

# Transport for the North Scrutiny Committee Meeting – Item 5

**Subject:** Final Strategic Transport Plan

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

**Meeting Date:** Thursday 24 January 2019

## **1. Purpose of the Report:**

- 1.1 This report presents a proposed final version of the Strategic Transport Plan for consideration by the Committee, including a summary of how the main findings from the public consultation exercise on the Draft Strategic Transport Plan have informed this document. The report also presents a supporting independent Carbon Review, as part of the Integrated Sustainability Appraisal, that was commissioned to inform the revised version of the Strategic Transport Plan.

## **2. Executive Summary:**

- 2.1 The Strategic Transport Plan is TfN's flagship policy document. The Draft Strategic Transport Plan was published for public consultation on 16 January 2018. At the last two meetings of the Committee, an update has been provided on the progress with preparing the Final Strategic Transport Plan.
- 2.2 A revised version of the Strategic Transport Plan has now been prepared following analysis of stakeholder feedback from the public consultation, and thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners. The revised Plan has been assessed as complying with TfN's regulatory requirements, principally Section 102I Subsection 8d of The Cities & Local Government Devolution Act 2016 (inserted in Part 5A of the Local Transport Act 2008).
- 2.3 At the meeting on 22 November 2018, the Committee was informed that TfN had commissioned an independent Carbon Review in response feedback from some environmental organisations. This independent Carbon Review has been shared with the Committee to demonstrate that all of the recommendations within it have been addressed when preparing the revised Strategic Transport Plan, and taking forward TfN's future activities.

- 2.4 At the meeting on 30 August 2018, the Committee considered in detail the feedback received during the public consultation exercise and noted a series of proposed changes to the Strategic Transport Plan. This report also presents how these changes have been addressed within the revised Final Strategic Transport Plan.

### **3. Considerations:**

#### **3.1 Final Strategic Transport Plan**

The Strategic Transport Plan is TfN's flagship policy document. The Draft Strategic Transport Plan was published for public consultation on 16 January 2018. At the last two meetings of the Committee, an update has been provided on the progress with the Final Strategic Transport Plan and the earlier meeting on 30 August 2018 considered in detail the independent report on the consultation produced by Ipsos MORI.

- 3.2 TfN has adopted this approach in order to reduce the risk of failing to capture the insight and expertise provided in the consultation feedback, and of meeting the statutory requirements for TfN to maintain a productive relationship with the consultation respondents and amend the Final Strategic Transport Plan to capture feedback.
- 3.3 A revised version of the Strategic Transport Plan has now been prepared, building on the consultation feedback, and following thorough discussions with Officers of TfN's Constituent Authorities and Delivery Partners, and is presented for consideration by the Committee.
- 3.4 TfN is mindful of its obligations under The Cities & Local Government Devolution Act 2016 when preparing or revising the Strategic Transport Plan, principally Section 102I Subsection 8d (inserted in Part 5A of the Local Transport Act 2008). This requires TfN to "have regard to" four particular elements:
- a) The promotion of economic growth in its area
  - b) The social and environmental impacts in connection with the implementation of the proposals contained in the strategy
  - c) Any current national policy relating to transport that has been published by or on behalf of Her Majesty's Government, and
  - d) The results of the public consultation as required by the Act.

The report presented at the meeting on 22 November 2018 demonstrated how TfN believes that it has discharged these obligations in preparing the revised Strategic Transport Plan.

- 3.5 TfN requested independent legal counsel to ensure that the Strategic Transport Plan is sound. Counsel's conclusion is that the Strategic Transport Plan is legally sound and complies with the legal

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requirements contained in both section 102I of the 2008 Act and the TfN Regulations.

### 3.6 Carbon Review

One of the areas that has had the greatest focus in revising the Strategic Transport Plan is that around sustainability considerations, and the Committee has received correspondence in the past about this issue, in particular on carbon emissions. At the meeting on 22 November 2018, the Committee was informed that TfN had commissioned an independent review on this issue in response to a suggestion by some environmental organisations.

3.7 A copy of the independent Carbon Review, undertaken by Atkins, is provided at Appendix 2 for information. The Review contains the results of the review of the modelling work around carbon emissions done to date across TfN's work programmes, an assessment of the Draft Strategic Transport Plan and sets out recommendations to improve the carbon performance of the Final Strategic Transport Plan.

3.8 All of these recommendations have been addressed when preparing the revised Strategic Transport Plan now presented to the Committee. It is considered that not only has TfN met its legal obligations with regard to environmental assessment, but that this approach sets a benchmark for future collaborative working in this area with TfN's Constituent Authorities and Delivery Partners, recognising this is a joint challenge.

### 3.9 Public Consultation Results

It has also been essential that the revised Strategic Transport Plan reflects the key findings of the public consultation exercise undertaken in the first three months of 2018. The Committee meeting on 30 August 2018 considered in detail the feedback received during the public consultation and approved a series of proposed changes to the Plan resulting from that feedback.

3.10 Again, the changes have been reflected in the revised Strategic Transport Plan, and the summary contained at Appendix 3 shows the Committee where in the document these changes can be found.

## 4. **Conclusion:**

4.1 The revised Strategic Transport Plan is the product of years of hard work and collaboration that has been put in from all of TfN's Partners and is worthy of the flagship status of this document. Once adopted and published, it will be a landmark moment for the North formally advising the Government, and speaking with one voice on what it needs from its strategic transport infrastructure, based on sound evidence and embedded with a need for future growth and investment to be both sustainable and inclusive.

## **5. Recommendations:**

- 5.1 It is recommended that the Committee recommends to the TfN Board that the Final Strategic Transport Plan be approved for adoption as the statutory plan and be published as formal advice to Government.

## **6. Appendices:**

- 6.1 Appendix 1 – Final Strategic Transport Plan
- 6.2 Appendix 2 – Independent Carbon Review, undertaken by Atkins
- 6.3 Appendix 3 - Strategic Transport Plan Consultation Responses

## **List of Background Documents**

The following background papers were considered in preparation of this report:

Item 4 – TfN Scrutiny Committee Meeting - 14 June 2018  
 Item 4 – TfN Board Meeting - 28 June 2018  
 Item 5 – TfN Scrutiny Committee Meeting - 30 August 2018  
 Item 5 – TfN Board Meeting - 13 September 2018  
 Item 4 – TfN Scrutiny Committee Meeting - 22 November 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)

If you wish to access these background papers – please contact Jonathan Spruce, Interim Strategy Director [jonathan.spruce@transportfornorth.com](mailto:jonathan.spruce@transportfornorth.com)

## **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>
Equalities	A full Impact assessment has not been carried out because it is not required for this report. An EqIA was carried out as part of the Integrated Sustainability Appraisal.	Robin Miller-Stott	Jonathan Spruce

### Environment and Sustainability

Yes	<del>No</del>
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Sustainability/Environment	An Integrated Sustainability Appraisal has been undertaken as part of the development of the Final Strategic Transport Plan. An Independent Carbon Review has been undertaken to inform the Final Strategic Transport Plan. A Post-Adoption Statement of the Integrated Sustainability Appraisal has also been undertaken and will be published alongside the Final Strategic Transport Plan.	Robin Miller-Stott	Jonathan Spruce

### Legal

Yes	<del>No</del>
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Legal	Legal Counsel has reviewed and considered the Final Strategic Transport Plan.	Robin Miller-Stott / Sasha Wayne	Jonathan Spruce

### Finance

Yes	No
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<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

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

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Risk	A risk assessment has been carried out and the key risks are included in the Corporate Risks Report. Undertaking the Integrated Sustainability Appraisal and Independent Carbon Review, and public consultation, has demonstrated a robust process in the development of the Final Strategic Transport Plan, and reduced potential risks prior to adoption.	Robin Miller-Stott	Jonathan Spruce

Consultation

Yes	No
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<b>Consideration</b>	<b>Comment</b>	<b>Responsible Officer</b>	<b>Director</b>
Consultation	A statutory consultation was carried out on the Draft Strategic Transport Plan and the independent report on the outcome of this consultation has informed the production of the Final Strategic Transport Plan.	Robin Miller-Stott	Jonathan Spruce

### Appendix 3 – Strategic Transport Plan Consultation Feedback and Responses

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>A slight amendment will be 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. <b>See page 22</b></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>The objective around “Improving access to opportunities across the North” was agreed in order to offset any perception that TfN’s work was simply about the big cities, 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 STP was included to illustrate the view that the greatest opportunity for transformational economic growth lay in those areas where connections were poorest at this time, which are specifically <u>not</u> in city centres. <b>Amended map on page 38</b></p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>than concentrate on certain areas, particularly city centre to city centre journeys.</p>	<p>The introductory section of the Final STP 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 that were presented at the last Scrutiny Committee meeting 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. <b>See page 18, pages 46 and 47 and pages 86 – 91</b></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 STP, 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 STP with local transport plans.</p> <p>The need to focus on the environment was expressed through a variety of issues mentioned by participants. A</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 STP 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. <b>See page 18</b></p> <p>As presented at the last Scrutiny Committee meeting and subsequently agreed by the TfN Board at its meeting on 28 June 2018, the 'What?' section of the Final STP 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 that the promotion of</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>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>such measures is a role for our constituent authorities. <b>See pages 86 – 91</b></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. <b>See pages 160 – 162</b></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 STP was that all four objectives should carry equal weight, and TfN believes that this is still appropriate for the Final STP. 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 STP 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>
<p>Some feedback noted a lack of confidence that the STP 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</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	<p>will accompany the Final STP. 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 – our approach to the development of the Northern Powerhouse Rail network is a good example of this, using upgrades to the existing network to deliver the required outcomes on some corridors rather than simply developing new line options. <b>See pages 110 – 119</b></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. <b>See pages 92 - 93</b></p>

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<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 STP 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 STP 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. As presented at the last Scrutiny Committee meeting <b>TfN is identifying a series of assets and clusters across the North, which will allow us to set out how each of these areas has significant economic potential</b>, and how transport is required to better connect them. <b>See pages 46 and 47</b></p> <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 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, but</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	<p>without adverse impacts on the communities they pass through.</p> <p>TfN wants to ensure the STP promotes investment in the transport network for passengers and goods. The Enhanced Freight and Logistics Analysis published alongside the Draft STP 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 STP 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 STP. This will show how the visitor economy is a significant employer and supply chain provider in some parts of the North. <b>See pages 42 – 45</b></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 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>TfN agrees that we need to have an inclusive North, to ensure that no communities are left behind from transport investment. Following the leadership of many of the North’s authorities to develop inclusive growth approaches, <b>the Final STP will set out how it will promote inclusive growth in the Plan, and principles that will be adopted in the long term Investment Programme.</b> This includes ensuring that business cases consider wider sustainable returns on investment, beyond the traditional returns – these could be health, societal and environmental. <b>See pages 72 – 84, and 150 - 151</b></p> <p>TfN is striving to ensure that the future transport network can open up opportunities for labour and businesses, so that</p>

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<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>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 STP. <b>See pages 68 – 71</b></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 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>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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 STP objectives, and some felt that this was necessary to attract investment.</p> <p>Some concerns highlighted that the Draft STP 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 STP should actively encourage low carbon modes of transport through improved infrastructure, including the facilitation of an improved electric vehicle (EV) charging infrastructure.</p> <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</p>	<p><b>The Final STP will include more detail on an initial analysis of the overall carbon impacts of the likely levels of demand</b> that were set out in the Draft STP 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. <b>See pages 79 – 83</b></p> <p>The Draft STP 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 STP itself, demonstrating a clear commitment to embed environmental issues within the development of the Plan. <b>A post-Adoption Statement will be published alongside the Final STP</b></p> <p><b>TfN wants to encourage cleaner and greener road vehicles, whether these are private vehicles or public transport. To support the increase in EV, there needs to be a rapid increase in the number of EV charging points. The Final STP will set this out,</b> as will the long term Investment Programme, and how TfN can work with our constituent authorities and Highways England in their delivery. <b>See pages 81 – 83</b></p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>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 STP 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 STP 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>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 STP. As noted above, <b>the Final STP will contain an initial assessment of the carbon impacts of the overall Plan</b>, based on projected levels of demand and the fleet composition assumptions used by the Government. <b>See pages 79 – 83</b></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. <b>Working in collaboration with 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. See pages 76 – 79</b></p> <p>As part of the amendments to the Final STP to reflect inclusive growth, TfN is also keen to ensure that the Final STP better reflects the current health challenges and benefits of transport investment in the North. <b>TfN is working closely with Public Health England to produce analysis and text for the STP</b>, including looking at embedding health analysis in business cases to pick up wider returns on investment. <b>See page 75</b></p> <p>Page 80 of the Draft STP 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 STP in a a</p>

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	<p>positive, iterative way. However, spatial planning is not within TfN’s remit at this time. We are encouraged, therefore, at moves by organisations such as IPPR North, RTPI and Homes for the North to respond positively to this issue and undertake their own research into spatial distribution and type of new housing across the North, and how this could complement, or conflict with, the Draft STP. <b>We will look to incorporate any findings of this work in the ‘How?’ section of the Final STP. See pages 152 and 153</b></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, as well as working with rail operators and Network Rail to encourage the provision of more cycling facilities 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 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 is 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. <b>The outcome of the initial analysis will be presented in the Final</b></p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	<p>STP, as well as setting where further analysis needs to be undertaken. <b>See pages 79 – 83</b></p> <p>TfN wants to ensure that any interventions promoted by the STP 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 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 STP will contain updated economic analysis in support of the argument for increased investment in transport across the North. <b>See pages 26 – 29</b></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 Final STP will better articulate the view that the greatest opportunity for transformational economic growth, and where TfN’s approach deliberately adds the greatest value, in those areas where connections were poorest at this time. <b>See pages 34 – 41</b></p> <p>These responses emanated from the enhanced engagement with some stakeholders and resulted from a request to</p>

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	<p>provide more evidence behind the figures used to develop in the map on page 25 of the Draft STP. 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 STP, <b>the Final STP 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. See pages 38 and 41</b></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. <b>See pages 46 and 47</b></p> <p>We 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. <b>See pages 71 – 74 and pages 145 and 146</b></p> <p>We feel that together these will better illustrate the approach and outcomes that we were trying to achieve in the Draft STP</p>

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	as well as being more appropriate for the updated economic analysis included in the 'Why?' section of the Final STP.
<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 STP should better reflect the importance of the visitor economy and its role in the North. <b>Further analysis has been undertaken and will be presented in the 'Why?' section of the Final STP.</b> This will show how the visitor economy is a significant employer and supply chain provider in some parts of the North. <b>See pages 42 – 45</b></p> <p><b>TfN is working closely with Public Health England to produce analysis and text for the Final STP,</b> including looking at embedding health analysis in business cases to pick up wider returns on investment. <b>See page 75</b></p> <p><b>The Final STP 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. See pages 79 – 83</b></p> <p>As with the pan-Northern objectives, all three roles set out in the Draft STP 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>Each area of the North plays a crucial role in transforming the North. As presented at the last Scrutiny Committee meeting <b>TfN is identifying a series of assets and clusters across the North, which will us to set out how each of these areas has</b></p>

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<p>Concern was raised that people living in rural areas would not be sufficiently well connected into the transport network, whilst some participants specifically referenced the need to improve travel for those with disabilities.</p>	<p>significant economic potential, and how transport is required to better connect them. This will include rural areas. <b>See pages 46 and 47</b></p> <p>The Final STP 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. <b>See pages 73 and 74</b></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 STP 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 STP.</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>The Enhanced Freight and Logistics Analysis published alongside the Draft STP 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>Improved east-west freight connections are currently being considered through an examination of the options for the</p>

<b>Key Consultation Feedback</b>	<b>TfN Proposed Response/Amendment to STP</b>
<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 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>Transpennine Route Upgrade programme and also in the feasibility study for the re-opening of the rail line between Skipton and Colne.</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 (NPR) – although some expressed support which was conditional on NPR including a particular route. Those who support NPR were generally more supportive of wider elements of the Draft STP, such as the process it went through to develop it and support for wider vision and objectives.</p>	<p>NPR is the North’s core rail network enhancement project that will support transformational growth and so the level of support for the project is encouraging.</p> <p>TfN also welcomes the National Infrastructure Commission’s (NIC) support for the project in its recent National Infrastructure Assessment.</p>
<p>One of the main perceived benefits of NPR 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 need for NPR to connect key economic centres between the six largest cities and Manchester Airport was identified by our constituent authorities at an early stage in the development of NPR. TfN continue to work with the DfT and Network Rail to undertake a robust assessment of the most effective and efficient means of serving Bradford.</p>

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<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 NPR from ever becoming a reality, whilst some think that NPR 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 STP. TfN continues to work alongside HS2 on the touchpoints between the HS2 and NPR networks that were announced in September 2017.</p> <p>However, it is important to stress that NPR is not reliant on HS2 – the aim is to provide synergies and efficiencies between the two projects. Whether HS2 was being built or not, TfN feels that the strategic case to better connect the North’s six largest cities, its principal airport and the important centres in between, would still be very strong.</p>
<p>The main concerns around NPR were focussed on the exclusion of particular areas – a number of participants mentioned that a particular local area (for example, Doncaster and Sunderland) was not included within the scope of NPR and urged future inclusion.</p>	<p>The description of NPR and the map on page 45 of the Draft STP concentrated on the infrastructure improvements that form part of the NPR 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 now seen to be via Doncaster (rather than HS2 and via Leeds as previously), and so this location will automatically become a fundamental part of the NPR network as the project 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 NPR service patterns are still to be determined, and TfN’s aim would be to maximise the benefit of any new infrastructure and improve</p>

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	efficiency by serving as many key locations across the North as possible. <b>Amended map on page 113</b>
<p>Some participants were pessimistic as to the cost of NPR, believing it to be too expensive and not providing value for money. The view was expressed that NPR will absorb a huge proportion of the rail budget.</p>	<p>Cost estimates for the NPR network are still being developed as part of the Strategic Outline Business Case (SOBC) that will be submitted at the end of this year. <b>SOBC will be submitted to Government in 2019.</b></p> <p>The NIC's recent National Infrastructure Assessment proved conclusively that HS2, NPR, 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 important factor in encouraging modal change to public transport.</p>	<p>Work done to date shows the journey time reductions originally set out for the NPR network are achievable on all of the corridors, but there will inevitably be a trade-off between speed, connectivity and value for money on some corridors. <b>Initial detail on the forecast journey time savings that will result from the NPR proposals will be set out in the SOBC and page 112</b></p>
<p>Other concerns centred around scepticism towards the delivery of NPR. Reasons underpinning this scepticism include a perceived lack of information, a lack of short/medium term projects, low credibility, the Draft STP being too ambitious, and that it will take too long.</p>	<p>NPR 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>NPR 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</p>

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	proposals as to how the project could be delivered will be set out in the SOBC.
<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>Developing a holistic solution for the East Coast Main Line is a fundamental part of the work on NPR to ensure that the rail lines in this corridor can accommodate the demands of HS2, NPR, the East Coast Partnership, other rail franchises, open access operators and freight operators.</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>
<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>As set out above, NPR 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 NPR and the classic network. The traction options for future NPR 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>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>

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<p>NPR needs to integrate freight movements and improve capacity on particular lines.</p>	<p>As set out above, NPR 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 NPR 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>
<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>Significant parts of the NPR network will be subject to the usual regulatory and legal processes that will provide the 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><b>The updated labour market analysis that will be included in the Final STP will demonstrate the ongoing and increasing importance of the rail network in supporting a transformed economy in the North. A full report will be published as part of the evidence base. See pages 68 – 71</b></p>
<p>A key concern among participants is HS2, with some expressing general opposition to the scheme (although</p>	<p>HS2 is a project being promoted by the UK Government. Subsection 8 of the Cities &amp; Local Government Devolution Act</p>

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<p>these responses tended to focus on criticising HS2 for what 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>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 STP, 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 STP 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. <b>See page 105</b></p> <p>The future infrastructure needs of the East and West Coast Main Line will be identified through the work on the East Coast to Scotland and North West to Sheffield City Region Strategic Development Corridors respectively, being taken forward in partnership with Network Rail.</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>General concerns were raised about a lack of information included in the Draft STP about rail improvements, new stations, inter-urban links, local rail strategies and associated projects.</p>	<p>The Long Term Rail Strategy will be taken forward to identify key pan-Northern rail priorities within the long term Investment Programme and also as year-by-year implementation plans to fit with Network Rail's new approach to planning enhancement projects.</p>

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<p>Other factors which were referenced included the perceived lack of ambition, the expense, the amount of time taken to deliver projects, as well as a lack of confidence in the delivery of the strategy and of partners such as Network Rail.</p>	<p>It is not TfN's role to comment on the performance of one of its Partners.</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>As mentioned above, the Long Term Rail Strategy will be taken forward to produce year-by-year implementation plans to fit with Network Rail's 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 NPR proposals and the interventions arising from the Long Term Rail Strategy will provide a holistic picture of the North's rail network needs. As presented at the last Scrutiny Committee meeting and subsequently agreed by the TfN Board at its meeting on 28 June 2018, <b>the 'What?' section of the Final STP will have a sub-section on 'Strategic Rail' that will bring both elements together. See pages 94 – 119</b></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>The Enhanced Freight and Logistics Analysis published alongside the Draft STP 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>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</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>being constrained by electrification as a single option. <b>See page 83</b></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 NPR 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.</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 85% of all trips across the North are by car – this highlights the importance of the road network for how people live and work in the North.</p>

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<p>One participant stated that 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>Certain specific routes were identified for connectivity improvements, such as Durham and the Sheffield to Manchester route.</p>	<p>The need for improved road connections in these areas will be picked up by TfN through its work on the Strategic Development Corridors.</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>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, there needs to be a rapid increase in the number of EV charging points. <b>The Final STP 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. See pages 81 – 83</b></p>
<p>There is a concern that a MRN 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 STP. As noted above, <b>the Final STP will contain an initial assessment of the carbon impacts of the overall Plan, based on projected levels of</b></p>

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	<p>demand and the fleet composition assumptions used by the Government. <b>See pages 79 – 83</b></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> <p>TfN responded to the DfT’s consultation on the Major Road Network. Fundamentally TfN believes that the MRN should be viewed as a seamless network of roads, encompassing both the Strategic Road Network and economically important locally managed roads. In defining the MRN 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 MRN. Instead, TfN defined the MRN 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</p>

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	<p>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 MRN 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, publication of which is expected imminently. Should DfT’s view of the MRN remain close to that set out in the consultation document, then it is likely that <b>TfN will define a separate MRN for the North and publish this within the Final STP. See pages 120 – 125</b></p>
<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 STP is not solely of the road network around Leeds, Manchester and the North West. <b>Amended map on page 122</b></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</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>

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and rides (to avoid cars entering and parking in city and town centres) and improving bus services to encourage modal shift.	
Some participants also wanted the environmental impacts of air pollution and damage to wildlife habitats to be mitigated.	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.
<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>	
Participants welcomed TfN's recognition of the importance of the "last mile" but would like to see more clarity about how TfN and its Partners will work together to make this happen.	<p>TfN's definition of the MRN for the North included the "first and last miles" from the Strategic Road 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 STP 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>
<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>	
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	TfN has undertaken more work to outline the elements of the Integrated and Smart Travel programme and its key benefits. More details can be found at: <a href="https://transportforthenorth.com/wp-content/uploads/1-2-3-of-IST.pdf">https://transportforthenorth.com/wp-content/uploads/1-2-3-of-IST.pdf</a> <b>See pages 92 and 93</b>

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<p>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>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, which in turn would stimulate the economy and employment opportunities.</p>	<p>A Fair Price Promise is a fundamental part of the 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> <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>

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<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 STP.</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></p>
<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 the 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-imburement.</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</p>	<p>This response is interesting, but not necessarily unexpected given that this is a new approach to the planning of strategic transport at this spatial level.</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>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>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>The Enhanced Freight and Logistics Analysis published alongside the Draft STP 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>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 STP 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. <b>The Final STP will include an expanded explanation for this process. See pages 46 and 47</b></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>As explained below, two Strategic Development Corridors may be merged in the near future.</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>The description and map of each Strategic Development Corridor included in the Draft STP also includes the Important Economic Centres included within each. These were agreed with our constituent authorities as being those locations that were either ports, airports, Northern Powerhouse</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	<p>Independent Economic Review prime capability industry 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 STP. 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>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 STP 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, <b>and the outputs of the Strategic Development Corridors work will set this out further. See pages 126 – 141</b></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
<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>As noted above, 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. <b>See pages 46 and 47</b></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>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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 will be 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 STP.</p> <p>TfN is aware of the recent 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 will be 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 STP.</p>
<p><b>Central Pennines</b></p>	

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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 will be 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 STP.</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. <b>It is anticipated that the outputs of this feasibility study will be published early in 2019</b></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 will be 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 STP.</p>
<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>These responses will be 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 STP.</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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><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 will be 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 STP.</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.</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 confusion, which can lead to questions as to whether it is necessary.</p>	<p>These responses will be 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 STP.</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 STP 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. At an appropriate point in the future, therefore, these two corridors may be merged to give one multi-modal</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	corridor for future versions of the STP and long term Investment Programme.
<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>Most participants feel that all the strands presented in the Draft STP 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>TfN has developed a separate Funding Framework to emphasise the importance of this element to the delivery of the STP and long term Investment Programme. <b>See pages 143 – 147</b></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. <b>See page 144</b></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>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>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>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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>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>TfN would agree that the successful delivery of the STP and the long term Investment Programme is dependent on successful partnership working, which was why a sub-section was included in the Draft STP.</p> <p>Alongside local political Leaders, which is where we feel that Parish Councils can feed into the process, 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>We have strengthened our relationships with Natural England, Environment Agency and Public Health England through the development of the Draft STP 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>
<p><b>Innovation</b></p>	

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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 STP.</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>
<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 STP.</p> <p>A LEP respondent would appreciate the opportunity to work with TfN and Partners to help address the identified skills issues.</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>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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><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 STP 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 STP 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>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</p>	<p>As noted above, TfN has developed a separate Funding Framework to emphasise the importance of this element to the delivery of the STP and long term Investment Programme. <b>See pages 143 – 147</b></p> <p>The Draft STP 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 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>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>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>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. <b>See page 144</b></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> <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 STP and the long term Investment Programme relates to funding, rather than financing. The scale and diversity of</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	<p>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>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>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 NPR will be one of the first large schemes to use this approach.</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. <b>This will be undertaken through the use of a number of bespoke transport models developed both for NPR and also through the Strategic Development Corridor work. See pages 148 – 151</b></p> <p>TfN is working closely with Public Health England to produce analysis and text for the STP, including looking at embedding health analysis in business cases to pick up wider returns on investment. <b>See page 75</b></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</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
	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. <b>See pages 150 and 151</b>
<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>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>As presented at the last Scrutiny Committee meeting and subsequently agreed by the TfN Board at its meeting on 28 June 2018, <b>the ‘Why?’ section of the Final STP 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</b>, 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. <b>See pages 72 – 79</b></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 STP 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 STP 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>

<b>Key Consultation Feedback</b>	<b>TfN Proposed Response/Amendment to STP</b>
<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 STP as the TfN work programmes were still undertaking detailed analysis at the time of publication. TfN was keen to engage thoughts on the Draft STP as a framework for investment and hoped that participants’ views will help shape the STP and the interventions that flowed from it.</p> <p>An initial long term Investment Programme will be published in due course alongside the Final STP, and this will set out the specific interventions TfN and its constituent authorities wants to see delivered across the whole of the North.</p>
<p><i>Q5b. Overall, to what extent do you support or oppose the Draft Strategic Transport Plan in its current format?</i></p>	
<p>Most respondents support the Draft STP 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 STP 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 to the TfN Board at its meeting on 28 June 2018 that there should be no substantial changes to the format of the document for the Final STP.</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</p>	<p>TfN will continue to work with Government to fund and implement the interventions that will achieve the ambition</p>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>commitment to fund the implementation of the Draft STP and the wider political will to implement it.</p>	<p>set out in the STP and the long term Investment Programme. This will require political and private sector support.</p> <p>As the Draft STP 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 STP is to demonstrate the contribution of the Plan and the interventions within the long term Investment Programme to these wider targets. To this end, the Final STP 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 STP 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>

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<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. <b>The introductory section of the Final STP 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.</b> This includes promoting walking and cycling as important sustainable modes of transport, and further developing local public transport networks. <b>See page 18</b></p>
<p>A common theme throughout the consultation responses was the importance of delivering the Draft STP 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 STP and long term Investment Programme. <b>See pages 143 – 147</b></p>
<p>Given the long term nature of the Draft STP, 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 <b>the Final STP will set out the proposals for revising/updating the STP and long term Investment Programme</b> to ensure that both are flexible and responsive. <b>See page 164</b></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>	

Key Consultation Feedback	TfN Proposed Response/Amendment to STP
<p>Most participants agreed that the Integrated Sustainability Appraisal provides a robust assessment of the Draft STP.</p>	<p>TfN welcomes this view and will publish a post-Adoption Statement alongside the Final STP.</p>
<p>Some felt that the Integrated Sustainability Appraisal fails to address the impact of the Draft STP on the environment. Other concerns raised included the Integrated Sustainability Appraisal’s perceived failure to address sustainable 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>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 actually informed the development of the Draft STP itself, demonstrating a clear commitment to embed environmental issues within the development of the Plan. <b>A post-Adoption Statement will be published alongside the Final STP</b></p>
<p>One participant (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. <b>This will be presented more clearly in the Final STP and the long term Investment Programme. See pages 76 – 78</b></p>
<p><i>Other Comments</i></p>	

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<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 notes these comments.</p> <p><b>The Final STP will include a short summary document. An Executive Summary has also been produced. See pages 6 – 15</b></p>
<p>The importance of ensuring that the Draft STP and the consultation has a high profile was emphasised, sustaining this profile beyond the consultation period as the Plan is implemented.</p>	<p>TfN notes these comments.</p> <p>The Final STP 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>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 STP 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 one 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,</p>

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	<p>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 STP 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 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 challenge in its policy development, with extensive informal engagement in addition to the formal STP 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 STP.</p>	<p>As noted above, the Final STP 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 STP, 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 STP.</p> <p>TfN’s view is that the prime capabilities identified in the Northern Powerhouse Independent Economic Review are 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>

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	<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 STP.</p> <p>This issue also emphasises the need for the STP 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 STP 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 STP, 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. <b>See page 83</b></p> <p>However, in line with the objectives of the STP, 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 through the Long Term Rail Strategy.</p>