridors are a new approach to transport planning at this scale. Additionally, just because an area doesn’t feature in a specific corridor does not mean they will not experience the benefits of investment. By improving a specific section of a transport corridor has a wider sphere of influence. TfN is looking to set this out in its Investment Programme so the wider benefits are more clearly understood. The description and map of each Strategic Development Corridor included in the Draft Strategic Transport Plan also include the Important Economic Centres included within each. These are locations that were either ports, airports, Northern Powerhouse Independent Economic Review prime capability industry</p> |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP   |
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|  | <p>clusters and enabling capabilities, major population centres (generally over 50,000 residents), enterprise zones, universities, other key employment sites and major centres of tourism.</p> <p>The outputs of the Strategic Development Corridors work will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan. This will include more details about what interventions are proposed for individual places at a local level.</p>   |
| <p>Some participants felt that the main emphasis for the Strategic Development Corridors should be to connect/improve connections between all major cities whilst others referenced the importance of maximising connectivity opportunities with airports situated in the North. Others expressed concern that the corridor approach would lead to the prioritisation of connectivity between major cities at the expense of other journeys.</p> | <p>TfN strongly believes that each area of the North plays a crucial role in transforming the North. TfN wants to ensure that there are improvements to transport across all parts of the North to reflect the varying needs and demands. The Final Strategic Transport Plan will seek to demonstrate that the aim of the corridors is to develop improvements to all journeys with a pan-Northern benefit rather than just those between major cities, and to test the social, economic and environmental impact of these, while working with our constituent authorities to support local investments in order to deliver an improved whole journey experience. The long-term Investment Programme, and the outputs of the Strategic Development Corridors work will set this out further.</p> <p>International connectivity starts on the ground, and to ensure that the North has robust and extensive connections to global destinations, the North’s ports and airports must be connected to its economic assets and clusters.</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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| <p>Some participants also emphasised the need to prioritise the least developed areas/those in most need of regeneration when bringing forward and prioritising individual projects within each Strategic Development Corridor.</p> | <p>As noted above, each area of the North plays a crucial role in transforming the North and TfN wants to ensure that there are improvements to transport across all parts of the North to reflect the varying needs and demands.</p>   |
| <p>Other comments related to the perceived lack of diagonal corridors (e.g. Sheffield to Cumbria, North West to East Midlands and Yorkshire to West Midlands).</p>  | <p>The Strategic Development Corridors were developed from an assessment of where the economic assets and clusters across the North would be best served by enhanced connections to improve agglomeration.</p> <p>Of those mentioned, Sheffield to Cumbria is covered by the North West to Sheffield City Region corridor and the other two include connections outside the TfN geography. However, we recognise the importance of the latter two connections, as well as connections such as Cumbria to Scotland and North and North East Lincolnshire to the East Midlands, and so we will continue to work with Transport Scotland and Midland Connect to ensure we collectively make the case for important cross-boundary interventions.</p> |
| <p>There was also concern that rural/less populated areas will not benefit from the corridor approach.</p>  | <p>TfN is striving to ensure that the future transport network can open up opportunities for labour and businesses, so that people can access opportunities, and businesses can grow knowing they have wider supply chains. The use of the economic assets and clusters approach illustrates this. The outputs of the Strategic Development Corridors work will also set out how this can be done for all areas of the North.</p>   |

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| <p><b>Connecting the Energy Coasts</b></p> <p>The current connection routes are perceived as extremely outdated and in need of upgrading as a priority, particularly given the large-scale employers (e.g. BAE Systems, NuGEN) which rely heavily on reliable public transport to access the localised workforce in the region.</p> <p>One of the key focuses for the area should be on the road network, in particular, the A66 cross country route, whilst there is a general opinion that railway links connecting the energy coasts are antiquated relative to other areas of the North and the South – this extends to frequency, speed, rolling stock quality and overall experience.</p> <p>The importance of improving connections with key employers in the energy sector and aligning to the energy cluster plans should be a key focus when prioritising the improvements in the Corridor.</p> <p>The outcome of any interventions should be improved access to education and employment opportunities, which will allow the region to retain talent.</p> | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p> <p>TfN has been supporting the SOBC prepared in support of the rail improvements to the Cumbria Coast Line, and this will form an important part of the evidence for this Strategic Development Corridor.</p> |
| <p><b>West and Wales</b></p> <p>There were comparatively fewer comments about this SDC. Concerns centred around the perceived lack of vision for enhancing railway links in the Corridor, as well as placing too much focus on the link to Manchester Airport.</p>   | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p>   |



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| <p><b>Central Pennines</b></p> <p>This SDC was felt to be one of the most strategically important as it connects East to West and is the major route from Yorkshire into Lancashire and Greater Manchester.</p> <p>Given this importance, a focus needs to be placed on improving road and railway links, whilst also exploring alternative options to ease congestion on the main arterial routes and connect other areas of employment into the wider transport network.</p> <p>A number of comments across the consultation were received about the importance of connecting Bradford.</p> | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p> <p>TfN is working with the DfT on a feasibility study for the re-opening of the rail line between Skipton and Colne, and this will form an important part of the evidence for this Strategic Development Corridor.</p> |
| <p><b>Southern Pennines</b></p> <p>Comments made reiterate support for this SDC.</p> <p>Some participants felt there was too much of a focus on Greater Manchester at the expense of other areas in the SDC.</p> <p>Others expressed doubts that certain schemes will include key places and routes, such as the Hope Valley line, the Trans-Pennine route or the national parks and there are also topographical constraints which could restrict any future transport developments in the SDC.</p>  | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p>  |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP  |
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| <p><b>North West to Sheffield City Region</b></p> <p>Congestion was seen as a particularly restrictive part of the transport network inside this SDC, and there is also hope that congestion will be eased.</p> <p>An issue seen as unique to this SDC is the extreme weather which certain areas can suffer which disrupts the transport network during the winter. The transport network should therefore focus on making the network 'weather resilient'.</p> | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p>   |
| <p><b>East Coast to Scotland</b></p> <p>Comments relating to this SDC were very specific, with the hope that the region will see a knock-on benefit from the development of HS2, whilst the modernisation of infrastructure, specifically Darlington Station, is also referenced.</p>  | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p> <p>TfN is aware of the recent SOBC prepared in support of the improvements at Darlington Station, and this will form an important part of the evidence for this Strategic Development Corridor and has been fed in to the Northern Powerhouse Rail programme.</p> |
| <p><b>Yorkshire to Scotland</b></p> <p>Comments in support of this SDC mention the strategic importance of the routes to stimulate the economy and jobs, and generally improve connectivity.</p> <p>Some participants expressed the view that the overlap of this SDC with the East Coast to Scotland SDC could create</p>   | <p>These responses have been fed into the work being undertaken on this Strategic Development Corridor, the outputs of which will be used to develop the initial long-term Investment Programme that will accompany the Final Strategic Transport Plan.</p>   |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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| <p>confusion, which can lead to questions as to whether it is necessary.</p>  | <p>TfN accepts that this Strategic Development Corridor and the East Coast to Scotland corridor have a significant amount of overlap. The two corridors were considered separately in the Draft Strategic Transport Plan as Network Rail was in the process of developing the East Coast Route Study, specifically focused on rail, and it was felt more appropriate to allow this work to be completed.</p>  |
| <p><i>Q4a. To what extent do you think each of the seven strands listed are important to deliver Transport for the North's Investment Programme?</i></p>  |   |
| <p>Most participants feel that all the strands presented in the Draft Strategic Transport Plan are important or essential and cover all the elements one would expect to see that are relevant to successful delivery of the programme.</p> <p>Funding and finance are seen as more important than the others, with innovation and appraisal and analysis seen as less important.</p> <p>Some general concerns were also raised, which centred around the perceived conflict between strategic and local interests, and other responses made some suggestions as to how this section could be better presented.</p> | <p>Building on the consultation feedback, TfN has developed a separate Funding Framework to emphasise the importance of this element to the delivery of the Strategic Transport Plan and long-term Investment Programme.</p> <p>TfN has repeatedly stressed that any increased funding of strategic transport in the North should not come at the expense of local transport funding. The NIC's recent National Infrastructure Assessment proved conclusively that an increase in strategic transport funding and a significant increase in local transport funding be accommodated within the fiscal remit set for the NIC by HM Treasury.</p> |
| <p><b>Governance and Accountability</b></p> <p>Some participants highlighted the importance of effective governance and accountability, with some acknowledging the importance of transparency when it comes to project planning.</p>   | <p>TfN is a statutory body of elected and business leaders from across the whole of the North – all of our constituent authorities and their elected representatives are included within the TfN governance structures.</p>   |

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| <p>Some participants stressed the importance of local authorities being engaged in the process, and the need to involve combined authorities and county councils in governance and accountability structures.</p> <p>Others support the need for elected representatives more generally to be given a greater influence.</p>   |  |
| <p><b>Stronger Partnerships</b></p> <p>A majority of respondents said that partnership working is going to be essential to deliver such a wide ranging, comprehensive plan.</p> <p>Some participants went into detail to reference preferred partnerships, such as those with spatial planning and with other transport plans/transport authorities. Others emphasised the importance of forging strong partnerships with other delivery partners such as local government, central government, Highways England, Network Rail, Public Health England, the community rail partnerships, the Local Enterprise Partnerships, Midlands Connect, the National Parks Authority and also other organisations within the private sector, including businesses.</p> <p>The view was expressed that TfN can use its voice to advocate for well-resourced planning departments in local and combined authorities, which are needed to promote integrated spatial planning and encourage sustainable settlement growth across the north of England.</p> | <p>TfN would agree that the successful delivery of the Strategic Transport Plan and the long-term Investment Programme is dependent on successful partnership working, which was why a sub-section was included in the Draft Strategic Transport Plan.</p> <p>Alongside local political Leaders our Board also has representatives from the national transport bodies (Network Rail, Highways England and HS2 Ltd) and we continue to work closely with our neighbours in Wales, Scotland and the Midlands.</p> <p>TfN have strengthened our relationships with Natural England, Environment Agency and Public Health England through the development of the Draft Strategic Transport Plan and the further discussion of their responses to it.</p> <p>TfN will also continue to support the work of our constituent authorities who are crucial to identifying, advocating and delivering the necessary transport improvements across the North.</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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| <p>Some participants stated that local communities should be involved at an early stage and organisations such as Parish Councils can contribute to this process.</p>   |   |
| <p><b>Innovation</b></p> <p>Innovation was the one strand which had a greater proportion of participants not deeming it as important (albeit the vast majority still do deem it so). The main reason for this is that participants do not want the prospect of innovation in transport to be a substitute for short term investment in pre-existing priorities, nor hold up the delivery of the aims and objectives of the Draft Strategic Transport Plan.</p> <p>There is a need to enhance the digital railways infrastructure, whilst the adoption of new technologies and using technology to facilitate better multi-modal travel were also highlighted.</p> <p>One participant said that the innovation strand seems to be advocating spending money on projects that are not yet deliverable, instead of those that are demonstrated already to increase reliability, reduce travel time and improve safety.</p> <p>The potential of future fuel technology (e.g. LNG, LPG, hydrogen fuel cell) should be highlighted.</p> | <p>TfN’s view is that the aim should be for the North’s transport network to lead the way in testing new, and more environmentally friendly, fuel technologies and that it should look to make the best use of all emerging technologies.</p> <p>TfN will continue to work closely and collaboratively with other successful, existing partnerships and networks such as the N8 Research Partnership, TechNorth, the Institute for Transport Studies, Transport Systems Catapult and others to ensure that the North is at the forefront of the application of innovation and new technology to achieve our vision.</p> |

| Key Consultation Feedback  | TfN Proposed Response/Amendment to STP  |
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| <p><b>Northern Transport Skills</b></p> <p>There is an appreciation that developing and enhancing transport skills in the North is an essential ingredient to deliver the Draft Strategic Transport Plan.</p> <p>A LEP respondent would appreciate the opportunity to work with TfN and Partners to help address the identified skills issues.</p> <p>The requisite skills should not be restricted to those residing in the North but should be national to ensure the best available skillsets are pooled.</p>   | <p>TfN will work closely with delivery agencies as well as the broader transport industry to ensure a joined-up approach to skills. In delivering the long-term Investment Programme, the focus will be on maximising social value for local areas, a sustainable pipeline of skills, and diversity within the workforce, to ensure that we can achieve inclusive growth.</p>   |
| <p><b>Funding and Financing</b></p> <p>Overall, funding and finance is seen as the most critical strand of all.</p> <p>The ambition of the Strategic Transport Plan must not be thwarted through inadequate funding. A lack of funding, as well as concern as to the amount of funding which would be made available/accessed, remains a concern for some participants.</p> <p>There is a great deal of work to do to ensure that the necessary funds can be made available – the view was expressed that it is worrying that the Draft Strategic Transport Plan is vague on this point.</p> <p>Participants expect further information to be brought forward about funding in the future and they will be looking for transparency in this process.</p> | <p>As noted above, TfN has developed a separate Funding Framework to emphasise the importance of this element to the delivery of the Strategic Transport Plan and long-term Investment Programme.</p> <p>The Draft Strategic Transport Plan identifies a funding requirement for strategic transport of around £60 - 70 billion during the period to 2050. However, assuming the levels of committed strategic transport funding in this Parliamentary cycle are continued from 2020 through to 2050, this could equate to around £39 - 43 billion, meaning that additional expenditure of £21 - 27 billion would be required over the period for TfN’s investment programme.</p> <p>The 2017 Budget made clear that the ratio of gross economic infrastructure spend to GDP in the UK is expected to rise to 1% of GDP by the end of this Parliament – compared to a</p> |

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| <p>There is currently no evidence that we are aware of that any additional value can be captured in the North and that the proposals emerging in stronger market areas in the south can be made to work in a Northern context.</p> <p>Some participants questioned whether TfN’s funding would compete with, and take away from, the funding necessary to deliver priorities in local transport plans, implored the need for central government commitment to allocate sufficient funding to deliver the Draft Strategic Transport Plan’s priorities.</p> <p>The role of TfN is to work with government to bring schemes forward for delivery and to deliver an agreed funding and financing framework</p> <p>One participant cautioned against using pre-existing funding models, such as PFI, whilst others emphasised the need to make an overwhelming case for investment on a project-by-project basis to attract such investment, ensure that funding and finance is spread equitably across the North and not concentrated on a small handful of specific areas.</p> | <p>long term fiscal remit of 1% to 1.2% provided to the NIC. At current GDP levels, the maximum remaining headroom (0.2% of GDP a year) translates into less than £3.5 billion per annum across England as a whole. Even at the upper end of the range of the required investment, the increase of £900 million per annum in transport infrastructure expenditure in the North is achievable within these constraints.</p> <p>TfN’s proposals are therefore ambitious yet realistic but need to be funded by central government.</p> <p>Inevitably, strategic transport investments will often mean consequential requirements for local investment. Some of the required interventions will be funded through current and future devolution deals and targeted funds such as the Transforming Cities Fund. Where opportunities exist for localities to raise local revenues in relation to these complementary interventions, this money will be spent on infrastructure locally, rather than cross-subsidising strategic (i.e. national) investment. Locally raised money will be locally spent.</p> <p>TfN recognises that the strategic transport interventions and programmes will account for the largest projects with the longest lead-times, they represent only part of the funding challenge faced by the North. Meeting the ambitions of economic growth and rebalancing will also depend on a significant investment in critical local transport infrastructure and services. This will require further material additional investment, both in absolute terms and as a portion of the core capital funding requirement for the programme.</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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|   | <p>However, the NIC’s recent National Infrastructure Assessment proved conclusively that an increase in strategic transport funding and a significant increase in local transport funding be accommodated within its fiscal remit.</p> <p>The principal financial challenge in respect of delivering the Strategic Transport Plan and the long-term Investment Programme relates to funding, rather than financing. The scale and diversity of TfN’s programme mean that there will be a need to consider the most appropriate delivery models for the delivery of specific projects. However, the most efficient and value for money approach to managing cash flow and risk can only be properly addressed once the question of how the infrastructure necessary to deliver on the North’s economic potential is ultimately paid for over time has been resolved.</p> |
| <p><b>Appraisal and Analysis</b></p> <p>There was support for TfN’s ambition to deliver strong evidence and analysis packages to justify further investment.</p> <p>Specific comments emphasised that achieving economic goals for the North should be a fundamental aspect of the appraisal methodology, so it is imperative that an increase in gross value added (GVA) is set as a key outcome.</p> <p>Some participants noted that until the HM Treasury approach is amended to reflect the needs of all parts of the UK, the continued dominance of investment into London and the South East will continue.</p> | <p>Following substantial work over the last year, TfN has now developed a number of new modelling tools, which TfN believes will present a stronger case for investment in the North based on future demand, not just current. These will be tools that our Partners can use to develop their own business cases for local investment.</p> <p>The Rebalancing Toolkit, published in November 2017, is an important step in addressing current perceived imbalances in the appraisal of transport schemes across the UK. The SOBC for Northern Powerhouse Rail will be one of the first large programmes to use this approach.</p>   |



| <b>Key Consultation Feedback</b>   | <b>TfN Proposed Response/Amendment to STP</b>  |
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| <p>There are additional appraisal and analysis factors which could be included, for example there is currently an absence of a framework to assess outcomes against quality of life or health and wellbeing.</p>   | <p>TfN will continue to push the boundaries of appraisal and analysis techniques in order to best represent the transformational effect of the interventions being proposed. This will be undertaken through the use of a number of bespoke transport models developed both for Northern Powerhouse Rail and also through the Strategic Development Corridor work.</p> <p>TfN is working closely with Public Health England to produce analysis and text for the Strategic Transport Plan, including looking at embedding health analysis in business cases to pick up wider returns on investment.</p> <p>TfN wants to embed that a sustainable return on investment is set out in the procurement and development of on any transport intervention. This supports HM Treasury Green Book guidance to capture social value of investment and should form part of a total value approach as part of a more sustainable way of developing, constructing, and operating infrastructure across the North.</p> |
| <p><b>Sustainable Investment Programme</b></p> <p>The role which sustainable investment has in encouraging modal shift to more sustainable forms of transport provision was noted.</p> <p>Some participants felt that there was a lack of provision to protect ancient woodland from rail developments, whilst others felt that there was too much emphasis in areas such as the road network.</p> | <p>The 'Why?' section of the Final Strategic Transport Plan will have a sub-section titled 'Inclusive and Sustainable Growth' that sets out the opportunity to invest in strategic transport at a pan-Northern level, as well as sustainable infrastructure at a local level, to mitigate impacts ensuring there is no net loss in biodiversity, and working towards a net gain, and has a positive impact on people's lives.</p>  |

| <b>Key Consultation Feedback</b>  | <b>TfN Proposed Response/Amendment to STP</b>  |
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| <p>Ensuring that the Investment Programme is compatible with the Government’s Clean Growth Strategy will be important, whilst other responses felt that TfN needs to demonstrate stronger leadership in this area.</p>  |  |
| <p><i>Q5a. To what extent do you agree or disagree that the Draft Strategic Transport Plan will give businesses the confidence to invest in the North over the coming decades?</i></p>  |  |
| <p>The majority of participants agreed that the Draft Strategic Transport Plan would give businesses sufficient confidence to invest in the North over the coming decades. Some participants noted the comprehensiveness and credibility of the Plan, and how it was long overdue and necessary to deliver sustained improvements in the transport infrastructure across the North.</p> | <p>TfN welcomes the vast support from participants that the Strategic Transport Plan will give confidence for investment in the North but recognises more needs to be done in advocating the required interventions and ensuring that they are delivered.</p>  |
| <p>There was caution from participants that there was a lack of specific projects, balance of investment across the North, with some cities and regions going to benefit more than others, and success with depend upon a wide area.</p>  | <p>An investment programme was not published alongside the Draft Strategic Transport Plan as the TfN work programmes were still undertaking detailed analysis at the time of publication. TfN was keen to engage thoughts on the Draft Strategic Transport Plan as a framework for investment and hoped that participants’ views will help shape the Strategic Transport Plan and the interventions that flowed from it.</p> <p>An initial long-term Investment Programme will be published in due course alongside the Final Strategic Transport Plan, and this will set out the specific interventions TfN and its constituent authorities wants to see delivered across the whole of the North.</p> |

| <b>Key Consultation Feedback</b>   | <b>TfN Proposed Response/Amendment to STP</b>  |
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| <i>Q5b. Overall, to what extent do you support or oppose the Draft Strategic Transport Plan in its current format?</i>   |  |
| <p>Most respondents support the Draft Strategic Transport Plan in its current format, and the presentation and overall ambition of the Plan is cited as a key reason for support.</p> <p>The Draft Strategic Transport Plan also appears to have support because of its comprehensiveness and credibility. Some participants referred to how a successful balance has been drawn between the overarching, strategic nature of the document and its comprehensiveness. Others thought it succeeds in making the case for investment, which is seen in responses to other questions as being a critical factor to deliver its targeted outcomes.</p> | <p>These responses are welcomed and were the principal reason behind the recommendation that there should be no substantial changes to the format of the document for the Final Strategic Transport Plan.</p>  |
| <p>The conditions on which support is offered varied considerably, from a lack of specific projects in certain areas or with certain modes of transport to the perceived lack of commitment to fund the implementation of the Draft Strategic Transport Plan and the wider political will to implement it.</p>   | <p>TfN will continue to work with Government to fund and implement the interventions that will achieve the ambition set out in the Strategic Transport Plan and the long-term Investment Programme. This will require political and private sector support.</p> <p>As the Draft Strategic Transport Plan sets out, there are many other factors beyond transport that will play a role in achieving the transformational growth figures, a fact also recognised in the Northern Powerhouse Independent Economic Review. This includes macro-economic policy, the availability of skilled labour, and business competitiveness.</p> <p>TfN believes that the role of the Strategic Transport Plan is to demonstrate the contribution of the Plan and the interventions within the long-term Investment Programme to</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP  |
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|   | <p>these wider targets. To this end, the Final Strategic Transport Plan will include a sub-section within the 'How?' section entitled 'Benefits Realisation' that will set out how we will assess whether what is proposed has achieved what was expected as delivery takes place, and to learn from the roll-out of interventions for future programmes.</p>   |
| <p>Those comments which were negative in their response to the Draft Strategic Transport Plan in its current format had four main reasons underpinning these concerns:</p> <ul style="list-style-type: none"> <li>• A lack of balance across the North, with the perception that some cities and regions fare better than others</li> <li>• Concern that it is not sufficiently ambitious and wide reaching</li> <li>• A lack of information, particularly around how sufficient funding will ultimately be secured to deliver it</li> <li>• A lack of confidence that it will be delivered, particularly given the long-term focus of the Plan.</li> </ul> | <p>TfN believes that responses to all four of these main reasons have been provided above.</p>  |
| <p>Other comments wanted to see certain transport modes given greater priority – such as the bus network and cycling, whilst some participants felt there is insufficient focus on active travel.</p>   | <p>The whole journey experience is key, and TfN supports our Partners in the investments that they make at a local level. This is primarily in buses, cycling, walking, local roads, and light rail. The introductory section of the Final Strategic Transport Plan will be amended to reflect the role and remits of TfN and the existing, important role our constituent authorities will continue to play at a local level. This includes promoting walking and cycling as important sustainable modes of transport, and further developing local public transport networks.</p> |

| Key Consultation Feedback   | TfN Proposed Response/Amendment to STP   |
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| <p>A common theme throughout the consultation responses was the importance of delivering the Draft Strategic Transport Plan through accessing a diverse range of funding. A number of participants reiterated this point and some recognised the importance of attracting support from central government, with others emphasising the importance of aligning with government projections and wider policies to lever this.</p> | <p>As noted above, TfN has developed a separate Funding Framework to emphasise the importance of this element to the delivery of the Strategic Transport Plan and long-term Investment Programme.</p>  |
| <p>Given the long-term nature of the Draft Strategic Transport Plan, it was recognised that it will require updating as advances in technology, and thus changes in travel behaviour, happen. There is therefore a need for the Plan to be flexible and continuously evolve to recognise changes in society, which could conceivably over time lead to a decrease (rather than increase) in physical travel.</p>                | <p>TfN recognises this and the end of the Final Strategic Transport Plan will set out the proposals for revising/updating the Strategic Transport Plan and long-term Investment Programme to ensure that both are flexible and responsive.</p>   |
| <p><i>Q6b. To what extent do you agree or disagree that a robust assessment of the Draft Strategic Transport Plan has been undertaken by the Independent Integrated Sustainability Appraisal?</i></p>   |  |
| <p>Most participants agreed that the Integrated Sustainability Appraisal provides a robust assessment of the Draft Strategic Transport Plan.</p>  | <p>TfN welcomes this view and will publish a post-Adoption Statement alongside the Final Strategic Transport Plan.</p>   |
| <p>Some felt that the Integrated Sustainability Appraisal fails to address the impact of the Draft Strategic Transport Plan on the environment.</p> <p>Other concerns raised included the Integrated Sustainability Appraisal's perceived failure to address sustainable</p>  | <p>The Integrated Sustainability Appraisal was prepared independently to ensure that it met the required legislative requirements for a document of this nature.</p> <p>The Integrated Sustainability Appraisal was an invaluable process that informed the development of the Draft Strategic</p> |

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| <p>transport, to adequately plan for modal change to active travel, to address the impact on jobs, local people and communities, nature conservation and journey time targets. There was also criticism about the absence of quantification and concern that the objectives might conflict.</p> <p>There is an appetite to see the Integrated Sustainability Appraisal developed further to place a greater focus on air pollution/emissions as well as a greater focus on wildlife/natural habitats and the environment.</p> | <p>Transport Plan itself, demonstrating a clear commitment to embed sustainability issues within the development of the Plan.</p>  |
| <p>Natural England did not agree with part of the approach taken in the Integrated Sustainability Appraisal and considered that the Habitats Regulation Assessment (HRA) did not followed a pre-cautionary approach, which removes the risk and possibility of effects to European Sites by not committing to an assessment of future projects or planned transport interventions at the plan level.</p>  | <p>Following the close of the consultation, TfN has met with Natural England to discuss their concerns. An approach has been agreed that will ensure that a HRA is undertaken from the Plan through to the individual interventions. This will be presented more clearly in the Final Strategic Transport Plan and the long-term Investment Programme.</p> |
| <i>Other Comments</i>   |  |
| <p>The complexity of the document and the questions in the consultation were seen as unsuitable for 'lay people'. There is a request to simplify the 'jargon' (e.g. 'rolling stock' or 'engineering possessions') and also provide a short, executive summary-style document which presents the key pieces of information.</p>  | <p>TfN appreciates these comments. TfN is determined to ensure that all stakeholders, technical and non-technical, can understand the work being undertaken and feel part of the process. The Final Strategic Transport Plan will include a short summary document and Executive Summary.</p>  |
| <p>The importance of ensuring that the Draft Strategic Transport Plan and the consultation has a high profile was</p>   | <p>TfN notes these comments.</p>   |

| <b>Key Consultation Feedback</b>  | <b>TfN Proposed Response/Amendment to STP</b>   |
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| <p>emphasised, sustaining this profile beyond the consultation period as the Plan is implemented.</p>   | <p>The Final Strategic Transport Plan and initial long-term Investment Programme will be accompanied by a communication and launch strategy to ensure that it has the required profile.</p>   |
| <p>There was also some criticism of the consultation process, specifically the absence of an option to save and return to responses given the complex and lengthy nature of the response form. Other practical issues were raised, including with how the consultation documents have been presented, with some participants criticising the purple text, which is difficult to see online.</p> <p>Other respondents expressed concern that the Draft Strategic Transport Plan risks failing to meet the requirements of the Cities &amp; Local Government Devolution Act due to lack of regard to social and environmental impacts, and the results of the public consultation.</p> <p>One respondent raised a concern as to TfN’s constitutional process, specifically, that the governance arrangements allow for private discussions with its Board members prior to a final decision being made.</p> | <p>TfN used the Cabinet Office principles on best practice for running and responding to a consultation – including a thorough “you said, we did” approach embodied in this report.</p> <p>TfN did provide alternative formats and alternative submission options – including emailed responses, which many respondents did make use of - but concerns expressed are noted and we will ensure that they are accounted for in future consultation processes.</p> <p>Following the close of the consultation, TfN has corresponded with the respondent to discuss their concerns, and to explain the process as set out in the main body of this report as to how TfN intends to ensure compliance with all the requirements of Cities &amp; Local Government Devolution Act. This will result in a formal response to the consultation based on the interim series of proposed responses set out above, including an updated Integrated Sustainability Appraisal, which seeks to embed environmental issues within the development of the Plan.</p> <p>TfN’s constitution is not within the remit of the Strategic Transport Plan consultation. However, TfN would note while it is within its rights, as are other public bodies, to discuss content with its Board members as part of policy development, that all decisions are made in public and in</p> |

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|  | <p>accordance with Government guidance on transparency and accessibility for public bodies. Additionally, TfN has and will continue to go well beyond best practice and statutory requirements for external involvement and constructively challenge in its policy development, with extensive informal engagement in addition to the formal Strategic Transport Plan consultation.</p>  |
| <p>TfN was the subject of criticism from some participants, who felt that TfN needs to increase its profile moving forward to engage the public and stakeholders as to what their role is and generate ongoing support, and therefore momentum, behind its endeavours to implement the Strategic Transport Plan.</p> | <p>As noted above, the Final Strategic Transport Plan and initial long-term Investment Programme will be accompanied by a communications and launch strategy to ensure that it has the required profile.</p>   |
| <p>The ongoing issue of Brexit is considered to be a potential restricting factor inhibiting the implementation of the Strategic Transport Plan, which could present issues both political and at a more practical level, for example by making freight travel more complex.</p>                                     | <p>The uncertainty over Brexit was an issue raised many times during the consultation on the Draft Strategic Transport Plan.</p> <p>TfN's view is that the opportunity set out in the Northern Powerhouse Independent Economic Review highlight the highly skilled and productive sectors that are already and will continue to compete on national and international stages, where the North has a number of comparative advantages. Thus, the impact of Brexit on this should be limited.</p> <p>TfN's future work programme includes an update to the Northern Powerhouse Independent Economic Review once the details of the UK's future relationship with the EU are more clear, and this in turn will inform the first update to the Strategic Transport Plan.</p> |



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|  | <p>This issue also emphasises the need for the Strategic Transport Plan and long-term Investment Programme to be flexible and responsive as noted above.</p>   |
| <p>One respondent re-iterated a previous comment regarding how the Draft Strategic Transport Plan is flawed in its support for increasing aviation travel to/from the North and therefore the contradiction with the objective to promote and support the built and natural environment.</p> | <p>TfN has no powers to influence the aviation sector’s carbon emissions. As with the above response relating to HS2, under Subsection 8 of the Cities &amp; Local Government Devolution Act 2016 Section 102I (inserted in Part 5A of the Local Transport Act 2008), TfN is required to take full account of Government policy when preparing the Strategic Transport Plan, and this includes the Aviation Framework, which sets out anticipated future passenger numbers at each of the North’s airports. Adhering to current policy is the approach that we have taken to date and will continue to take.</p> <p>However, in line with the objectives of the Strategic Transport Plan, TfN wants to ensure that people can get to the North’s international airports in a sustainable manner, as part of facilitating economic growth from international trade and visitors to the North. Hence the support for sustainable transport improvements, including advocating for direct rail connections to international airports through the Long-Term Rail Strategy.</p> |