

June 2018

# Draft Strategic Transport Plan and Integrated Sustainability Appraisal

## Consultation

### Analysis of findings

DRAFT VERSION



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**The context and need to consult**

# 1 The context and need to consult

This report relates presents a summary of the open consultation into Transport for the North's Draft Strategic Transport Plan and the Integrated Sustainability Appraisal. The consultation opened on 16 January 2018 and ran until 17 April 2018.

Transport for the North (TfN) was created as a pan-Northern Partnership Board of civic and business leaders from across the North, working with Highways England, Network Rail, High Speed 2 (HS2) Ltd and the Department for Transport. In April 2018, it became England's first sub-national transport body, overseen by the 19 different transport authorities across the North.



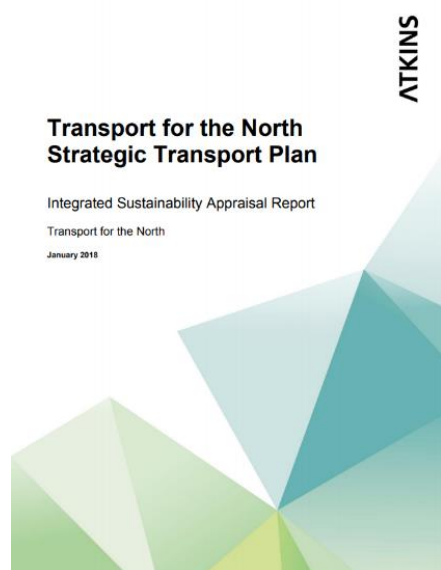
## Strategic Transport Plan

Draft for public consultation

In January 2018, TfN released its Draft Strategic Transport Plan. This sets out the requirements of the pan-Northern transport network through to 2050 and incorporates analysis and evidence from previous Rail North, stakeholder, and other partner strategies. The Draft Strategic Transport Plan has been developed in conjunction with the 11 Local Enterprise Partnerships (LEPs), which encompasses 19 Local Transport Authorities (LTAs) and 4 National

Delivery Partners that constitute TfN.

In late 2018 the Draft Strategic Transport Plan will become a statutory document, allowing TfN and its partners to take a leading role in developing the case for investment in the North, speaking with a unified voice to Government, and making transport decisions for the North.



The accompanying Integrated Sustainability Appraisal, which was produced independently by Atkins on behalf of TfN, has been a core part of the development of the Draft Strategic Transport Plan and was intended to provide a thorough challenge to the development of the objectives, policies and investment plans for strategic transport in the North, as well as identifying any potential areas for improvement in sustainability performance. The Integrated Sustainability Appraisal is being produced to the same timescales as the Draft Strategic Transport Plan.

## The need to consult

A statutory consultation was required on the Draft Strategic Transport Plan prior to it being adopted. Beyond the statutory function of the consultation, TfN also welcomed the opportunity to engage with the public, its partners and stakeholders and listen to feedback on the document – it is important that they have a chance to contribute, scrutinise and feed in their views to shape the future strategic direction for the organisation. The findings of the consultation, as summarised in this report, will then be taken into consideration and any necessary alterations made to the Draft Strategic Transport Plan before it is republished as a final document (and adopted) later in 2018.

# **The consultation process**

## 2 The consultation process

### 2.1 Purpose of the report

This report summarises the findings of the open consultation on the Draft Strategic Transport Plan and the Integrated Sustainability Appraisal. It sets out the responses to the first stage of consultation with stakeholders, consultees and the public on the two key strategic documents. The independent analysis report has been submitted to TfN for them to consider and make any subsequent changes to the Draft Strategic Transport Plan before it is finalised and adopted.

The consultation was run by Ipsos MORI. They advised on the design of the response form and managed the consultation response channels and were then contracted to collect, process and analyse the consultation responses, and to prepare an independent report of the consultation findings.

This report was therefore compiled by Ipsos MORI to provide an independent and objective analysis of the consultation's responses. Ipsos MORI applied an impartial approach to the capture of the consultation responses, analysis, and reporting of the findings. The report excludes interpretation and opinion, and instead reports back the views and statements as received from individual members of the public and from stakeholder organisations that chose to take part in the consultation.

### 2.2 Taking part in the consultation

The purpose of the consultation was to give members of the public, partner and stakeholder organisations, including public representatives, the opportunity to put forward their views and comment in response to the contents of the Draft Strategic Transport Plan.

TfN was responsible for launching the Draft Strategic Transport Plan and created an online website containing details of the key documents<sup>1</sup>. The website included a link to download the Draft Strategic Transport Plan in its entirety<sup>2</sup>. A 'Key Messages' summary was also made available, which summarised the key elements of the full Draft Strategic Transport Plan and included guidance instructions about how to take part in the consultation<sup>3</sup>. The website also included a number of documents relating to the Integrated Sustainability Appraisal<sup>4</sup>.

There were a number of formal channels through which participants could participate in the consultation:

- By completing the response form **online** via the response platform which could be accessed through the TfN website;
- By completing a **paper version of the response form**. A freepost envelope address was provided with response forms in order for members of the public and stakeholder organisations to post their response;

<sup>1</sup> <https://transportfornorth.com/stp/>

<sup>2</sup> [https://transportfornorth.com/wp-content/uploads/TfN-Strategic-Plan\\_draft\\_lr.pdf](https://transportfornorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf)

<sup>3</sup> <https://transportfornorth.com/wp-content/uploads/STP-Key-Messages.pdf>

<sup>4</sup> Strategic Transport Plan Integrated Sustainability Appraisal – Habitats Regulations Assessment – Stage 1 Screening, Strategic Transport Plan Integrated Sustainability Appraisal Report – Appendices: <https://transportfornorth.com/wp-content/uploads/STP-ISA-Full-Report-Final.pdf>



- Via a **written letter**. A freepost address was provided in the consultation document in order for members of the public and stakeholder organisations to post their response;
- By **email** via a dedicated consultation email address – [transportplanconsultation@ipsos-mori.com](mailto:transportplanconsultation@ipsos-mori.com)

All responses submitted via these advertised formal channels within the advertised consultation period were processed as part of the consultation. In addition, some correspondence regarding the proposals that had been either sent directly to TfN, or forwarded on to TfN third parties, was also received. Where such correspondence had been received during the advertised consultation period, it was forwarded to Ipsos MORI by TfN. Any such correspondence received by Ipsos MORI within agreed deadlines was processed and included within the consultation analysis where relevant.

## 2.3 The response form and consultation questions

The response form (both the online and paper versions) consisted of a series of questions relating to each section of the Draft Strategic Transport Plan and a question on the Integrated Sustainability Appraisal.

The consultation questions were divided into sections as follows:

- Questions about the proposed **vision of TfN**;
- Questions about the proposed **pan-Northern Transport Objectives**;
- Questions about **transport's role in driving the North economy** (Why? Section of the Draft Strategic Transport Plan);
- Questions about **identifying the major strategic interventions** (What? Section of the Draft Strategic Transport Plan), which includes questions around Northern Powerhouse Rail, the Long Term Rail Strategy, the Major Roads Network for the North (along with Strategic Road Studies), Integrated and Smart Travel, and the Strategic Development Corridors;
- Questions about the **delivery of TfN's proposed investment programme** (How? Section of the Draft Strategic Transport Plan);
- Questions about the **Plan in its current format**;
- Questions about the **Integrated Sustainability Appraisal**;
- Additional comments beyond the specific sections covered above, including feedback on the consultation process.

Overall, there were 18 questions about the Draft Strategic Transport Plan and three on the Integrated Sustainability Appraisal. Each question cross-referenced the relevant section of the Draft Strategic Transport Plan. Please refer to Appendix A for the questions that were asked as part of the consultation.



## 2.4 The timing of the consultation

The consultation was launched on 16 January 2018 and closed at midnight on 17 April 2018. All responses dated and received within the consultation period were treated as valid responses. In line with protocols agreed before the consultation began, written responses were accepted as long as they had been originally posted before the consultation deadline and were received at Ipsos MORI by this agreed date. This was to make allowance for any potential delays with the postal service or any erroneous misdirection of emails and letters by participants or third parties. Responses sent directly to TfN were forwarded to Ipsos MORI. These responses were accepted by Ipsos MORI as long as they had been originally submitted before the consultation deadline and were received by Ipsos MORI on or before the agreed deadline of 17 April 2018.

# Consultation overview

## 3 Consultation overview

### 3.1 Number of responses

In total, there were **563 unique responses** received within the consultation period. Responses were received via a number of different response channels, the breakdown of which is set out below.

**Table 3.1: Response type**

Response channel	Count
<b>PUBLIC</b>	
Online response form	242
Paper response form	13
White mail	2
E-mail	89
Petition	1
<b>STAKEHOLDER</b>	
Online response form	83
Paper response form	1
Post free text	2
E-mail	130
<b>TOTAL</b>	<b>563</b>

The online and paper response forms contained a mix of closed and open questions. As the table shows, some participants chose not to use the online response form and instead submitted bespoke written comments via post and email. Therefore, only a maximum of 339 participants responded to the closed questions posed as part of the consultation – this should be borne in mind when reading the report.

Participants using the online response form were directed to the consultation document and answered specific questions about the areas of the Draft Strategic Transport Plan being consulted on. It could not be known to what extent participants submitting bespoke letters or emails were aware of, or had read, the consultation documents.

At the data processing and analysis stage, a number of duplicate responses were identified (where an individual or organisation had submitted more than one identical response via the same response channel). Where these instances were identified, the duplicate was removed from the final dataset and excluded from the final tally of responses. In addition to this, several responses were received where an individual or organisation had submitted more than one response via different response channels. In these instances, and where both responses were different in content (i.e. one included responses to the closed questions via the response form, and the other was a lengthy letter or e-mail), they were both included as part of the final dataset.

## 3.2 Type of responses

At the beginning of the response form, participants were asked where they were providing their own response or providing a response on behalf of an organisation or group. Of the 563 responses received, 217 responded on behalf of an organisation or group. These are classified as stakeholder responses. The remaining responses (346) provided their own, personal response.

The table below lists the organisations/groups which responded to the survey.

**Table 3.2: List of stakeholders responding to the consultation**

20 Miles More Limited	Leeds Civic Trust
A64 Growth Partnership	Leeds Northern Railway Reinstatement Group
Active Cheshire	Leeds-Lancaster-Morecambe Community Rail Partnership Co. Ltd.
Aireborough Civic Society	Liverpool City Region
Anonymous	Liverpool John Lennon Airport
Arriva Rail North Ltd	Liverpool John Lennon Airport
Associated British Ports	Liverpool Underground
Associated Society of Locomotive Engineers and Firemen (ASLEF)	Lugano Ltd
Association for Consultancy and Engineering (ACE)	Malik House Business Centres (MHBC)
Association of Community Rail Partnerships	Manchester Airports Group
Autogas Limited	Manchester City Council
Barnsley Metropolitan Council	McCain Foods (GB) Ltd
Barrow Borough Council	Michael Gilfillan (Blyth Development Trust)
BASF plc	Mid Yorkshire Chamber of Commerce and Industry Limited
Blackburn with Darwen Borough Council	Midlands Connect
Blackpool & Fylde Rail Users' Association	Moors for the Future Partnership
Blackpool Council	National Agri-Food Innovation Campus
Bootham Network Solutions Limited	National Grid

Bradford Breakthrough Ltd.	National Rail Bishop Auckland Ltd
Bradford Civic Society	National Trust
Bradford Literature Festival	Natural England
Bradford Rail Users Group	Network Rail
Bunbury Parish Council	Network Rail IP Signalling
Burnley Borough Council	Newcastle International Airport
Calderdale Cabinet Transport Working Party	Newcastle Vision Support
Campaign for Better Transport	North East Action on Transport
Campaign for Borders Rail	North East Combined Authority
Campaign for National Parks	North East Green Party
Campaign to Protect Rural England	North Lincolnshire Council
Canal & River Trust	North Notts & Lincs Community Rail Partnership
Carlisle Kingmoor Park Enterprise Zone	North West Transport Roundtable
Chartered Institution of Highways & Transportation (CIHT)	North Yorkshire County Council
Cheshire East Council	North Yorkshire Local Access Forum
Cheshire West and Chester Council	Northern National Parks
Cheshire West and Chester Council	Northern Powerhouse Partnership
Christeyns Ltd	NuGeneration Limited
Church of England	NWBLT
City of Bradford Metropolitan District Council	Otley Town Partnership
Civil Engineering Contractors Association	Peak District National Park Authority
COASTLINERS	Peel Group, Peel Ports Group, Peel Airports and Peel Land and Property Group
Commercial Boat Operators Association (CBOA)	Pendle Borough Council
Community Rail Cumbria	Port of Tyne
Copeland Borough Council	Princes Quay Shopping Centre
Culcheth & Glazebury Parish Council	pro-manchester
Culcheth and District Rail Action Group (CADRAG)	Public Health England
Croft Parish Council	Rail Freight Group
Cumbria Chamber of Commerce	Rail Group of West & North Yorkshire Branch of Campaign for Better Transport
Cumbria County Council and Cumbria LEP	RAILFUTURE
Cumbrian Coast Rail Users' Group	Railway Industry Association
CWAC HQ	Ribble Valley Borough Council
Developing Consensus	Richard Schofield Consulting
Don Valley Railway Ltd	Road Haulage Association Ltd
Doncaster Chamber of Commerce	Rossendale Council
Doncaster MPs	Royal London Asset Management (RLAM)
Doncaster Sheffield Airport	Royal Town Planning Institute
Doncaster Sheffield Airport	Secretary
Doncaster Strategic Partnership	Selby District Council

Durham County Council	Sheffield Chamber of Commerce & Industry
Durham University	Sheffield City Region
East Riding of Yorkshire and Yorkshire and Kingston Upon Hull Joint Local Access Forum	South Lakeland District Council
East Riding of Yorkshire Council	SPACE for Gosforth residents' group
EEF	Spawforths
Exa Networks	Spectrum Business Park
Federation of Small Businesses	Stalybridge to Huddersfield rail User Group
Food Active, Health Equalities Group	Steve Cox (Councillor)
Freight on Rail	Strategic Transport Solutions International
Friends of Dore and Totley Station	Tangent Properties
Friends of the Earth	Tarmac
Friends of the Lake District	Tatton Group
Friends of the Peak District and CPRE South Yorkshire	Tees Valley Combined Authority
Furness Economic Development Forum	The Broadway
Gateshead Council	The Chartered Institute of Logistics and Transport
Global Justice Sheffield	The Northumberland Association of Local Councils
Goyt Valley Rail Users' Association (GVRUA).	The Settle – Carlisle Railway Development Company Ltd
Greater Willington Town Council	The Wrexham-Bidston Rail Users' Association
Green Party of England and Wales	TL Dallas Group Ltd
HADRAG - The Halifax & District Rail Action Group	Tosca Debt Capital LLP
Harrogate Borough Council	Trans Pennine Trail Partnership
Harrogate Line Rail User Group	Transport for Greater Manchester
Harworth Estates Ltd,	TravelWatch NorthWest
Haslingden and Hyndburn Labour Party	Tyne Valley Community Rail Partnership
Historic England	UK Bus
Historic Environment Scotland	UKLPG
Holme Valley Vision Network	UPPER CALDER VALLEY RENAISSANCE SUSTAINABLE TRANSPORT GROUP
Home Builders Federation	Viking Marine (Goole) Ltd
Homes for the North	Warburton Parish Council
Housing the Powerhouse	Warrington Borough Council
Hull & East Riding Rail Users' Association	Warrington Borough Council
Hull City Council	Welsh Government
Hyndburn Council	West and North Yorkshire Chamber of Commerce
Institute of Economic Development	West Yorkshire Combined Authority
Institution of Civil Engineers	Woodhead Railway Heritage Group
Kendal Futures	Woodland Trust

Kingspan Group	WSP Ltd
Kirton in Lindsey Town Council	Wydean Weaving
KPMG LLP	Wyre Council
Lake District Holdings Ltd	Yeme Architects
Lancashire County Council	York, North Yorkshire and East Riding LEP
Lancashire Enterprise Partnership	Yorkshire Building Society (YBS)
LCF LAW	Zero Carbon Yorkshire Transport Group

Of the 217 stakeholder responses received, 133 were received via e-mail or via post (these responses did not follow the structure of the consultation responses form). It is common for stakeholder organisations to respond via this channel due to the detail and, often, complexity of their responses. The average length of these responses was 14 pages, with some of the longest responses reaching 62-64 pages in length. In total, there were six stakeholder responses which were over 35 pages in length.

### 3.3 Specific issue responses

During the consultation, we received a disproportionately high number of responses about the proposed Port of Liverpool (A5036/Rimrose Valley) scheme. This is acknowledged as a particularly sensitive issue for local people and stakeholders in the area. Responses have been collated and passed on to TfN as part of this consultation, but have been excluded from the wider analysis of the responses, as they relate to a specific local issue.

### 3.4 Petition

One petition was submitted as part of the consultation. This petition was entitled 'Petition for Better Infrastructure links from East Lancashire as part of Transport for North Consultation'. The petition was signed by 43 people, including two councillors.

The purpose of the petition is to urge TfN to 'recognise that the Central Pennine Corridor is an important area that requires significant investment to unlock the economic potential of East Lancashire, and the following needs to be recognised in East Lancashire as part of the infrastructure investment programme around East-West Connectivity:

- Re-establishment of the Skipton to Colne Rail line;
- The M65 link to Yorkshire and the A1(M) and M62.

This petition has been submitted to TfN as a supplementary document to this consultation report.

### 3.5 Late responses

A handful of responses were received after the consultation deadline had passed. These responses are excluded from this summary report. Each late response has been passed on to TfN for their consideration.

### 3.6 Analysis of responses

There were two types of question included in the response form:

1. Closed questions, which offered participants various response options to select;



## 2. Open ended questions, which allowed participants to respond in their own words.

Analysis of the open-ended responses to the consultation questions, and those received in free text form via post and e-mail, required coding of the data. Coding is the process by which each individual response is matched against a series of themes that Ipsos MORI compiled, so that the content can be summarised, classified and tabulated. Each of these codes represents a discrete issue or viewpoint raised by a number of participants in their verbatim responses.

The complete coding frame is comprehensive in representing the whole range of issues or viewpoints given across all of the responses. The codes were continually developed throughout the consultation period as further responses were received to ensure that any new viewpoints emerging were captured and no nuances lost. Any one response may have had a number of different codes applied to it if a participant made more than one point, or addressed a number of different themes or viewpoints. The same code frame was developed for analysing both response forms and letters/emails from the general public and stakeholder organisations.

### 3.7 Interpreting the consultation findings

While a consultation exercise is a very valuable way to gather opinions about a wide-ranging topic, there are a number of issues to always bear in mind when interpreting the responses received. While the consultation was open to everyone, the participants were self-selecting, and certain types of people may have been more likely to contribute than others. This means that the responses can never be representative of the population as a whole, as would be the case with a sample survey.

Typically, with any consultation, there can be a tendency for responses to come from those more likely to consider themselves affected, who are therefore more motivated to express their views. In other consultations, we have found that responses also tend to be more biased towards those people who have particularly polarised views (either positive or negative) about the subject of the consultation.

It must be understood, therefore, that the consultation as reflected through the report can only aim to catalogue the various opinions of the members of the public and organisations who have chosen to respond to the Draft Strategic Transport Plan and Integrated Sustainability Appraisal. It can never measure in fine detail the exact strength of particular views or concerns amongst the general public, nor may the responses have fully explained the views of those responding on every relevant matter. It cannot, therefore, be taken as a comprehensive, representative statement of public and business opinion.

While attempts are made to draw out the variations between the different audiences (where applicable), it is important to note that responses are not directly comparable. Across the different elements of the consultation, participants will have chosen to access differing levels of information about the Draft Strategic Transport Plan or Integrated Sustainability Appraisal. Some responses are therefore based on more information than others, and may also reflect differing degrees of interest across participants. The response form sign-posted relevant chapters of the Draft Strategic Transport Plan to read before responding to each question, but of course it is not known whether each participant read the document in full.

It is important to note that the main aim of the consultation process is to identify any new and relevant information that should be taken into account in the next draft of the Draft Strategic Transport Plan. The report therefore focuses on issues which are raised by a greater number of participants, whilst single mentions, although of interest and value, are not always summarised. Given this, TfN will have a copy of the complete code frame (which details each and every issue raised during

the consultation process) in addition to this report, which by its nature will summarise the key mentions across the various questions asked.

### 3.7.1 Definition of stakeholder organisations

Those who responded on behalf of an organisation or group were classified as stakeholder organisation responses. Those classified as stakeholder organisations included statutory agencies, elected representatives, action groups, transport groups, community groups, local government organisations (including county, district, parish and town councils), and businesses.

The response form asked participants to indicate whether they were responding on behalf of an organisation or group or as an individual. Participants who said they were responding on behalf of a group or organisation were generally classified as a stakeholder organisation, unless it was clear from their response that they were actually members of the public (for instance, those who stated that the group they represented was their family).

The response form asked stakeholder organisations to indicate the category of organisation they felt best described themselves from a pre-determined list. For the purposes of consistency of reporting, stakeholder organisations that responded by email or letter were allocated to categories by Ipsos MORI, to the best of its judgement.

### 3.7.2 Definition of general public participants

Participants who said they were providing their own response in the online and paper response form were generally classified as members of the public, unless it was clear from their response that they were responding on behalf of a group or organisation. Those who responded by email or letter (i.e. not using the online response form) were also classified as members of the public, unless it was clear that they were responding on behalf of an organisation or group.

## 3.8 Free-text responses

The consultation included a number of free-text questions which were exploratory in nature and allowed participants to feed back their views in their own words. Not all participants chose to answer all questions, as they often had views on certain aspects of the consultation, and made their views on these clear, but left other questions blank. Therefore, there were many blank responses to certain questions. The figures in this report are based on all participants commenting on the issues relating to the question (i.e. excluding those who did not answer) and this means that the base size (number of people the results are based on) is different for each question. As previously mentioned, the base sizes for the closed questions will always be a maximum of 339 (although it should be noted that it was not compulsory for all participants to answer all questions, so the actual base is normally lower than this).

While some figures may seem small given the scale of the overall consultation, all those reported on have been highlighted due to their importance relative to other themes.

A number of verbatim comments are included in this report to illustrate and highlight key issues that were raised. These are included in the report in italics. It is important to remember that the views expressed in these verbatim comments do not always represent the views of the group as a whole, although in each case the verbatim is representative of, at least, a small number of participants.

When free-text responses are discussed, it is in a qualitative fashion; the words such as 'few', 'some', or 'many' are used to describe the frequency with which certain comments are made. These are general descriptions of frequency rather than ones based on a specific quantitative frequency.

### 3.9 Reading this report

Chapter 4 of this report ('Analysis of responses'), follows the individual sections of the online response form:

- **Section 4.1** contains a summary of responses about the **proposed vision and pan-Northern transport objectives**;
- **Section 4.2** summarises responses about **transport's role in driving the North economy** (Why? section of the Draft Strategic Transport Plan);
- **Section 4.3** provides a summary of responses about **the major strategic interventions** as presented in the Draft Strategic Transport Plan, specifically:
  - **Northern Powerhouse Rail**;
  - **Long Term Rail Strategy**;
  - **The Major Roads Network for the North**;
  - **Integrated and Smart Travel**;
  - **The seven Strategic Development Corridors**, including short sub-sections covering each of the seven Corridors.
- **Section 4.4** summarises responses about **Delivering Transport for the North's Investment Programme** (How? Section of the Draft Strategic Transport Plan);
- **Section 4.5** presents feedback on the **Draft Strategic Plan overall**, including the level of support/opposition in its current format;
- **Section 4.6** provides a summary of responses about the **Integrated Sustainability Appraisal**;
- **Section 4.7** summarises any **final comments made in the consultation** which do not fit into the previous sections of the report.

The sections are set out with commentary on stakeholder responses, followed by analysis of responses from members of the public.

# Analysis of responses

## 4 Analysis of responses

### 4.1 The proposed vision and pan-Northern transport objectives

This section provides a summary of responses to the consultation which address questions 1a, 1b and 1c of the response form. It includes a summary of unstructured responses (via e-mail and letter) that make reference to these issues.

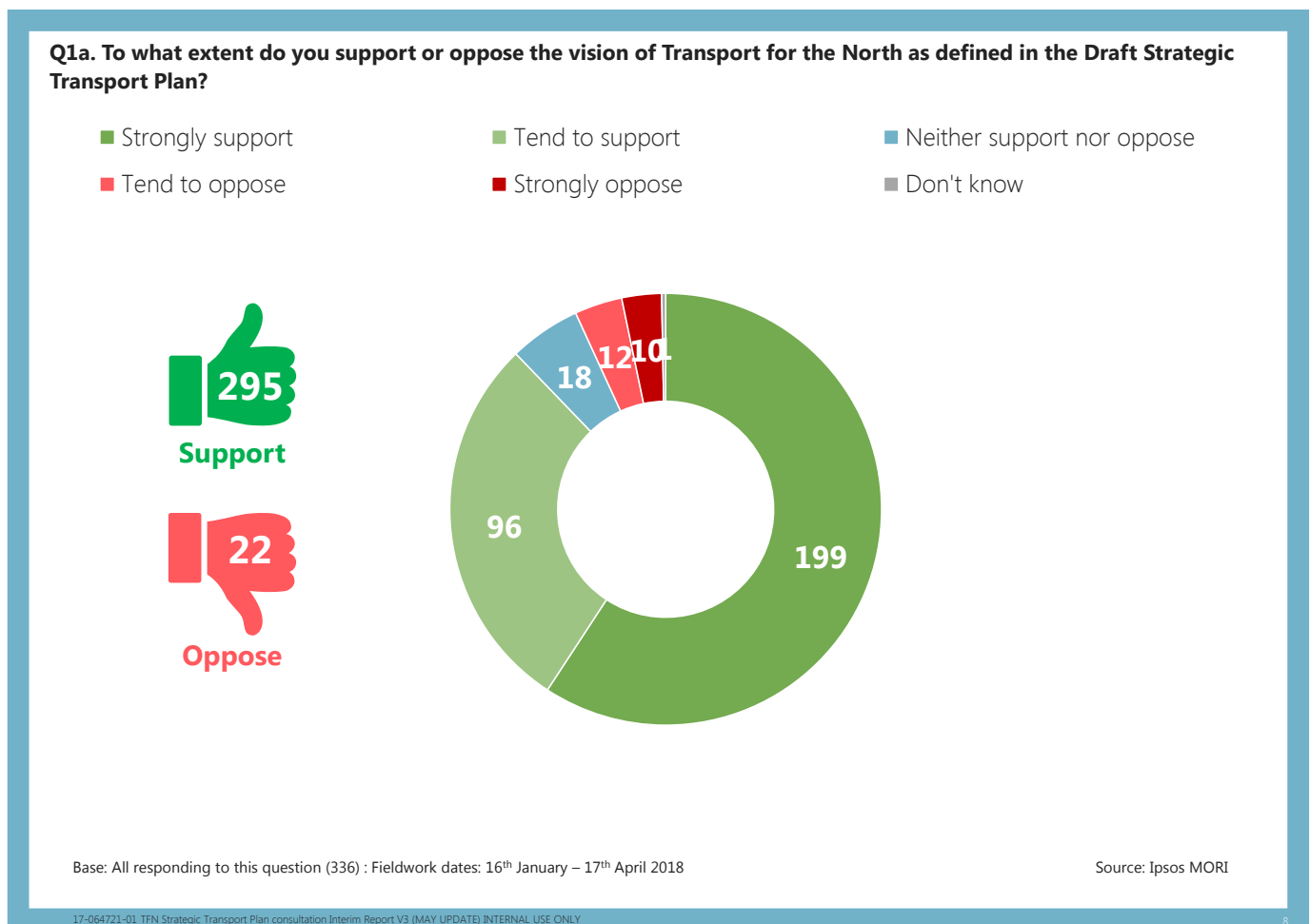
#### 4.1.1 TfN's vision

**Q1a. Transport for the North has a vision, which is to establish “a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life”. For more information see page 12 of the Draft Strategic Transport Plan.**

**To what extent do you support or oppose the vision of Transport for the North as defined in the Draft Strategic Transport Plan?**

Figure 4.1 below shows the responses provided by those responding to Question 1a on the response form.

**Figure 4.1: Support/opposition to TfN's vision**



Of the 336 participants answering this question in the response form, 295 support the vision as it is defined in the Draft Strategic Transport Plan. Two-thirds of those who support it (199) stated they 'strongly' support it. Twenty-two participants oppose the vision, with 10 of these 'strongly' opposing it – nine of these are members of the public whilst one stakeholder organisation strongly opposes the vision. A further 18 have no view either way whilst one participants said they don't know.

The vast majority of stakeholder organisations – 77 out of 82 - responding to the consultation support the vision, with four in five (61 out of 77) 'strongly' supporting it. Four stakeholders (including Rossendale Council, Greater Willington Town Council and Harrogate Line Rail User Group) neither support nor oppose it, whilst one stakeholder (the Mid Yorkshire Chamber of Commerce and Industry Limited), strongly oppose it.

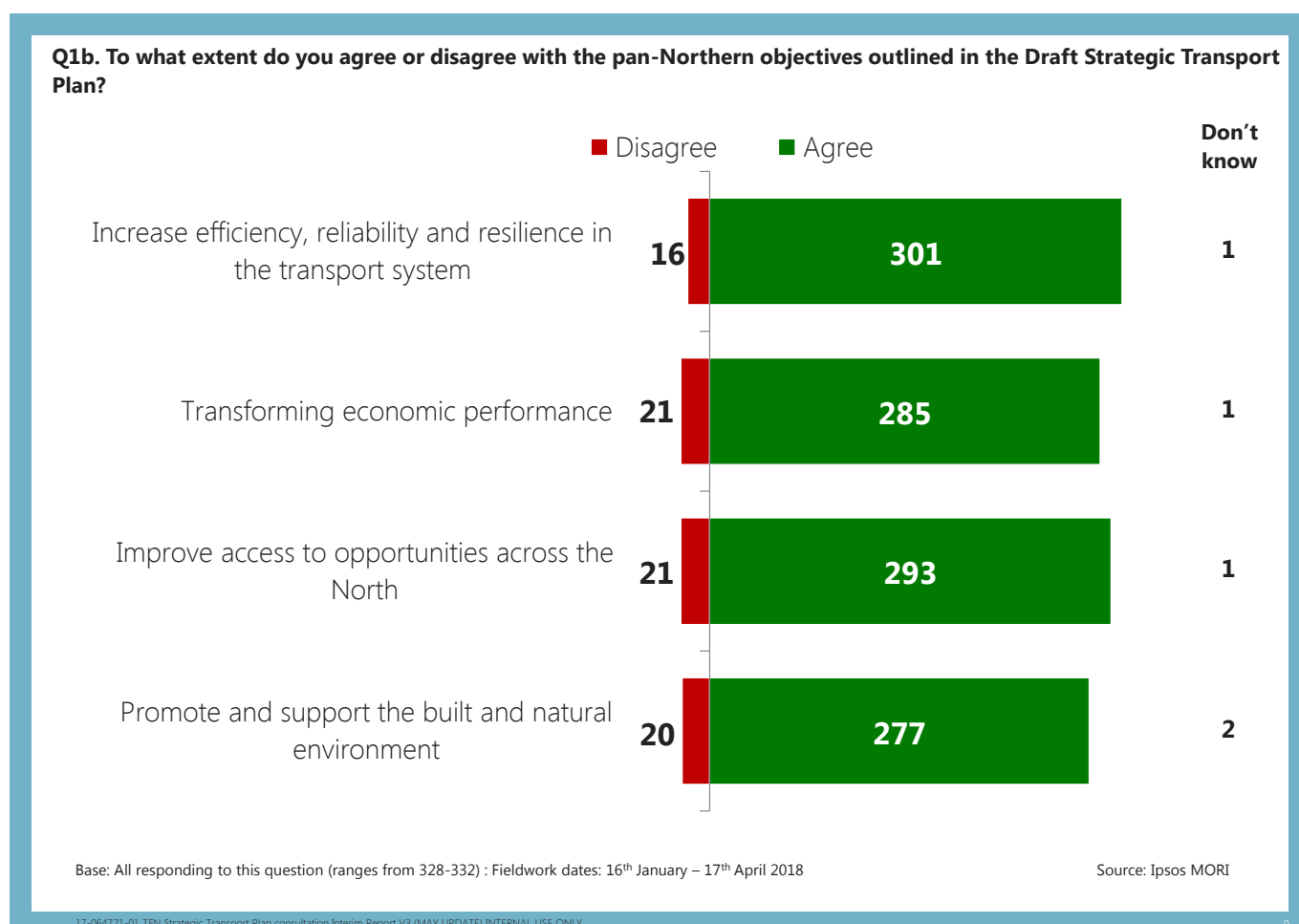
#### 4.1.2 Pan-Northern Transport Objectives

**Q1b. The Draft Strategic Transport Plan has developed four, pan-Northern transport objectives. For more information see pages 12-13 of the Draft Strategic Transport Plan.**

**To what extent do you agree or disagree with the pan-Northern objectives outlined in the Draft Strategic Transport Plan?**

Figure 4.2 shows the responses provided by those responding to Question 1b on the response form.

**Figure 4.2: Support/opposition to TfN's vision**



As with the vision, there is broad support for all of the pan-Northern objectives outlined in the Draft Strategic Transport Plan. There is a slightly greater level of agreement (and lower levels of disagreement) with the objective to ‘increase efficiency, reliability and resilience in the transport system’ (301 agree whilst only 16 disagree), whilst there is slightly less stated agreement with the objective to ‘promote and support the built and natural environment’.

The vast majority of stakeholder organisations agree with the objectives. Only one stakeholder (Mid Yorkshire Chamber of Commerce and Industry Limited) strongly disagrees with the objective of increasing efficiency, reliability and resilience, whilst the same organisation and Aireborough Civic Society disagree with the objective of ‘transforming economic performance’. In terms of the objective to ‘improve access to opportunities in the North’, two stakeholders ‘tend’ to disagree with this, namely the Mid Yorkshire Chamber of Commerce and Industry Limited and Community Rail Cumbria. When it comes to promoting and supporting the built and natural environment, the Community Rail Cumbria organisation ‘tend’ to disagree with this objective.

**Q1c. Please let us know your comments on Transport for the North’s vision and/or the four pan-Northern transport objectives.**

At Question 1c, participants were given the opportunity to provide their own comments in response to TfN’s vision and objectives. Overall, 158 participants made comments which were supportive of the vision and objectives, 142 participants made comments which expressed some concern as to elements of the vision and objectives, and a further 143 made ‘other’ (i.e. neutral) comments.

**Comments showing support for the vision and objectives support**

A large proportion of the positive comments received about the vision and objectives (158) reiterated general support in the tone of their response – 81 participants offered this generic support whilst a further 25 specifically mentioned support of the vision.

***“This is about as bold and far-reaching as it can be while staying within the realm of deliverability”***  
Member of public

***“The vision is logical and clear”***  
Member of public

***“The Chamber of Commerce (CofC) welcomes the pan-northern approach”***  
West and North Yorkshire Chamber of Commerce Transport Forum

***“Transport for the North’s vision for a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life, is something we share”***  
Manchester Airports Group

Beyond offering generic support, more detailed comments were then made which referenced specific elements of the vision and objectives which they particularly support. Overall, those in support are persuaded that delivery of the vision and objectives will stimulate business and economic growth across the North of England and, ultimately, create jobs.



***“The vision of “a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life” would offer our firm and our employees clear benefits in terms of the productivity of our staff, recruitment, deployment of skills, career opportunity and work/life balance”***

KPMG

***“One the objectives, NPP would argue that transforming economic performance and increasing access to opportunities are of greatest importance. This is not a simple transport plan, but an economic plan with transport actions to help it be achieved”***

Northern Powerhouse Partnership

There was a general feeling that the vision and objectives are long overdue and will help to redress the perceived North/South divide which has been well publicised over recent years. 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, which will not only attract visitors to the Northern regions, but also benefit local communities and improve their quality of life.

#### Comments showing concern for the vision and objectives support

A third of those participants expressing concern about the vision and objectives (44 out of 142) felt that the Draft Strategic Transport Plan does not go into sufficient detail about their particular location. This type of comment was quite common about smaller locations such as towns and villages. A further 13 participants felt that the vision and objectives lack ambition and are not wide reaching enough, again with a focus on specific (often smaller) localities and/or places of work. There is a sense that the projected enhancement to transport infrastructure should be inclusive and provide greater benefit across the entire North rather than concentrate on what are perceived to be a few, key localities.

***“I think more needs to be done to make the most of smaller scale projects”***

Member of the public

***“As a resident of Newcastle, and employed in Sunderland; this vision offers little in terms of ground-breaking messages”***

Member of the public

***“I do support the vision and all objectives but, having in lived in various parts of the North West of England all my life am concerned that a thorough review of connectivity issues and possibilities in all areas is undertaken”***

Member of the public

The belief that there are insufficient, planned interventions at a localised level is further accentuated by those mentioning the perceived over-emphasis on cities/city centres and bigger towns and other locations (21 participants).

***“The proposals appear only to focus on city centre to city centre journeys. Unless the train links from the suburbs to the city centres are also improved then the full benefit won’t be realised”***

Member of the public

***“Our research showed that focusing investment on smaller scale projects would deliver real benefits to transport connectivity on the local road and rail routes which small businesses depend on most”***

Federation of Small Businesses

***“Joining the west coast of Cumbria to the North East of England is good but ignores the importance of the £2.72 billion tourism industry to the local and national economy. There is nothing about upgrading the West Coast Main Line north of Preston where train paths are very limited”***

Community Rail Cumbria

***“We need a transport plan that takes the north as a whole not just city centres. Too much local transport has been cut leaving places cut off”***

Member of the public

Other concerns around the vision and objectives centred around a general lack of confidence that they will actually be achieved, with some believing they will take too long (i.e. more than 30 years) to deliver. 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. The concerns around a lack of proposed provision permeate into other areas of transport behaviour, including the lack of encouraging modal shift (particularly on to more sustainable forms of transport, lack of provision for airports and the lack of interventions which would encourage people to reduce the frequency of their travel.

#### Other comments about the vision and objectives

A number of comments were made about the vision and objectives, which do not take a positive or negative tone, but rather reflect participants' personal interests. Such interests spanned a range of transport-related issues. A number of comments referred to the need to focus on rail travel, either by reopening closed train lines (15 participants) or modernising the infrastructure through electrification (10 participants). These responses highlighted quite localised schemes, for example the Woodhead line crossing the Pennines, the York to Beverley line, the Spen Valley Line and the Skipton to Colne line amongst others.

***“The Harrogate Line Rail User Group, would like to see money spent on re-opening old railway lines that were closed in the 1960s”***

Harrogate Line Rail User Group

Other comments relating to the vision and objectives focussed on the need to move towards increasing sustainable travel and the environment. Some responses urged the vision to promote cycling as a form of transport (11 participants), whilst others referenced the need to encourage more walking between destinations.

***“You make no sensible or considered references to cycling. By all means improve the railways (and yes, please do), but you need to build in encouragement and facilities to help and develop cycling”***

Member of the public

***“More reference should be made to bus, cycle and walking as part of the journey, as well as new travel options such as lift sharing, car clubs and other emerging ‘Mobility as a Service’ opportunities”***

Northern National Parks

The need to focus on the environment was expressed through a variety of issues mentioned by participants. A variety of measures were referenced, including the need to reduce emissions (9), reduce congestion (8), introduce congestion charging (10) and reduce car usage (6), as well as to protect areas in the North.

***“We believe the STP should have an explicit carbon reduction objective and target, with a carbon cap for the plan and potential carbon veto on individual interventions. It should include a strengthened commitment to protect National Parks, AONBs, designated wildlife sites, ancient woodlands, and other protected sites from damaging infrastructure development, recognising that the natural environment of the North is one of the region’s key assets”***

Campaign for Better Transport

Finally, some felt there is a need to ensure all four objectives carry equal weight, whereas the current Draft Strategic Transport Plan seemingly gives more prominence to the objectives around economic growth.

***“It would seem from the consultation that economic growth has been given primacy. PHE would agree that economic growth is vitally important, but are concerned that if equal weighting is not given to all the objectives that a sustained and balanced growth will not be achieved”***

Public Health England

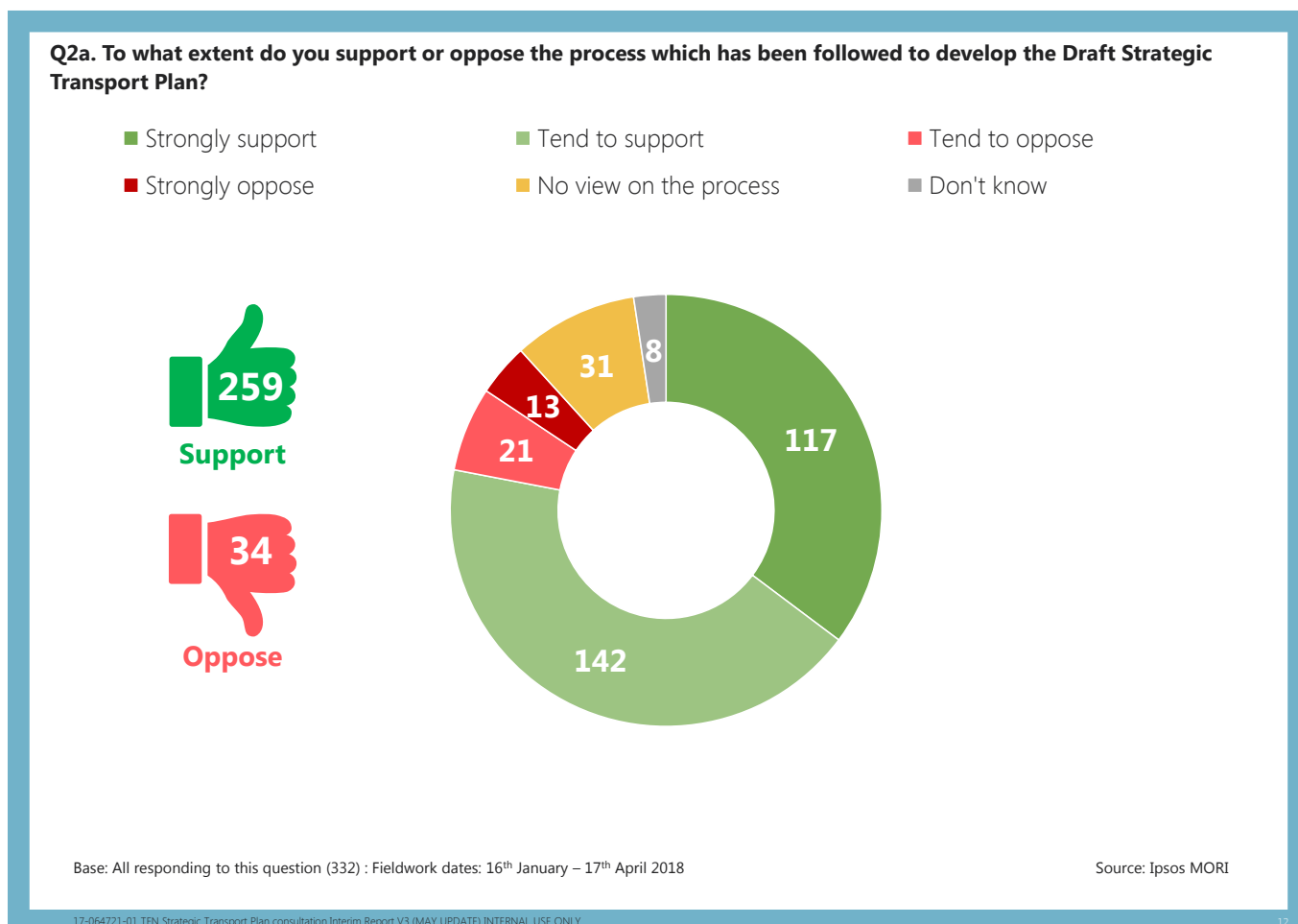
## **4.2 Transport’s role in driving the North economy**

The ‘Why’ section of the Draft Strategic Transport Plan sets out the approach and process for developing Transport for the North’s programmes of work. It sets out the underpinning economic evidence and rationale and outlines TfN’s role in developing the economy of the North.

**Q2a. The ‘Why’ section of the Draft Strategic Transport Plan sets out the approach and process for developing Transport for the North’s programmes of work.**

**To what extent do you support or oppose the process which has been followed to develop the Draft Strategic Transport Plan?**

Participants were asked if they support or oppose the process which have been followed to develop the Draft Strategic Transport Plan, which is set out in the ‘Why?’ section.

**Figure 4.3: Support/oppose the process followed to develop the Draft Strategic Transport Plan**

Nearly four in five (259) of those responding to this question support the process which has been followed to develop the Draft Strategic Transport Plan. Of these just under half (117) 'strongly' support the process, whilst the remainder 'tend to' support it. One in ten responding to this question (34) oppose the process, although only 13 of these 'strongly' oppose it. A further 31 participants have no view on it. A further eight participants don't know.

No stakeholder organisations 'strongly' oppose the process, whilst three stakeholder organisations stated they 'tend' to oppose it. These organisations include Rossendale Council and Bradford Rail Users Group.

**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. These are Connecting People, Connecting Businesses and Moving Goods.**

**Please let us know your comments on the three main roles which transport can play to help drive the economy and deliver transformational change, including if there are any other roles which should be considered alongside these.**

In the open-ended question, 42 participants made comments in support of the three main roles which transport can play and see them as essential to enhancing the economic performance of the North.

A further eight responses offered conditional support, which means that they support the three roles in principle but have some reservation about certain elements of them. 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. However, six participants saw multi-modal connectivity as a key outcome once the three roles have been delivered.

A further six participants also highlighted the importance of tourism, which could be stimulated via transformational change, whilst a further two participants think it will help to redress the North/South divide.

There were 23 participants who expressed some concern as to the three roles defined in the Draft Strategic Transport Plan. Of these, four felt that the Draft Strategic Transport Plan fails to address issues around quality of life/health and wellbeing, whilst a further three also highlighted a lack of vision for reducing air pollution/emissions. Another four participants showed concern as to the lack of balance throughout the three roles, as they perceived that some cities/regions are better served than others.

***“It may be considered that the wider quality of life, safety and environment agendas that transport influences should also be addressed by this strategy. This is an omission at this stage but these themes should be reflected to give a broader balance to what is currently a very business focussed assessment of transport needs and objectives”***

Cheshire West & Chester Council

Others made more general comments in response to the three roles of transport. These comments are varied and cover a range of issues. For example, 12 participants mentioned the need to promote tourism as a key role of transport, whilst eight again highlighted the importance of protecting and enhancing the environment.

## Connecting People

The Draft Strategic Transport Plan identifies ‘connecting people’ as one of three main roles that will help to drive the North economy. Achieving this outcome will ‘improve access to work opportunities and give businesses access to a wider labour market and improve access to leisure and tourism assets’<sup>5</sup>.

### Comments showing support for the role of connecting people

A total of 77 participants explicitly articulated support for this as a main role for transport. Over a third of these (28) supported this as being an essential role, whilst a further two in five (32) of those showing support recognised the improved access to educational and employment opportunities which would come about as a result, as well as the importance of attracting and retaining talent in the North. The wider impact on the economy was also a key strength of this role, with 14 participants referencing how it would stimulate business and create jobs.

***“A transformational improvement in travel times and travel time reliability, as well as improved access for the less mobile groups of the population will not only improve access to jobs but will assist in keeping together/improving social networks and is a must”***

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<sup>5</sup> Draft Strategic Transport Plan – p29

## Member of the public

***“For us as a business, it is about connecting people first and foremost, bringing in new employees from across the north, making it easier for suppliers to visit”***

### Exa Networks

Other comments relate to the ‘softer’ benefits of connecting people, such as improving social interaction (8), improving access to leisure/culture (7) and improving access to health providers (4).

### Comments showing concern for the role of connecting people

A total of nine participants mentioned the prohibitive cost of cross-region travel, the inequality of transport provision across regions in the North and the lack of local connectivity into these.

### Other comments about the role of connecting people

There were 82 participants who commented about the role of connecting people. One in five of these (16) recognise the importance of improving access to educational and employment opportunities. A key factor in this is the need to improve journey times for workers to improve daily commutes.

***“The STP includes a vision of the future where long distance commuting is made easier; however, longer commutes might lead to a detrimental impact on the health and wellbeing of people living and working throughout the region. Longer distance commutes could be possible without a related increase in journey times”***

### Transport for Greater Manchester

Concern was raised that people living in rural areas would not be sufficiently well connected into the transport network (9) whilst seven participants specifically referenced the need to improve travel for those with disabilities (7). Less of a priority is the need to ensure people gain better access to leisure and cultural opportunities, and also generally have the opportunity to improve social interaction, which is of particular importance for marginalised groups.

## Connecting businesses

The role of connecting businesses, and improving connections to ‘collaborators, clients and competitors, including those within the prime and enabling capabilities’<sup>6</sup> is the second role which transport can play to drive the North economy.

### Comments showing support for the role of connecting businesses

There were 42 participants who showed support for the role of connecting businesses. Over half (23) of these emphasised the importance of this role in driving the North economy, with several considering this as an ‘essential’ factor, particularly concerning inter-regional connectivity and the need to move goods.

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<sup>6</sup> Draft Strategic Transport Plan – p29

***“Interconnectivity across the North is far more important than making even faster connections to London, why should it take nearly as long to get from Leeds to Manchester as it does Leeds to London”***

Member of the public

***“ICE is encouraged that TfN, in producing their draft plan, has focussed on the benefits of improving connectivity to enhance a number of the region’s prime capabilities, including: advanced manufacturing, digital, energy and health innovation”***

Institution of Civil Engineers

Connecting businesses will also contribute towards stimulating economic growth and create jobs (17) whilst, crucially, some felt that it would also help to retain skills and talent in the North (7).

#### Comments showing concern for the role of connecting businesses

There were only three participants who highlighted concerns about the role of connecting businesses. One participant did not think that the role made sense, whilst another felt there is a lack of emphasis on digital connectivity.

#### Other comments about the role of connecting businesses

Another 34 participants made neutral comments about the role of connecting businesses. Of these, a quarter (8) highlighted the importance of improving international connectivity, whilst another five reiterated the need to improve journey times for both commuters and also those business people travelling to attend meetings in the North.

## Moving goods

#### Comments showing support for the role of moving goods

There were 40 comments in support of the role that transport could play in moving goods - three in five (24) agree that it is an essential role to be included in the Draft Strategic Transport Plan. Particular importance was placed on the improvement of moving goods to/from ports (8) and airports (5), as well as enhancing East to West freight connection.

#### Comments showing concern for the role of moving goods

There were 14 comments from participants expressing concern about the role of transport in moving goods within and outside of the North. The principal concern is about the barriers which prevent freight from being transported by rail (3), which accompanies a lack of information and understanding about rail freight (2).

***“Whilst we recognise the priority given to passenger rail, we believe a greater emphasis on freight rail should be given in the strategy. By creating more opportunities to move freight by rail we can help to reduce congestion on roads and move freight (which is important for sustaining our economy) in a more efficient and reliable manner”***

Associated British Ports

Others also commented that there is a need to explore the potential to transport freight on waterways.



## Other comments about the role of moving goods

There were 54 other responses about the role of transport in moving goods. Two in five (21) emphasised the importance of increasing freight transport which is carried on rail, whilst a further 12 participants felt that there remains an opportunity to increase the amount of freight which is carried on the waterways and air (6).

***“Connecting business is a must, moving goods needs to be thought out. The roads are too congested now, shipping and aircraft look to be the best solution”***

Member of the public

The need to focus on the first and last mile of journeys when it comes to transporting freight was also emphasised (7), as was the importance of building freight interchanges and terminals in the North which can efficiently cope with freight transfer (5).

## 4.3 The major strategic interventions

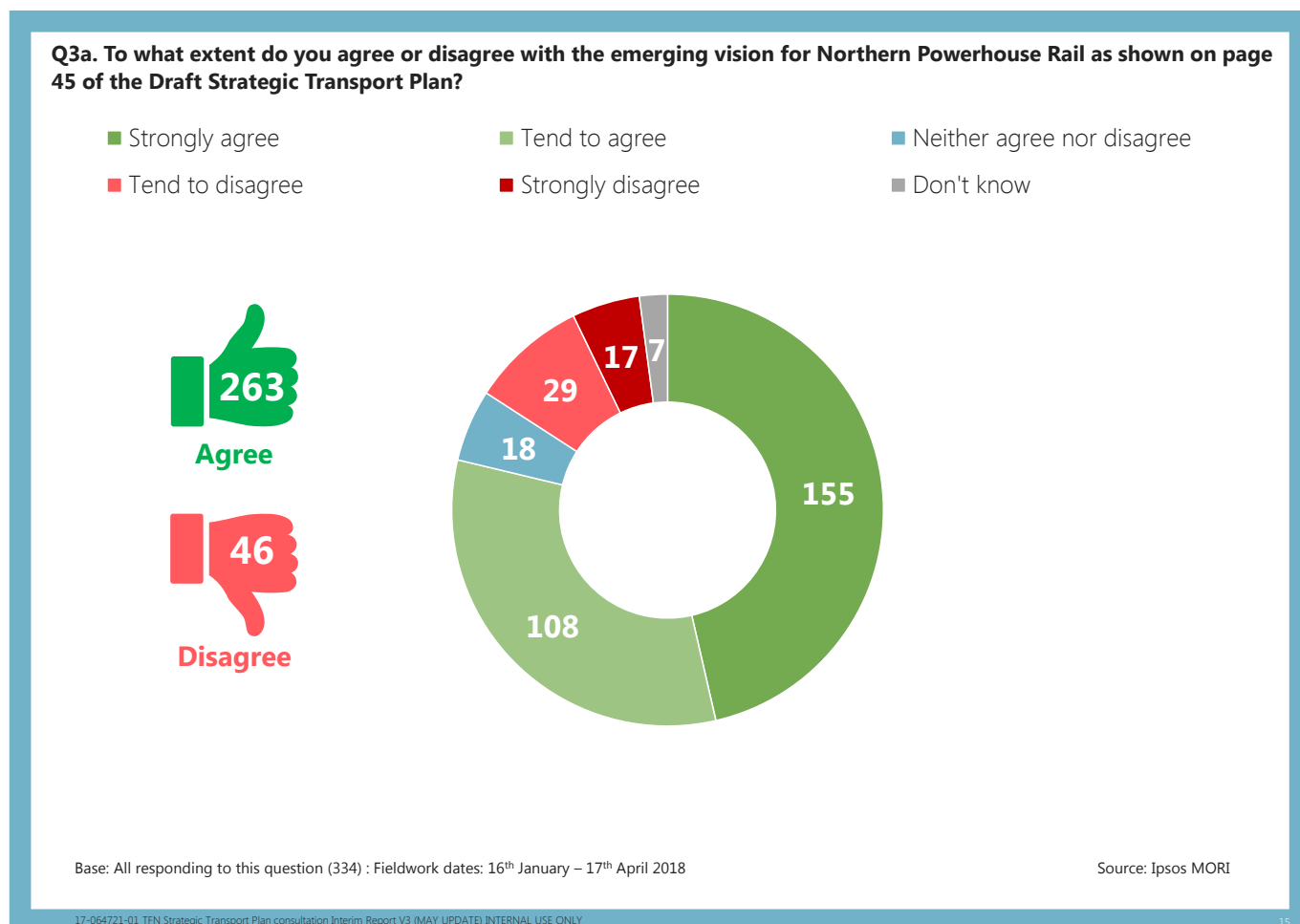
The Draft Strategic Transport Plan goes on to identify the major strategic interventions required in the North. These are set out in the form of various work programmes and the consultation asked a question about each.

### Northern Powerhouse Rail

**Q3a. Northern Powerhouse Rail aims to significantly improve capacity, frequency, speed, and services between the North’s main economic centres.**

**To what extent do you agree or disagree with the emerging vision for Northern Powerhouse Rail as shown on page 45 of the Draft Strategic Transport Plan?**

Northern Powerhouse Rail (NPR) would lead to a step change in the level of rail connectivity between some large cities. It is part of the long-term Rail Strategy and is being developed in line with partners and other strategic agencies, including the DfT. Participants were specifically asked whether they agree with the vision for NPR as detailed in the Draft Strategic Transport Plan.

**Figure 4.4: Agree/disagree with the vision for NPR**

Around four in five participants responding to this question agree with the emerging vision for NPR. Of these the majority (155) 'strongly' agree. A total of 46 participants disagree, with around a third of these (17) 'strongly' disagreeing. A further 18 participants don't have a view either way and neither agree nor disagree with it.

Three stakeholder organisations were ambivalent towards the vision and neither agree nor disagree with it. These include Rossendale Council and North East Action on Transport. Four stakeholder organisations disagree with the vision – three of these 'tend' to disagree, whilst the remaining organisation 'strongly' disagrees. Those organisations who tend to disagree are Community Rail Cumbria, the Harrogate Line Rail User Group and Bradford Rail Users Group, whilst the Mid Yorkshire Chamber of Commerce and Industry Ltd. 'strongly' disagree.

### Comments showing support for Northern Powerhouse Rail

In total, 152 participants commented on NPR. Of these, 84 expressed support for NPR, and 42 expressed general support for the project. A further 18 expressed support which was conditional on NPR including a particular route. Those who support NPR are generally more supportive of wider elements of the Draft Strategic Transport Plan, such as the process it went through to develop it and support for wider vision and objectives. In particular, responses from stakeholder organisations were more positive than those received from the public

***“We are generally very supportive of the Northern Powerhouse Rail work programme”***

Culcheth and District Rail Action Group (CADRAG)

***“The most significant investment priority in the document is Northern Powerhouse Rail (NPR)”***

Transport for Greater Manchester

One of the main perceived benefits of Northern Powerhouse Rail links to improvements to Bradford, which was mentioned by 32 participants in their support for the project. Just under half of these (14) saw the benefit of better connectivity for Bradford city centre station specifically. A third (10) expanded on this, and felt it was vital to improve connectivity with a city centre station to deliver economic growth, to stimulate business and create new jobs. A further two participants also linked connectivity to improving access to education and places of work. A further five saw the social benefits of the project, perceiving it as benefiting local people and communities in Bradford.

***“This young and vibrant city needs connectivity to the wider region to thrive and without economic growth it could become a place with few opportunities and a lot of frustrated, excluded young people”***

Member of the public

***“The improved connectivity will ensure that Bradford remains an important contributor to the Northern Powerhouse and its young population can take advantage of opportunities not only within Bradford but across the whole of the north”***

LCF LAW

Support for Northern Powerhouse Rail through linking it to economic growth, business and jobs generally is an additional reason for support: 11 participants referred to this.

***“Dramatically cutting journey times to Northern cities and towns would create thousands of jobs, increasing productivity and attracting significant overseas investment. Establishing an NPR station in Liverpool alone, alongside HS2 would create 20,000 new jobs and £703m towards the economy”***

Northern Powerhouse Partnership

A total of seven 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.

***“The long term aspiration for the Tees Valley Rail Network is that Northern Powerhouse Rail (NPR) and High Speed Rail (HS2) will play a critical role in further enhancing strategic rail connectivity to the Tees Valley”***

Tees Valley Combined Authority

***“NPR will also maximise the benefits from investment in HS2 by taking advantage of key pieces of new HS2 infrastructure... and significantly increasing the population catchment of HS2 from across the North”***

## Transport for Greater Manchester

***“With NuGen’s new investor being based overseas, we would support any case TfN put forward for a Northern Chord between HS2 and Northern Powerhouse Rail – which has potential to support transformational economic development through enhanced connectivity between Lancashire, Cumbria, Manchester Airport, Manchester and beyond”***

NuGEN

There was a range of less frequently mentioned reasons for supporting NPR, including the promise of improved capacity, quicker journey times, better network resilience and a more frequent service. Other support referenced specific, localised routes whilst some welcomed the general improvement in connectivity across the North.

### Comments showing concern about Northern Powerhouse Rail

In total, 53 participants expressed concerns about Northern Powerhouse rail, equivalent to around three fifths of the number that expressed support (84). The main concerns were focussed on the exclusion of particular areas – 13 participants mentioned that a particular local area was not included within the scope of NPR and urged future inclusion. An additional five responses referred to a lack of balance, with certain cities and regions perceived to be more favoured compared to others, whilst other participants (4) worried that there is too much of an emphasis on particular locations. A further five participants expressed concerns that the plans for NPR are not extensive and ambitious enough, whilst a further three mentioned a lack of provision for railway links in particular locations.

***“It appears to ignore other large centres of population and transport hubs in its path”***

Member of the public

***“Becoming regionally disadvantaged in addition to the already huge north/south divide does not look like progress”***

Member of the public

Reference was also made to the perceived over-emphasis on the East to West corridor (3). Three participants felt there will be too many stops.

***“I was disappointed by the lack of vision for linking Sheffield to Manchester and for linking in Hull, Teesside & Cumbria - both to the rest of the Northern Powerhouse but also to their neighbours... No mention either is made of the "last mile" in these journeys - where's the vision for urban rail to link homes and businesses to the hubs?”***

Member of the public

***“Overall, any improvements to the rail network across the North are great and I fully support them, but what about places like my hometown of Sunderland? The planned rail improvements appear to make no consideration to Sunderland and seem to focus on cities that are already well served by rail connections”***

Member of the public

Some participants were pessimistic as to the cost of NPR, with five believing it to be too expensive and not providing value for money. There are also concerns that journey times will not be improved (four), 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.

***“The cost of NPR will be enormous - it will absorb a huge proportion of the rail budget - yet it will only give a 10 minute saving between Leeds and Manchester”***

Member of the public

***“The TfN proposal has lost the original 30min journey time targets between Leeds/Sheffield/Manchester. These are integral to the rationale for TfN and delivering the economic capability of the North of England”***

Member of the public

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 Strategic Transport Plan being too ambitious, and that it will take too long. Some participants also referenced the over-reliance on HS2 which would prevent NPR from ever becoming a reality. Other concerns referred to a lack of provision for the North East and the West Coast Mainline, and too much emphasis being placed on cities. There are also a number of single references to concerns about specific areas and routes which are not included, and the rationale for including/not including those routes.

***“We do have some concerns over the NPR vision (...). This includes ‘other significant economic centres’, however Scunthorpe is not shown as one, although Grimsby is. It is unclear how the ‘other significant economic centres’ have been defined”***

North Lincolnshire Council

Other comments about Northern Powerhouse Rail

A total of 92 participants made ‘other’ comments about NPR, which were not particularly supportive but nor were they negative. A common theme which was raised by participants was the need to improve connections by reopening closed lines and improving particular routes (65). The need for improved connectivity extended to improving connections to medium/larger towns, local routes, and the ‘first and last mile’ of journeys. There were also mentions of improving connectivity through specified routes, such as East to West, Liverpool to Manchester, and Bradford city centre (23 participants).

***“Tackling real and sustainable improvements along existing rail corridors and, where necessary, reinstating severed links will serve the many local communities better [than HS2]”***

Member of the public

***“Although the report focus on connecting the major cities of the north there is little mention of connecting medium to large towns across the north by rail”***

Member of the public

***“Northern Powerhouse Rail must identify and cater for end to end journeys not simply city to city”***

## The Wrexham-Bidston Rail Users' Association

Another commonly mentioned theme relates to improving the infrastructure on the existing network and particular locations/lines (32 participants). Specific measures raised included the need for electrification on the existing network, a need for improved parking at stations, and station improvement more generally (four participants mentioned the need for new, additional stations as well). Participants also referenced specific, existing routes with infrastructure that needs updating, such as Trans-Pennine routes and the East Coast Mainline (11).

***“These improvements surely must stretch beyond the HS2 interchanges and upgrade the existing trains and track infrastructure on all the lines highlighted on the “Northern Powerhouse Rail” plan. Only then will this objective can truly be achieved and have greater impact for the Northern economy”***

North East Action on Transport

***“The cross Pennine services are a limitation to economic development - it is almost faster for a Manchester colleague to meet a Sheffield colleague in London - and after HS2 this may be the case. This is clearly a major transport issue and drives disinvestment from the North”***

Institute of Economic Development

While some participants emphasised the need for the development of NPR in preparation for integration with HS2, others don't think NPR should wait for HS2 to be developed, but should be prioritised ahead of its development. Another response wants NPR to be separate from HS2 and not integrate at all.

***“If we in the North are to benefit from HS2 (or even without it) we desperately need an upgraded rail system both in terms of track capacity and resilience along with better longer trains”***

Member of the public

***“The Northern Powerhouse Partnership (NPP) is calling on Government to deliver Northern Powerhouse Rail (NPR) at the same time as HS2 as a major step to narrowing the North-South divide, opening up much larger potential labour markets for businesses and enhanced leisure and social activities for families”***

Northern Powerhouse Partnership

Other responses referred to the need for NPR to integrate freight movement, and improve capacity on particular lines. Others cited the need for NPR to minimise its environmental impact, whilst another participant referred to the need to mitigate the disruptive impact on local people and communities. Several comments discussed the potential management and operation of the project, including the suggestion that TfN should take on and manage certain franchises.

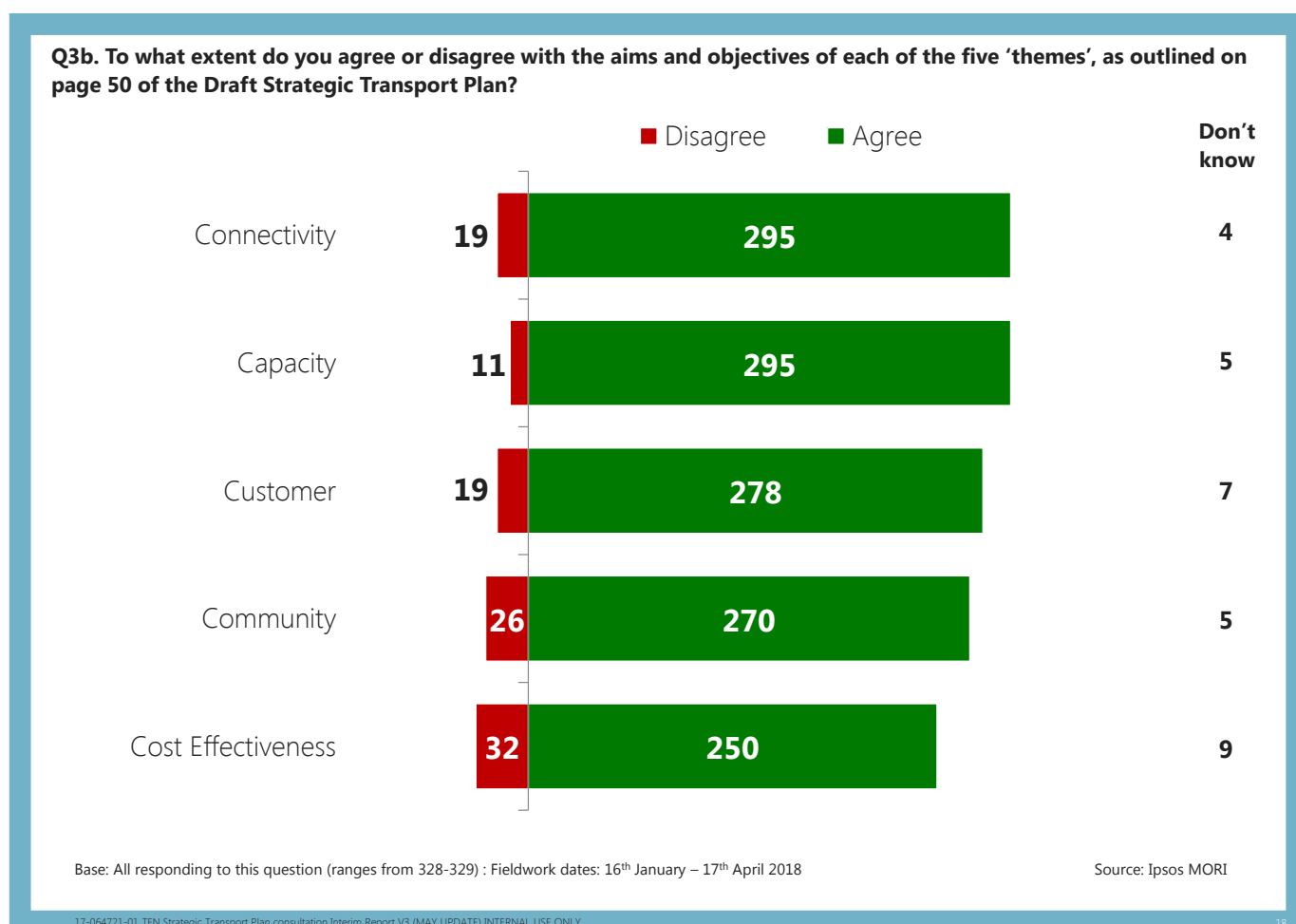
## The Long Term Rail Strategy

The Long Term Rail Strategy aims to improve train services, stations and lines on the wider rail network. It defines a series of five 'themes', each addressing one or more of the key gaps preventing the current rail network from delivering the pan-Northern transport objectives.

**Q3b. To what extent do you agree or disagree with the aims and objectives of each of the five 'themes', as outlined on page 50 of the Draft Strategic Transport Plan?**

Participants were asked to what extent they agree or disagree with the aims and objectives of each of the five themes as outlined in the Draft Strategic Transport Plan.

**Figure 4.5: Agree/disagree with the aims and objectives of the five themes**



A clear majority of participants agree with the key themes of the Long Term Rail Strategy. Around nine in ten (295) agree with both connectivity and capacity, whilst fewer (250) agree with cost effectiveness. The greatest level of disagreement is with cost effectiveness – 32 participants disagree with it as a theme.

#### Comments showing support for the Long Term Rail Strategy

Overall, 98 responses made a comment in response to the Long Term Rail Strategy, with 32 expressing support. A third of the responses in support of the Long Term Rail Strategy (11) expressed general support, with three responses expressing conditional support. An additional third (10) showed support for the Long Term Rail Strategy mainly because it is necessary and overdue. Others supported it because of the projected increase in capacity, which is one of the outcomes of its implementation (5 participants).

***"A long term strategy, backed by clear delivery commitments, timing and cost, is to be welcomed"***



Member of the public

***“Capacity – We strongly support this objective, & the recognition of the need for large-scale modal shift”***

Association of Community Rail Partnerships

***“The LTRS contains a well evidenced and comprehensive set of strategic gaps, conditional outputs and desirable minimum standards for passenger rail services. It is important for the North’s rail network to have a consistent baseline from which its vision can be built so this is welcomed by TVCA. LTRS then sets out a clear strategy to deal with address these gaps and deliver these standards which is also welcomed”***

Tees Valley Combined Authority

Improved connectivity is another key reason why participants showed support for the Strategy. A total of five participants mentioned the improvement in overall connectivity, with specific priority routes referenced including from the North to Scotland and London, the North to South corridor and the East to West corridor, as well as connections to airports and ports.

The benefits of the Long Term Rail Strategy to communities is another factor mentioned by four participants and others cited the improvements that the Strategy’s implementation could deliver for social inclusion and equality.

***“We strongly welcome the inclusion of communities as a key strand. This is vital because for rail’s development to be inclusive, future-focused, & ambitious in delivering maximum value, it must fully consider the needs & aspirations of everyone, beyond current passengers. We welcome the acknowledgement of rail’s important role in tackling deprivation, isolation, inequality and exclusion”***

Association of Community Rail Partnerships

Other 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.

### Comments showing concern over the Long Term Rail Strategy

There were 36 responses in total with concerns about the Long Term Rail Strategy, all of which varied in content with many only being mentioned by one response.

A key concern among participants is HS2, with five participants expressing general opposition to the scheme (although 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.

***“Too much belief that HS2 will bring major benefits when far better smaller, less costly local area schemes would be much more appropriate”***

## Member of the public

Other comments expressed concern over whether wider connectivity is a theme which is sufficiently embedded in the Long Term Rail Strategy. Some participants also 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 Mainline and the East to West travel corridor.

***“We strongly support this objective. But we recommend a stronger, clearer focus on bringing about smoother, easier, more sustainable end-to-end journeys, by better connecting rail travel with other sustainable & active modes”***

Association of Community Rail Partnerships

General concerns were raised about a lack of information included in the Draft Strategic Transport Plan about rail improvements, new stations, inter-urban links, local rail strategies and associated projects. 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. 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.

***“There are also vast swathes of the north that are totally isolated from rail services - how does TfN intend to address this?”***

Member of the public

## Other comments about the Long Term Rail Strategy

In total, 78 comments about the Long Term Rail Strategy expressed neither concern nor support, but made a neutral comment in response.

Connectivity was a central theme in these responses, with 26 participants recommending that previously closed railway lines should be reopened. A further 13 participants discussed the need to improve particular routes and another 13 referred to need to improve connections in particular locations. 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.

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. Other participants highlighted key areas of focus when it comes to enhancing connectivity, including improving certain routes (e.g. East to West, East Coast Mainline, West Coast Mainline), facilitating better access to education/work and key business locations, and concentrating on the ‘first and last mile’.

***“One thing that I think needs to be flagged up is local links that play a strategic role...I feel that a list of key local links that play a wider regional role would be useful, both in terms of helping local areas prioritise investment, showing regional support for local projects and demonstrate that the users will come from a wider area than just the immediate locality. Examples could include airport or sea port links, local transit connections to key business locations related to the NP capabilities etc.”***

Member of the public

Another theme mentioned in multiple responses is infrastructure and capacity. A total of nine responses referred to the need for electrification, the need for greater capacity for freight (7), improved capacity overall (6), improved frequency (6), developing 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.

***“Rail electrification is the most efficient provider of i) network capacity and improved journey times... ii) passenger-carrying capacity... iii) energy efficiency”***

Member of the public

Other less frequent comments referred to issues around customer experience and ensuring a higher standard (6), and improved reliability, speed, affordability, safety, and punctuality.

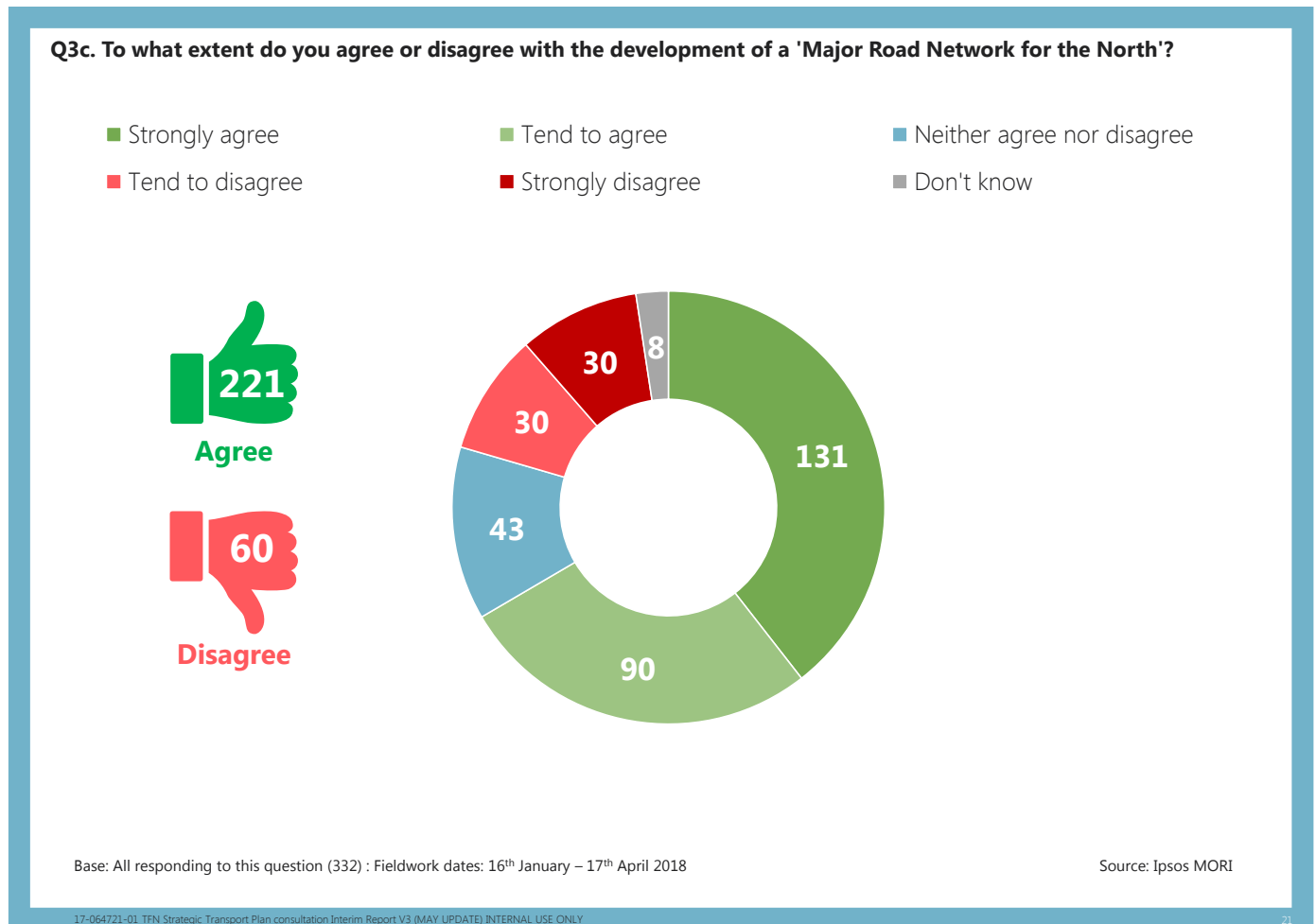
Issues around sustainability were also mentioned. These include reducing congestion and air pollution, being sustainable (in general), promoting cycling and walking to stations, focusing on social inclusion, and engaging communities.

## The Major Roads Network

The Major Roads Network for the North (along with Strategic Road Studies) aims to improve the reliability, efficiency, quality and resilience of the North's road network. Transport for the North and its Partners have identified a Major Road Network for the North, which includes roads managed by local transport and highways authorities and also those managed by Highways England (such as Motorways and A-roads). This approach is based on the principle that the last mile can make all the difference as to whether goods or people arrive on time and/or as efficiently as possible, and so management and investment of this Network is a priority.

### **Q3c. To what extent do you agree or disagree with the development of a 'Major Road Network for the North'?**

Participants were asked whether they agree or disagree with the development of a Major Road Network for the North.

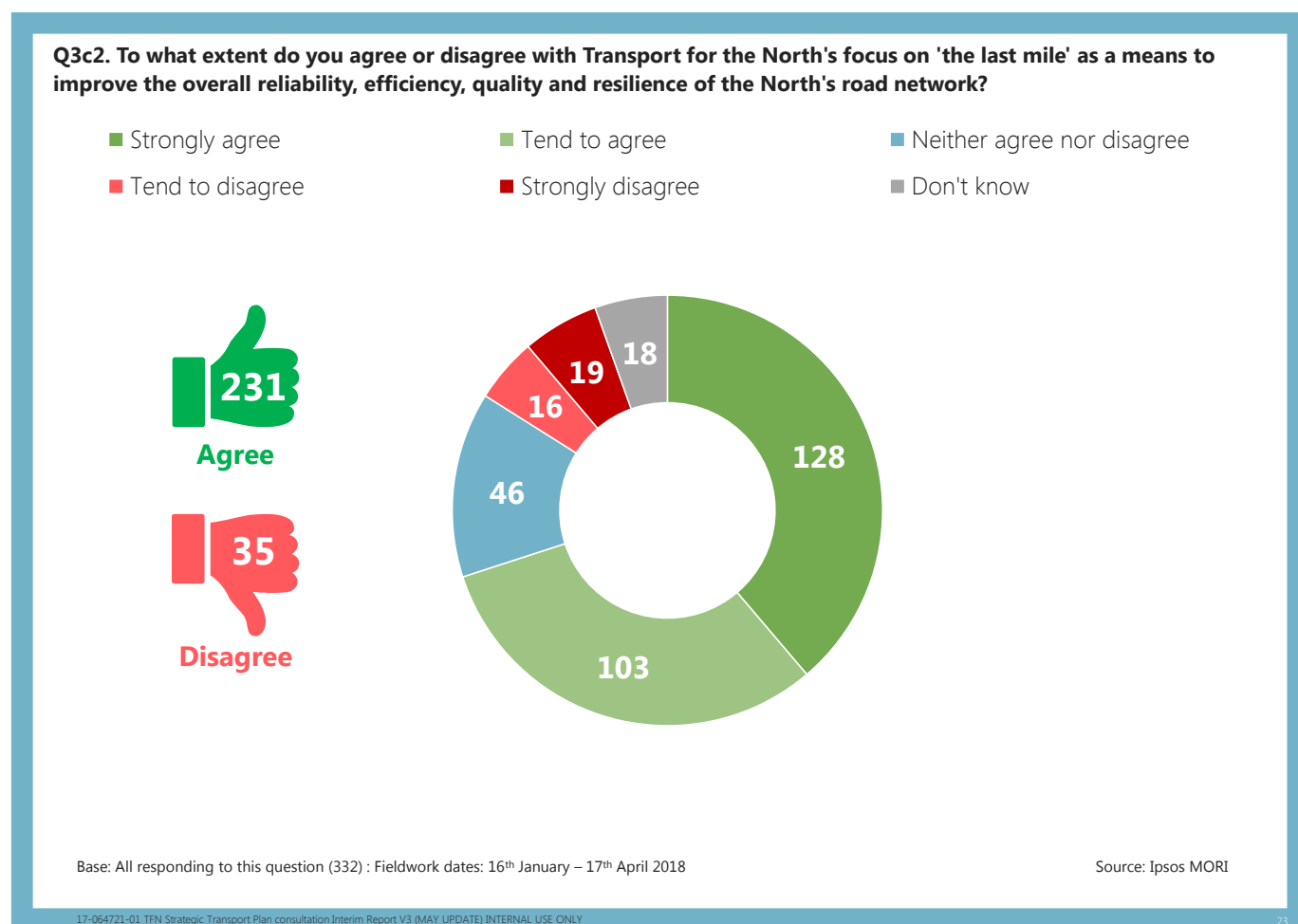
**Figure 4.6: Agree/disagree with the development of a Major Road Network for the North**

Around two-thirds of participants responding to this question (221) agree with the Major Road Network for the North. However, nearly one in five (60) participants disagree with its development – half of these (30) 'strongly' disagree. This represents the greatest proportion of disagreement to any of the major strategic interventions included in the Draft Strategic Transport Plan. An additional 43 participants neither agree nor disagree, whilst a further eight do not know.

Much of the disagreement comes from members of the public – eight stakeholder organisations disagree with the intervention, which is a tenth of all stakeholders responding to this question (82). The organisations which disagree are varied and include the Association of Community Rail Partnerships, the Woodhead Railway Heritage Group, Aireborough Civic Society, the Mid Yorkshire Chamber of Commerce and Industry Limited, Network Rail IP Signalling, the Harrogate Line Rail User Group and the Stalybridge to Huddersfield Rail User Group.

**Q32c. 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?**

Participants were then asked whether they agree or disagree with a specific area of the Major Road Network for the North, which is the focus on the 'last mile' as a means to improve the North's road network overall.

**Figure 4.7: Agree/disagree with TfN's focus on 'the last mile'**

Over two-thirds of participants answering this question (231) agree with the focus on the 'last mile' to improve the road network in the North. Of these, over half (128) 'strongly' agree with it. Around one in ten responding to the question (35) disagree with the focus, whilst a further 46 neither agree nor disagree. A further 18 participants do not know.

The majority of stakeholder organisations agree with this focus, whilst five organisations disagree. Those stakeholders disagreeing with the approach include Woodhead Railway Heritage Group, the Mid Yorkshire Chamber of Commerce and Industry Limited, Harrogate Line Rail User Group and the Bradford Rail Users Group.

Overall there were 69 responses commenting on the Major Roads Network for the North work programme. They were generally from responses that were more positive about the STP and its plans.

### Comments showing support for the Major Road Network for the North

Overall there were 69 participants commenting on the Major Roads Network for the North work programme. Of these, 23 participants showed support for the Major Road Network. A third of these (7) felt that identification of a Major Roads Network for the north was overdue and necessary and that such an approach would deliver economic growth as a result (6). A further five participants supported the Major Road Network for the North conditional on certain factors.

***“The CofC welcomes TfN’s recognition of the importance of the “last mile” but would like to see more clarity about how partners will work together to make this happen”***

West and North Yorkshire Chamber of Commerce

***“A resilient and efficient road network is critical to the economic growth of the County”***

Durham County Council

Another factor driving support is the perception that the Major Road Network for the North can bring environmental benefits, such as by installing the infrastructure to encourage the use of electric vehicles and also improve air quality.

***“NEAT believes TFN needs to actively work alongside organisations like “Highways England” to fully understand their intentions to reduce carbon emissions to conduct plans which are safe for all drivers and passengers”***

North East Action on Transport

***“The advancement of technology and the encouragement of the use of electronic vehicles is a good idea but should not be the only “one to tackle this issue”***

North East Action on Transport

Other, less frequent comments highlighted the fundamental importance of connectivity, including the critical importance of improving the ‘first and last mile’. Certain specific routes were identified for connectivity improvements, such as Durham and the Sheffield to Manchester route. 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.

#### Comments showing concerns over the Major Road Network for the North

There were a similar number of participants who expressed some concern over elements of the Major Road Network for the North - 22 in total. As has been seen with responses expressing concern to the other work programmes, most reasons are only mentioned a small number of times, or just once. The most commonly expressed concern is over capacity; that the Major Road Network for the North will lead to increased congestion (5 participants).

***“Road studies show that new roads increase traffic creating congestion elsewhere - as you will be aware. This cannot be mitigated in urban areas leading to more congestion and pollution”***

Aireborough Civic Society

A number of other comments expressed concern that a Major Roads Network for the North would have on the environment, with the main reservation being that it would lead to an increase in air pollution. Aligned to this, there was also concern about the impact on communities and the quality of life within them.

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). Specific routes are also mentioned: concerns over the A628 upgrade, and a lack of vision for the A637.

***“I would like to be assured that investment will be fair and shared evenly across the North”***

Member of the public

***“We would like reassurance that an even spread of schemes across the North of England will be brought forward, which includes the smaller authorities”***

North Lincolnshire Council

A few responses related to the specificities of the Draft Strategic Transport Plan itself – inconsistencies with the Department for Transport’s Strategic Road Network, and concerns that the Major Road Network for the North is not far reaching enough. Finally, there was concern that implementation of the Strategy would take too long to deliver.

#### Other comments about the Major Road Network for the North

In total, there were 56 ‘other comments’ about the Major Road Network for the North. The most common theme raised relates to existing infrastructure which requires modernisation, particularly A roads (15 participants), motorways (11 participants), and the local road network.

Other comments felt there should be a focus on trying to reduce traffic on the roads, though schemes such as park and rides (to avoid cars entering and parking in city and town centres) and improving bus services to encourage modal shifts. Some participants felt that freight traffic should be limited to reduce congestion whilst other comments referenced other areas of the Network which required attention, including exploring the option to increase the number of tunnels, implementing smart motorways, updating speed cameras, and building new relief roads.

***“We need to have more park and ride, greater restriction of car parking in town centres, and realistic alternatives such as light rail (for larger cities), cheap and frequent bus services, and safe cycling routes with hire bikes in order to transform local transport and free up road capacity for the essential journeys”***

Member of the public

Other responses cited the need to reduce congestion by actively encouraging cycling.

***“Improving traffic flow would go a long way to making the system run more smoothly”***

Member of the public

Further comments were received about connectivity. Such comments focussed on the need to connect to particular locations, improving journey times, focus on the ‘first and last mile’, integrate the urban/inter-urban network, and ensure the Major Road Network for the North is compatible with other road network schemes. Particular routes mentioned include Manchester to Sheffield, and connections to Leeds airport.

***“Good road connections within region and across regions is essential to the economic development of the region”***

National Agri-Food Innovation Campus

Some participants also wanted the environmental impacts of air pollution and damage to wildlife habitats to be mitigated, and others wanted the plan to consider the infrastructure for electric vehicle charging, and the implementation of tolls on major motorways.

Comments relating to the Draft Strategic Transport Plan more broadly wanted to see it downgraded in terms of priority compared to the other areas of the work programmes and be well planned rather than a series of sporadic interventions.

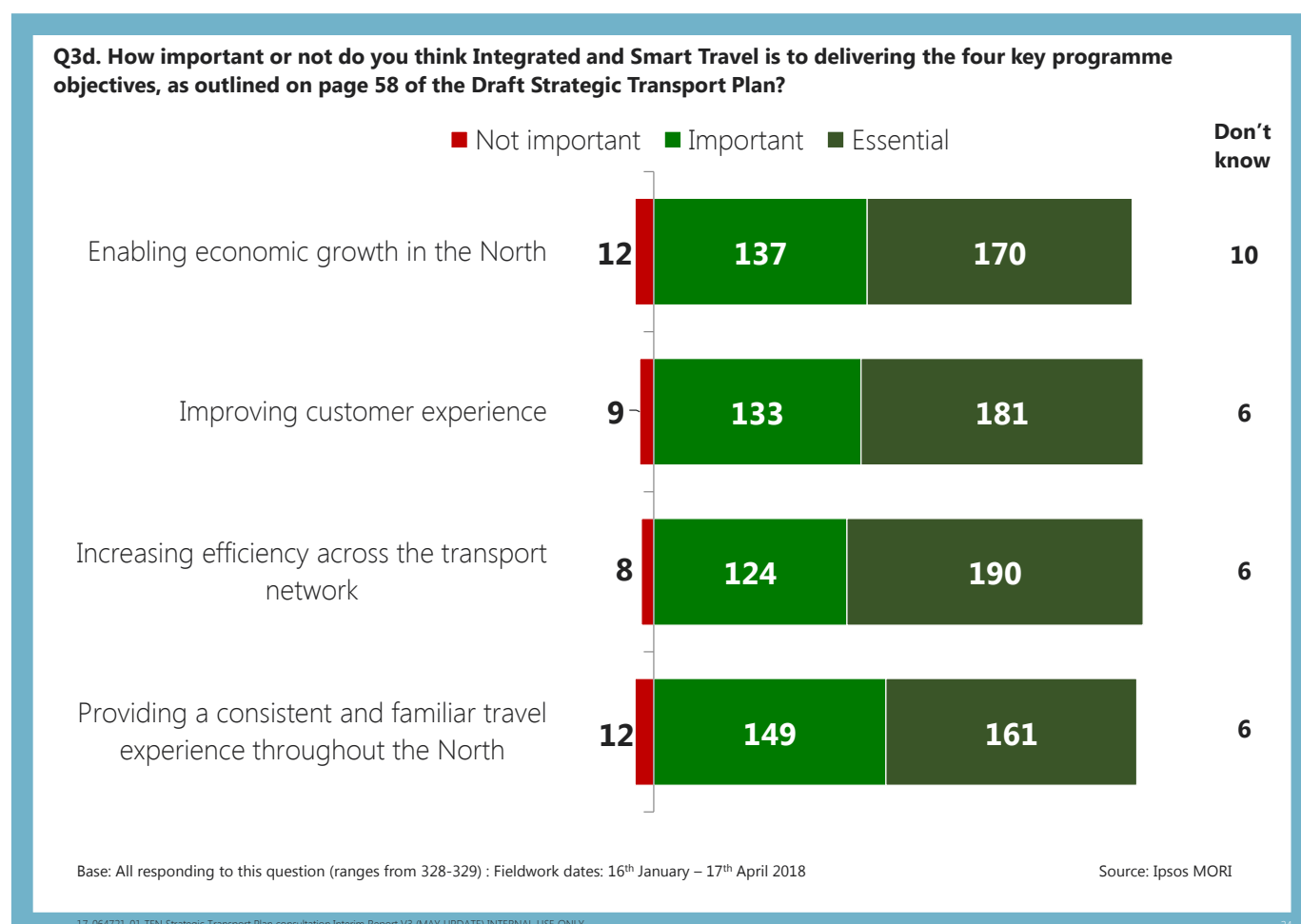
## Integrated and Smart Travel

Integrated and Smart Travel aims to improve the experience for people using public transport across the North.

### Q3d. How important or not do you think Integrated and Smart Travel is to delivering the four key programme objectives, as outlined on page 58 of the Draft Strategic Transport Plan?

Participants were asked how important they felt integrated and smart travel is to delivering the four key programme objectives.

**Figure 4.8: Feeling Integrated and Smart Travel is delivering the four key programme objectives : importance**





Responses to this question show that the majority of participants in the consultation think that integrated and smart travel is either important or essential to delivering the four key programme objectives. For each of the programme objectives, a greater number of participants see integrated and smart travel as ‘essential’ compared to ‘important’.

#### Comments showing support for Integrated and Smart Travel

Overall 56 responses commented on Integrated and Smart Travel, and there were 38 responses in support of this work programme. There were 21 comments which supported Integrated and Smart Travel on the basis that it is necessary/overdue, and an additional 13 expressed general support. A further three comments included conditional support.

***“This is crucial in transforming travel for all passengers in the North making bus/rail a more convenient and attractive mode of travel. It also ensures that the passenger interface for bus/rail keeps pace with modern technology”***

North Lincolnshire Council

***“This is essential for achieving an efficient network enabling people to have an appropriate door to door process”***

Yeme Architects

One of the most common mentioned reasons for supporting Integrated and Smart Travel is that it will provide simpler journeys (6 participants) and improved efficiency when travelling on multi-modal journeys. The same number of participants (6) also supported the prospect of reduced transport costs.

***“Integrated and smart travel is essential to... increasing efficiency across the transport network”***

Transport for Greater Manchester

***“Smart ticketing would be welcomed and should assist in the long run with easier and more affordable alternative travel options”***

Durham University

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. 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. Another benefit is the prospect of live travel updates and more information available to customers to make decisions about how they travel.

#### Comments showing concern over Integrated and Smart Travel

The total number of participants expressing concern over integrated and smart travel is 11, less than a third of the number of responses showing support. The lower numbers of participants making such comments means that individual reasons for

concern are only expressed by a small number of responses. The most common concern was that integrated and smart travel should not be delivered as a priority ahead of the other work programmes in the Draft Strategic Transport Plan (3).

***“It seems a bit of a pipe-dream luxury focusing on integrated and smart travel in the already relatively smart area of inter-city travel. It is far more important to concentrate on the antiquated, rickety shambles that is privatised public transport”***

Member of the public

Other reasons for concern included a lack of confidence in the roll out delivery of a North-wide solution, as well as those who expressed doubt about autonomous cars, a failure to address competition between transport companies, and a lack of information about smart cards and the complexities of the system.

#### Other comments about Integrated and Smart Travel

There were 38 participants making comments which were neither positive or negative, but more neutral in tone. The most common comments urged TfN to follow ‘tried and tested’ systems already operating successfully in other cities, in particular, in London (7 participants). Others advised TfN to consult with experts prior to implementing this work programme.

***“I really encourage research into how European travel networks... set up their travel, including smart ticket options for use across the North”***

Member of the public

Other comments referred to the specificities of the transport modes which integrated and smart travel would cover, including affordability (5 participants), the removal of peak restrictions, reliability, efficiency, and ensuring delays are minimised.

***“Integrated and smart travel are great, what is more important is to make fares economically viable for people to access more opportunities”***

Member of the public

In terms of the parts of the transport network included in integrated and smart travel, four participants felt it important to include the bus network, whilst another participant felt it would only work effectively if all modes of public transport were included. Other less frequently mentioned comments included the need for a focus on the ‘first and last mile’, encouraging greater use of public transport, improving access to Eurostar tickets, and including bike hire.

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.

Other responses discussed accessibility for smart and traditional payment methods, whilst another participant suggested it should be free for people with disabilities.

In terms of the future, other responses referred to the importance of addressing future/ additional needs, and offering a long-term solution to mobility as a service.

Regarding technology, some participants felt that integrated and smart travel must integrate contactless payments, access to real time information, the integration of smartphones to buy tickets, and online top-ups. In terms of the system's infrastructure, another participant discussed the importance of modernisation.

***“Onboard wifi, 4g, charge point, CCTV, count-down timers for next train at station, on-board reliability screen for all to see how performing Radio background music in carriages SMART phone/app integration for ticket purchase”***

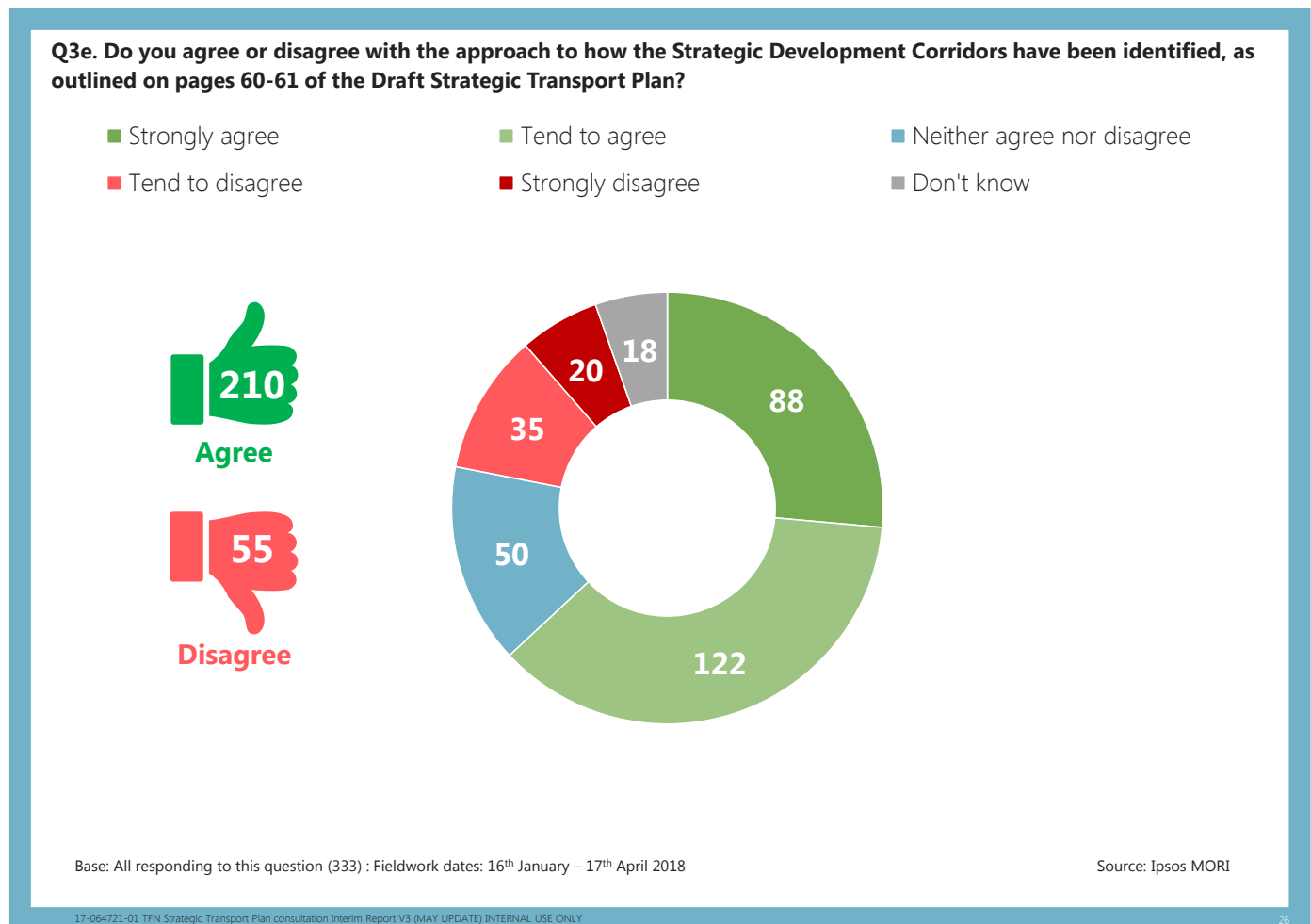
Member of the public

### Strategic Development Corridors

Seven 'Strategic Development Corridors' (SDCs) have been identified to help inform major strategic transport interventions.

**Q3e. Do you agree or disagree with the approach to how the Strategic Development Corridors have been identified, as outlined on pages 60-61 of the Draft Strategic Transport Plan?**

Participants were asked about the approach which had been taken to identify the SDCs.

**Figure 4.9: Agree/disagree with the approach taken to identify the SDCs**

Overall, the majority of participants (210) agree with the approach taken to identify the SDCs. A total of 55 participants disagree, 20 of these 'strongly disagree'. Another 50 participants 'neither agree nor disagree' whilst a further 18 do not know.

Most stakeholders responding to this question (62) agree with the approach taken to develop the SDCs. However, eight stakeholder organisations disagree, two of these 'strongly'. The two organisations which strongly disagree are Mid Yorkshire Chamber of Commerce and Industry Limited and the Bradford Users Group. Those organisations who 'tend' to disagree are Community Rail Cumbria, Rossendale Council, Bradford Breakthrough Limited, Confederation of Passenger Transport Aireborough Civic Society and Transport for Greater Manchester.

### Comments showing support for the SDCs

There were 17 participants who made comments in support of the strategic development corridors approach. Half of these (8) offered general support whilst a further five offered conditional support. Overall, the approach to ensure people, goods and services are able to move quickly and more reliably across the North of England was seen as a positive approach. The corridors were also seen to be important to deliver joined up transport planning, which will contribute to developing pan-Northern routes, rather than localised (and often piecemeal) interventions.

***“Defining corridors for transport to support better links between major centres and business concentrations is a positive way of overcoming some of the piecemeal developments we have seen in the past. It also means that the key driver for transport is one of economic growth”***

Member of the public

***“Your approach to the set of Strategic Development Corridors is commendable, as they aim to reflect the economy of areas as well as their road and rail infrastructure”***

Cheshire East Council

The main reasons why some offered conditional support concerns the number of corridors and whether there are too many to enable a clear focus. Therefore, prioritisation of some of these routes could be necessary as the Draft Strategic Transport Plan is implemented in the short to medium term. There is also some concern as to the overlap of the corridor boundaries, which are not always sufficiently distinct.

One key outcome mentioned by three participants is that the approach will stimulate business and economic growth, by enhancing access to ports (3 participants) which itself will attract additional international trade opportunities – both East to West but also to Europe via the South.

***“I like this approach to developing infrastructure, as it appears centred on the needs of the real economy/potential economy rather than the existing infrastructure”***

Member of the public

Comments showing concern for the SDCs

There were 19 comments which expressed concern about the SDC proposals as they currently stand. Due to the large geographical nature of the SDCs 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. Areas where more information would be welcome include Bradford, Derbyshire and the Peak District National Park, Yorkshire and the East Midlands, as well as the Southern Pennines more broadly. There is also concern that rural/less populated areas will not benefit from the corridor approach.

***“The fact remains that the plan gives far more consideration to the large, urban areas around West Lancashire and neglects the need for transport links within more rural geographic parts of the North”***

Member of the public

Other comments related to the perceived lack of diagonal corridors (e.g. Sheffield-Cumbria, North West to East Midlands and Yorkshire to West Midlands) and also three participants questioned whether the approach needs to demonstrate more ambition.

***“The plan only gives an overview of TFN's vision and ideas for the strategic corridors and how the economy in the area can benefit from the development of the transport, but it doesn't make clear how and what action should be taken to make major improvements – which TFN states the***

***transport system needs – in order for economies to grow and for the corridors to be better connected”***

NEAT

An additional 19 comments were made about a range of issues concerning the SDCs. A few felt that the main emphasis for them should be to connect/improve connection between all major cities (3) whilst a further two participants referenced the importance of maximising connectivity opportunities with airports situated in the North. Two 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 SDC.

## Connecting the Energy Coasts

### Comments showing support for Connecting the Energy Coasts SDC

There were eight comments in support of the Connecting the Energy Coasts SDC. 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.

***“It's good news that connections to the energy coast are being considered as the infrastructure is still Victorian, is expensive to operate and have limited capacity for both freight and passengers”***

Community Rail Cumbria

One of the key focuses for the area should be on the road network, in particular, the A66 cross country route, whilst the need to improve the experience of rail travel is also an important focus.

***“The location of the Moorside Site (like the majority of UK nuclear sites) is relatively remote from cities and major towns, as well as national railway lines and motorways. The area of West Cumbria has historically suffered from poor connectivity and underinvestment which has hampered growth”***

NuGEN

### Comments showing concern for Connecting the Energy Coasts SDC

There were few concerns raised about this SDC. Two participants did not think the SDC is necessary as it would not provide any benefit to the regions, whilst another participant felt it placed too much emphasis on what is a secondary mainline railway system. Others just want to see rail and road networks improved.

### Other comments about Connecting the Energy Coasts SDC

A further 18 comments were made. 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.

***“We need E-W rail links in this corridor too, not just roads. Durham-Lancaster by public transport takes longer than from either city to London”***

Member of the public

The importance of improving connections with key employers in the energy sector, and aligning to the energy cluster plans (3 participants) should be a key focus when prioritising the improvements in the Corridor. Networks require modernising (3) whilst overall connectivity must be improved (3). The outcome of the modernisation should be improved access to education and employment opportunities, which will allow the region to retain talent (2).

***“Explicit reference needs to be made to the need for increased investment in rail capacity on the Cumbrian Coast Line and the key local highways to address significant existing capacity, resilience and reliability issues”***

NuGEN

Finally, others think the SDC could be extended down into North Yorkshire and cover the entire coastal regions in the county (2).

## West and Wales

Comments showing support for West and Wales SDC

There were comparatively fewer comments about the West and Wales SDC. Three participants supported the Corridor because it will improve connections, specifically access to education and employment opportunities, as well as create jobs.

***“Links from north Wales to Manchester, Liverpool and the West Coast corridor are affected by particularly low speeds that are not competitive with journey times by car”***

Welsh Government

Comments showing concern for West and Wales 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., whilst another participant felt it was not required and lacked information about what it would include.

Other comments about West and Wales SDC

There were 10 other comments about the Corridor. These referenced places which should be of particular focus, including the Crewe to Chester railway line, Beeston and the Mersey Valley. One other participant highlighted the importance of the SDC being aligned to housing growth.

***“The Council is seeking greater recognition of the transformational importance of HS2 Crewe Hub Station, as the first gateway to the high speed rail network to be delivered in the north of England. There is excellent opportunity to do so both in the STP and the supporting Long Term Rail Strategy. In the current drafts we feel opportunities to make these connections are missed. In particular, there is need for the STP to reflect the requirement for a full design solution at Crewe as in Government’s Scenario 3 at consultation, enabling 7 HS2 trains per hour and including the completion of the Crewe North junction”***

Cheshire East Council

## Central Pennines

There were 17 comments in support of the Central Pennines SDC. The Corridor is one of the most strategically important as it connects East to West, and is the major route from Yorkshire into Lancashire and Greater Manchester. 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.

***“The BBC supports proposals for improving East West Connectivity across the Pennines. The M65 currently ends abruptly at Colne, but there are opportunities to extend the M65 bringing immediate benefits to East Lancashire, with its strong Advanced Manufacturing Sector, but also to provide an alternative to the M62 corridor”***

Burnley Borough Council

***“The CofC feels that insufficient consideration is given to strengthening the performance and resilience of the M62 motorway and the critical role it plays as a piece of national transport infrastructure not just east west between Yorkshire and Lancashire”***

West and North Yorkshire Chamber of Commerce

A number of comments across the consultation were received about the importance of connecting Bradford, and three participants to this SDC referenced the need to prioritise the city.

***“Bradford, one of the largest cities in the UK, has for too long been side-lined from the transport network, partly due to the lack of vision of its founding fathers when they built 2 unconnected stations instead of a through route, and partly due to a more recent lack of vision and investment from successive governments and local council planners”***

Member of the public

## Southern Pennines

### Comments showing support for Southern Pennines SDC

Comments made in relation to the Southern Pennines reiterate support for the SDC, specifically how focussing on it will lead to economic development within the Corridor – two participants specifically mentioned growth in Lancashire whilst another two specifically mentioned how Yorkshire could benefit. Other supportive mentions observe how the focus is overdue and necessary.

### Comments showing concern for Southern Pennines SDC

There were seven comments expressing concern as to the content of the Draft Strategic Transport Plan in relation to the Southern Pennines SDC. Two participants felt there was too much of a focus on Greater Manchester at the expense of other areas in the Corridor. Other concerns express doubts that certain schemes will include key places and routes, such as the Hope Valley line, the Trans-Pennine route or the national parks. There are also topographical constraints which could restrict any future transport developments in the Corridor.



Some participants believe there is an opportunity to reopen previously closed railways lines which is not currently being maximised, with a further opportunity to develop roll-on/roll-off trains to use on these and other routes (two participants). A further three participants support the overall aim of improving connectivity within the SDC to areas outside.

#### Other comments about Southern Pennines SDC

Other, single mentions highlight specific routes which are in need of development/enhancement.

### North West to Sheffield City Region

#### Comments showing support for North West to Sheffield Region SDC

There were 11 comments in support of the North West to Sheffield City Region SDC. Most of these participants agree with the focus on the Corridor and agree it will stimulate the economy and create jobs (2 participants) and that, overall, it is necessary (2 participants).

Other comments show support because they hope that the measures outlined in the Draft Strategic Transport Plan will improve both the frequency and journey times of the Trans-Pennine route. Congestion was seen as a particularly restrictive part of the transport network inside this Corridor, and there is also hope that congestion will be eased.

#### Comments showing concern for North West to Sheffield Region SDC

Concerns about the Corridor once again are due to certain places not being specifically included in the Draft Strategic Transport Plan (2 mentions). Another two mentions do not feel that there is a need to focus on the Corridor at all. There are also other challenges with the Corridor, including topographical issues which could restrict what is delivered. There is also scepticism that congestion will not be eased and that the Draft Strategic Transport Plan does not go far enough to overcome the issues in the Corridor.

There is support for the reopening of the Woodhead Line (5 participants) and also a need to improve connectivity within the Corridor (4 participants). Another issue unique to the Corridor 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' (2 mentions).

#### Other comments about North West to Sheffield City Region SDC

More than any other Corridor, there are a number of responses referencing specific places and routes within the Corridor which should be a focus.

### East Coast to Scotland

Comments relating to the East Coast to Scotland SDC were very specific. There is 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 welcome.

There was some minor concern about a perceived lack of proposed provision for the SDC, whilst another response referenced the lack of provision for certain localised places within the Corridor.

There were a further six comments about the Corridor, which emphasise the need to speed up connectivity, whilst several other single mentions emphasised the need to improve connectivity inside and outside of the Corridor, as well as to key business locations.

## Yorkshire to Scotland

### Comments showing support for Yorkshire to Scotland SDC

Comments in support of this SDC again support the strategic importance of the routes to stimulate the economy and jobs, and generally improve connectivity.

### Comments showing concern for Yorkshire to Scotland SDC

Some participants expressed concern that there is a lack of ambition being shown, and more should be done to develop the network connectivity within the Corridor. Also, the overlap of this Corridor with the East Coast to Scotland can create confusion, which can lead to questions as to whether it is necessary.

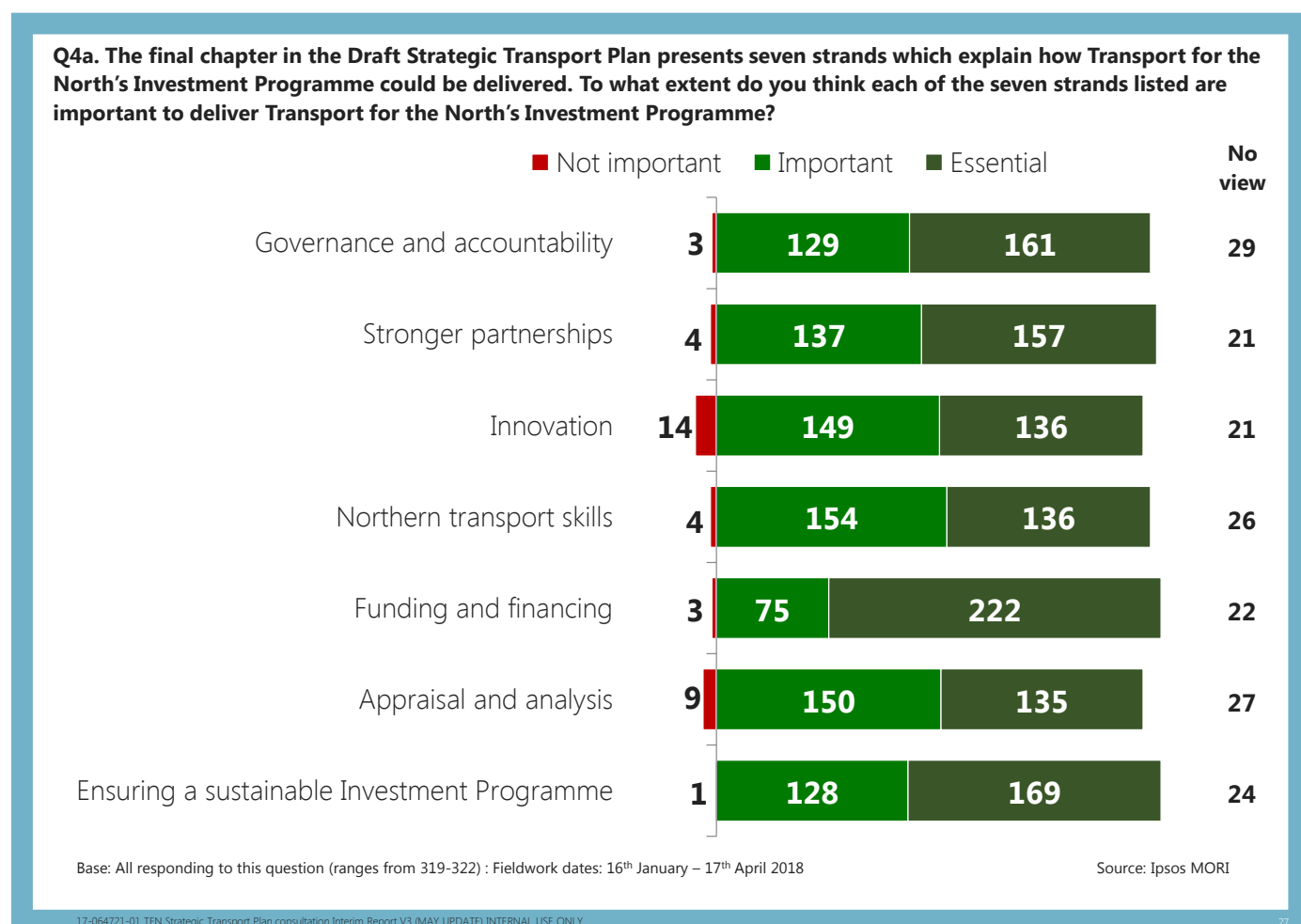
A focus of other comments is the need to improve frequency and speed of trains on the line, whilst other comments referenced specific places between which need to be developed (including with Carlisle, Leeds, Glasgow and Halifax).

## 4.4 Delivering Transport for the North's investment programme (How?)

The final chapter of the Draft Strategic Transport Plan presents seven strands which describe how TfN proposes to deliver its Investment Programme.

### Q4a. To what extent do you think each of the seven strands listed are important to deliver Transport for the North's Investment Programme?

Participants were asked as to the level of importance they attach to each of the seven delivery strands which the Draft Strategic Transport Plan has outlined as central to delivering the Investment Programme.

**Figure 4.10: Importance of the seven strands to deliver TFN's Investment Programme**

Overall, most participants feel that all the strands presented in the Draft Strategic Transport Plan are important or essential. Funding and finance are more important than the others - 222 participants feel that this strand is essential (rather than just important), whilst 75 think it is important.

Whilst very few participants feel any of the strands are unimportant, innovation and appraisal and analysis have a handful of participants who feel these are not important. For innovation, most responses came from members of the public (11 out of 14) whilst three stakeholder groups/organisations also feel the same. When it comes to appraisal and analysis, eight of the nine participants who feel it is not important came from members of the public, whilst only one stakeholder group/organisation feels the same.

**Q4b. Please let us know your comments on the seven strands below. Please comment on any other delivery strands which are not included in the list currently.**

**Please indicate clearly in your response which specific strand(s) your comments relate to.**

Participants were then given the opportunity to comment in their own words about one or all the seven strands.

## Overall comments

A handful of general, supportive comments were made about the seven delivery strands overall. These comments recognise the importance of the seven Strands (5 participants) whilst other participants believe in them as necessary to improve transport in the North (2 mentions).

***“The seven strands provide a comprehensive explanation of how the investment programme will be delivered. These appear to cover all the elements one would expect to see that are relevant to successful delivery of the programme”***

Rail Industry Association

Some general concerns were also raised, which centre around the perceived conflict between strategic and local interests (2 participants).

***“It may be important to note, however, the potential friction between strategic journeys and local journeys that remain the responsibility of local authorities. We agree that there is a role for statutory sub-national transport bodies in coordinating programmes and particularly in addressing cross boundary issues. We also wish to emphasise, however, that where funding decisions and approvals are made, there needs to be a strong and inclusive governance role for Combined Authorities and their local partners”***

Transport for Greater Manchester

Other responses made some suggestions as to how this section could be better presented, specifically to provide additional information about priorities to be delivered in each strand, and timescales for delivering the identified interventions.

***“Generally, we suggest the Plan could be clearer what these strands are, as there is no introduction to this section. They read like principles of delivery, or perhaps values, but if this is the case then the presentation of each might be made more consistent and fitting with this”***

Association of Community Rail Partnerships

Participants were then given the opportunity to comment about each of the Strands.

## Governance and accountability

Comments showing support for the governance and accountability strand

Seven comments were received from those highlighting the importance of effective governance and accountability, with some acknowledging the importance of transparency when it comes to project planning. Others think that TfN's statutory status will ensure it is scrutinised and held accountable for the Draft Strategic Transport Plan's implementation.

***“The move to a statutory body should give TfN the impetus to deliver”***

Member of the public

### Comments showing concern for the governance and accountability strand

Concerns around governance and accountability centred around the lack of district council and private sector representation within TfN and stressed the importance of local authorities being engaged in the process.

***“CIHT welcomes the bringing together of the 19 Constituent Authorities and LEPs however we note that there is no established representation from District Councils within the area”***

Chartered Institution of Highways & Transportation (CIHT)

Other felt there is a lack of engagement with the Department for Transport.

### Other comments about the governance and accountability strand

Some comments related to the need to involve combined authorities and county councils in governance and accountability structures, whilst others support the need for elected representatives more generally to be given a greater influence. Four participants also made reference to the need to ensure that TfN is given tangible powers and has a strong, influencing voice for transport in the North, particularly when it comes to deciding investment priorities, advocating transport in local authorities, funding allocations and more widely over pan-northern (rather than within geographic boundaries) transport policy.

***“Transport for the North to have similar powers in the long-term as Transport for London to enable it to raise its own private finance in line with Government’s aspiration to secure private investment in transport alongside central government funding”***

Civil Engineering Contractors Association

***“As the first sub-national transport body in England, 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”***

RTPI

## Stronger partnerships

### Comments showing support for the stronger partnerships strand

There were 45 comments showing support for this strand. Two-thirds (30 out of 45) felt that partnership working is going to be essential to deliver such a wide ranging, comprehensive plan.

***“TfN has done well to bring together such a wide range of partners. The partnership will have to be reinforced as time goes on to ensure that the euphoria of early success is not lost”***

Member of the public

### Other comments about the stronger partnerships strand

Other comments went into detail to reference preferred partnerships, such as those with spatial planning (9) and with other transport plans/transport authorities (8). Participants also emphasised the importance of forging strong partnerships with

other delivery partners such as local government (14), central government (15), Highways England (5), Network Rail (4), Public Health England (4), the community rail partnerships (4), the local enterprise partnerships (4), Midlands Connect (3), the National Parks Authority (3) and also other organisations within the private sector, including businesses.

***“It is also essential that the partnership approach is recognised by the national bodies, Network Rail and Highways England, as they have a remit and priorities that go beyond the North”***

Civil Engineering Contractors Association

***“This will need local communities to be involved at an early stage and organisations such as Parish Councils can contribute to this process”***

Member of the public

***“Local authorities will be key in ensuring Sustainable travel schemes join up with wider transport schemes to properly connect door-to-door journeys and deliver the TfN vision”***

Member of the public

## Innovation

Comments showing support for the innovation strand

There were 31 comments which explained why participants support the innovation strand. The majority (20) of these express general support, whilst other comments went into more detail about specific areas of innovation which would be beneficial. A further six participants referenced the need to enhance the digital railways infrastructure, whilst the adoption of new technologies (5) and using technology to facilitate better multi-modal travel (3) were also highlighted.

***“Innovation is important, joined up information systems with live transport information, smart ticketing, reliable connections to reduce latency in journey times”***

Member of the public

Comments showing concern for the innovation strand

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 innovations in transport to be a substitute for short term investment in pre-existing priorities, nor hold up the delivery of the aims and objectives of the Draft Strategic Transport Plan.

***“The innovation strand seems to be 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”***

Bradford Rail Users Group

Other participants had very specific concerns about innovation in transport, including those concerning autonomous vehicles (4). Some stakeholders also had a detailed knowledge and understanding of the role of innovation. Another five participants highlighted the potential of future fuel technology (e.g. LNG, LPG, hydrogen fuel cell).

## Northern transport skills

There is an appreciation that developing and enhancing transport skills in the North is an essential ingredient to deliver the Draft Strategic Transport Plan.

***“The recognition of skills within the STP is very much welcomed. The LEP would appreciate the opportunity to work with TfN and partners to help address the identified skills issues”***

York, North Yorkshire and East Riding LEP

There were few concerns or negative comments in response to this strand, although three participants made the point that searching for 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.

***“Whilst improving transport skills in the North is important, use should be made of the required skills from a national pool and not be solely reliant on skills within the North”***

WSP Ltd

## Funding and finance

Overall, funding and finance is seen as the most critical strand of all, with significantly more participants citing it as ‘essential’ (222) compared to any of the other strands.

***“Transport for the North's ambition must not be thwarted through inadequate funding. It will be essential to demonstrate that the plan is clear and costed with management of expenditure being transparent”***

Member of the public

***“This plan stands or falls by the ability to raise funds to finance it. It is clear from the Plan document that there is great deal of work to do to ensure that the necessary funds can be made available - it is worrying that the Plan document is vague on this point”***

Member of the public

Comments showing support for the funding and finance strand

Support was also given to TfN's commitment to source alternative sources of funding, with the Chartered Institution of Highways & Transportation (CIHT) referencing the potential of land value and long term finance solutions. However, there was scepticism as to the absence of detail about the funding sources which would deliver the necessary levels of finance to deliver the Draft Strategic Transport Plan's priorities.

***“We question the references to a “broad-based” approach to Land Value Capture on page 87 of the draft STP. 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”***

Peel Group

Comments showing concern for the funding and finance strand

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 – there were 35 comments expressing such concern. Of these, eight participants felt there is insufficient information provided about funding and finance, and the information that is contained within the Draft Strategic Transport Plan is vague. Those participants expect further information to be brought forward about funding in the future and they will be looking for transparency in this process.

A few comments (4) questioned whether TfN's funding would compete with, and take away from, the funding necessary to deliver priorities in local transport plans, and questioned which strategies would take priority. A further four comments referenced the economy gap between the North and the South and the need to address this through longer-term funding and finance.

Other comments about the funding and finance strand

There were a further 69 comments about funding and finance. A quarter (18) of these implored the need for central government commitment to allocate sufficient funding to deliver the Draft Strategic Transport Plan's priorities. Others felt that TfN needs to be strong in ensuring funding for schemes is delivered by Central Government and feel that one of the greatest challenges for TfN will be to secure adequate funding to deliver the strategic priorities identified.

***“TfN needs to be strong in ensuring funding for schemes is delivered by Central Government”***

Member of the public

***“It is a role of TfN to work with government to bring schemes forward for delivery and to deliver an agreed funding and financing framework”***

Durham County Council

A further nine comments stressed the importance of identifying alternative sources of investment/funding to reduce the reliance on central government. One option is foreign investment (mentioned by four participants). Other comments cautioned against using pre-existing funding models, such as PFI whilst a further 14 participants emphasised the need to make an overwhelming case for investment on a project-by-project basis to attract such investment, and to ensure that it is transparent.

***“Transport for the North's ambition must not be thwarted through inadequate funding. It will be essential to demonstrate that the plans are clear and costed with management of expenditure being transparent”***

Member of the public



There is an appetite for more localism when it comes to funding and finance. Six participants highlighted the importance of making key decisions based on local needs (6 participants) rather than by the government in Westminster. This means working closely with those organisations with knowledge and understanding of their local areas – bodies such as LEPs, local authorities, combined authorities and/or local transport bodies.

***“We also wish to emphasise, however, that where funding decisions and approvals are made, there needs to be a strong and inclusive governance role for Combined Authorities and their local partners”***

Transport for Greater Manchester

Another issue raised by five participants is the need to ensure that funding and finance is spread equitably across the North and not concentrated on a small handful of specific areas. Another four participants felt that providing more information about how alternative funding is important would also be beneficial to prevent stakeholders and the wider public from losing faith in the Strategic Transport Plan.

***“There is a danger of the strategy seeming to be ‘jam tomorrow’ and confidence in its relevance is eroded. 30 years is a very long timescale and could make investment seem less urgent”***

Member of the public

Certain responses then went on to highlight the need for investment into specific areas of the transport network, for example, for rail freight (3), surface access to airports (3), surface access to ports (2), as well as proposing where alternative sources of funding should be explored from, including private investors (3).

## Appraisal and analysis

As a strand, appraisal and analysis had the second highest number of responses (9) deeming it ‘not important’, although the vast majority did think it remains an important or essential strand for delivering the Draft Strategic Transport Plan. Most the comments in response to this strand were received from stakeholder organisations which have worked within appraisal and analysis frameworks.

### Comments showing support for the appraisal and analysis strand

Of the 16 supportive comments received, the majority (14) made a general point to emphasise the importance of appraisal and analysis in any major infrastructure initiatives. There was support for TfN’s ambition to deliver strong evidence and analysis packages to justify further investment. Specific comments also 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. There was also support for the economic forecasting approach (2). Overall, the inclusion of such a process is central to ensure the transparency of the implementation phase of the strategy.

### Comments showing concern for the appraisal and analysis strand

Concerns raised during the consultation focussed on additional appraisal and analysis factors which could be included. For example, two participants criticised the absence of a framework to assess outcomes against quality of life or health and wellbeing, whilst a further two participants felt the same with regard to the environment.

## Other comments about the appraisal and analysis strand

Other comments referenced need for the appraisal and analysis process to be thorough and robust (5) whilst a further three responses highlighted the importance of assessing the benefits of schemes on an individual basis.

There were also some comments about technical elements of appraisal and analysis which could also be included.

***“CIHT encourages TfN to include the assessments laid out in the STP ISA such as the health impact assessment, equalities assessment and community safety assessment in post-opening evaluations in order to assess the impact on place as well as the transport of people and goods”***

Chartered Institution of Highways & Transportation (CIHT)

## Ensuring a sustainable Investment Programme

### Comments showing support for the sustainable Investment Programme strand

Of the 21 participants making comments in support of sustainable investment, half of these (11) actively supported the inclusion of the strand in the Draft Strategic Transport Plan. There was also support for the role which sustainable investment has in encouraging modal shift to more sustainable forms of transport (8 participants).

***“In the urban environment ICE supports the provision of transport to encourage modal shift through improved bus services and light rail systems alongside investment in cycling and walking which supports environmental and health objectives”***

Institution of Civil Engineers

### Comments showing concern for the sustainable Investment Programme strand

Concerns raised about the sustainable Investment Programme were specific, with two participants thinking there is 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.

### Other comments made about the sustainable Investment Programme strand

A number of other, general comments were received about this strand. Three participants emphasised the importance of ensuring that the Investment Programme is compatible with the Government's Clean Growth Strategy, whilst a further three responses felt that TfN needs to demonstrate stronger leadership in this area.

Recommendations on developing the sustainable Investment Programme centred around the combining of some strands together.

***“Although we have marked that we think this is essential, we would suggest that the strands might be simplified by combining this with the ‘funding and finance’ strand”***

Association of Community Rail Partnerships

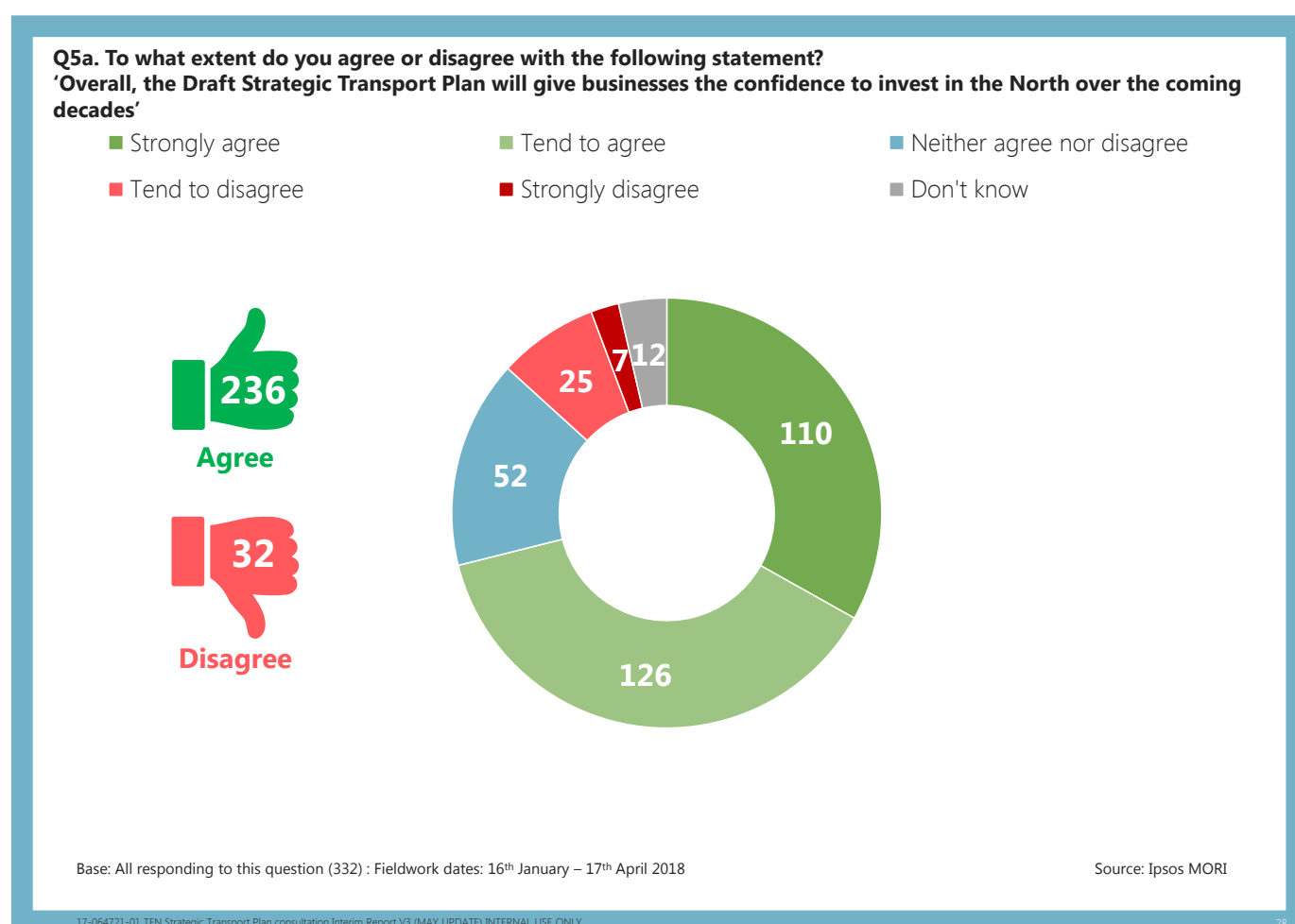
## 4.5 Support/opposition to the Draft Strategic Transport Plan (Overall)

The final section of the consultation response form asked participants whether they support or oppose the Draft Strategic Transport Plan in its current form, and whether the Draft Strategic Transport Plan would give businesses the confidence to invest in the North over its lifespan and beyond.

### Q5a. To what extent do you agree or disagree with the following statement?

**'Overall, the Draft Strategic Transport Plan will give businesses the confidence to invest in the North over the coming decades'**

**Figure 4.11: Agree/disagree Draft Strategic Transport Plan will give business the confidence to invest in the North over the coming decades**



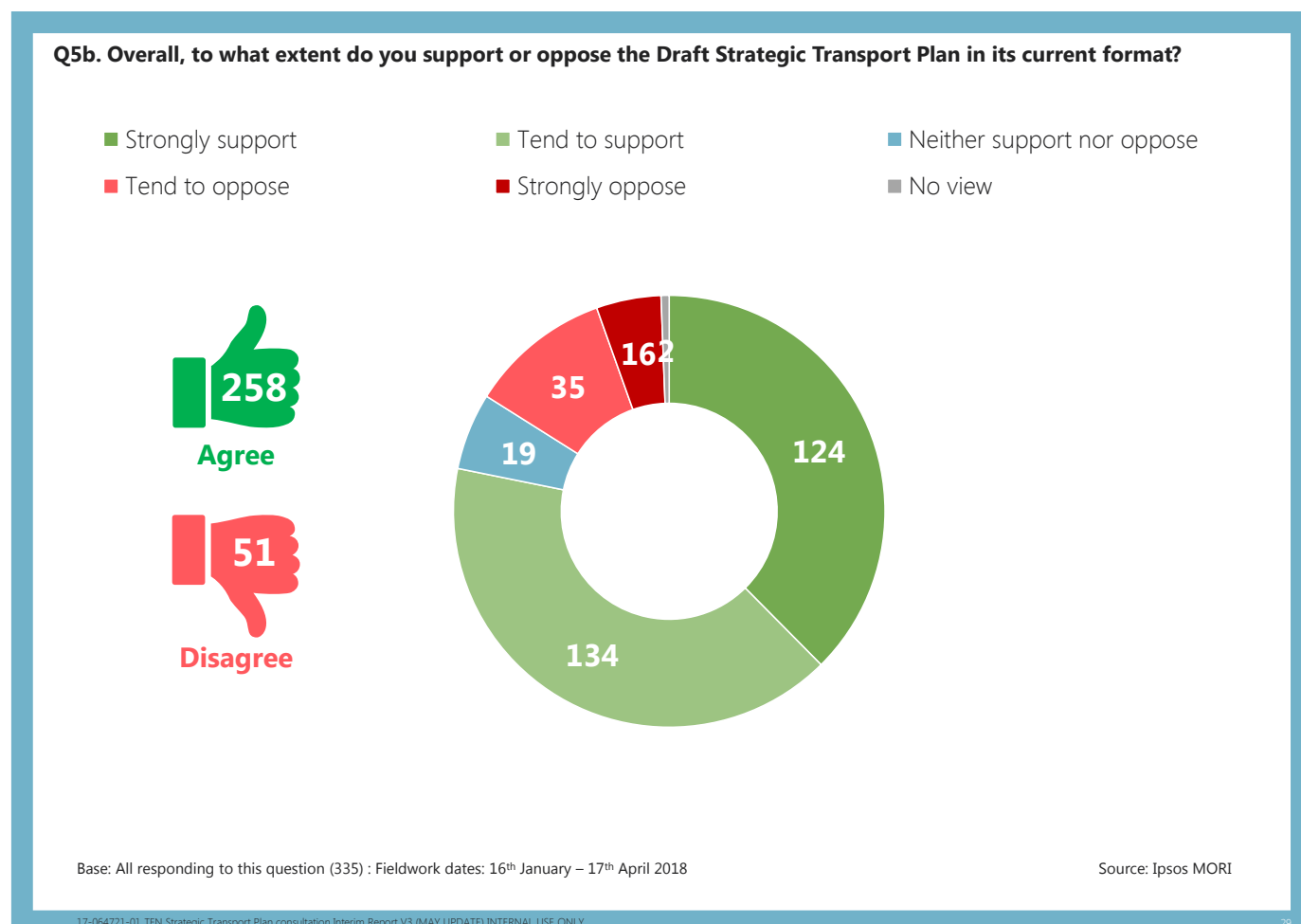
Overall, the majority of participants answering this question (236) agree that the Draft Strategic Transport Plan would give businesses sufficient confidence to invest in the North over the coming decades. Around one in ten (32) disagree that businesses would be confident to invest as a result. Another 52 participants did not have an opinion either way, and neither agree nor disagree that it would give businesses the confidence they need to invest, whilst 12 replied 'don't know'.

Around four in five (65) stakeholders responding to this question agree with the statement. Of these, a third (21) 'strongly' agree whilst the remainder 'tend' to agree. Four stakeholder organisations disagree with it. Of these, one organisation (Mid Yorkshire Chamber of Commerce and Industry Limited) 'strongly' disagrees with it, whilst Community Rail Cumbria, the Institute of Economic Development and Burnley Borough Council 'tend' to disagree with it.

Participants were then asked why they support or oppose the Draft Strategic Plan as it stands at the moment in its latest draft.

### Q5b. Overall, to what extent do you support or oppose the Draft Strategic Transport Plan in its current format?

**Figure 4.12: Support/oppose the Draft Strategic Plan in its current format**



Most respondents to this question (258) support the Draft Strategic Transport Plan in its current format, whilst 51 oppose it as it stands. A further 19 participants neither support nor oppose it, whilst a further two participants do not know.

Most stakeholder organisations (70) support the Draft Strategic Transport Plan in its current format, with around half of these (34) 'strongly' supporting it. A total of six organisations oppose it, although only one of these (Mid Yorkshire Chamber of Commerce and Industry Ltd) 'strongly' oppose the Draft Strategic Transport Plan in its current format. The organisations which 'tend' to oppose it include Aireborough Civic Society, Harrogate Line Rail User Group and Michael Gilfillan (Blyth Development Trust).

Participants were then asked to explain their responses to Q5b as to why they either support or oppose the Draft Strategic Transport Plan in its current format.

**Q5b. Please explain your response to Q5b below.****Comments showing support for the Draft Strategic Plan in its current format**

There were 180 participants making comments which were supportive of the Draft Strategic Transport Plan in its current format. Around two in five of these (73) reiterated general support for it. Another 45 participants also offered support but on more of a conditional basis. The conditions on which support is offered varied considerably, from a lack of specific projects in certain areas or with certain modes of transport to the perceived lack of commitment to fund the implementation of the Draft Strategic Transport Plan and the wider political will to implement it.

In terms of the reasons underpinning the support, 36 participants felt that the Draft Strategic Transport Plan would stimulate business and contribute to economic growth in the North. A further eight participants think that the Draft Strategic Transport Plan will ultimately benefit the North if delivered.

***“ICE is strongly supportive of TfN’s STP. It recognises the benefits of the approach being taken in delivering substantial economic growth through a defined ‘prize’ of £100bn gain in GVA across the region coupled with 850,000 new jobs”***

ICE

There was also evidence a degree of impatience to get on and start to implement the Draft Strategic Transport Plan. A further 21 participants felt the Draft Strategic Transport Plan is long overdue and is necessary to deliver sustained improvements in the transport infrastructure across the North of England. There is a real appetite to see progress, with the Draft Strategic Transport Plan seen as an important step to achieving it.

The presentation and overall ambition of the Draft Strategic Transport Plan is also a key reason for support. A total of 11 participants felt the document is clear, well presented and well thought out, whilst a further 13 applaud the forward-thinking nature of the Draft Strategic Transport Plan and see it as ambitious.

***“I welcome this intelligent, persuasive document”***

Member of the public

***“This is a positive step forward for the North, demonstrating a cohesive well thought out approach to addresses transport issues and provide a transformational change to the Northern Economy”***

York, North Yorkshire and East Riding LEP

The Draft Strategic Transport Plan also appears to have support because of its comprehensiveness and credibility. Ten participants referred to how a successful balance has been drawn between the overarching, strategic nature of the document and its comprehensiveness. A further nine participants 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.

The breadth of the supportive comments highlight the diverse reasons why participants support the Draft Strategic Transport Plan in its current format. A further seven participants supported it because it encourages the transition to multi-modal transport use, whilst six supported the improved train frequency target of two trains per hour. There is a belief that the Draft Strategic Transport Plan will lead to an improvement in transport infrastructure (6), with another six participants referencing the improvement to East-West connectivity. Other comments show support for the improved connectivity beyond the North (i.e. with other areas of the UK) and internationally (four participants).

### Comments showing concern for the Draft Strategic Plan in its current format

There were 162 comments which were negative in their response to the Draft Strategic Transport Plan in its current format. The four main reasons underpinning these concerns are:

1. A lack of balance across the North, with the perception that some cities and regions fare better than others (15 participants). A further seven participants felt that there is too much focus on the large towns and cities to the detriment of other areas, in particular provision for rural or less populated areas (6).

***“The plan needs to address the needs of the cities and people of the north first and it does not do that. The plan needs to understand Manchester is not ‘the north’ and the contribution on the north depends upon a wide area of excellence and investment across the most populated cities”***

Member of the public

2. Concern that the Draft Strategic Transport Plan is not sufficiently ambitious and wide reaching (12 participants).

***“The strategic plan does not deliver an integrated solution. It does not use the opportunity to leverage additional benefit by integrating the capacity and connectivity at the geographical heart of the north of England; Sheffield / Leeds / Manchester (and airport). Getting this right will enable Liverpool / Hull / Newcastle and other communities in the North to benefit”***

Member of the public

3. A lack of information, particularly around how sufficient funding will ultimately be secured to deliver the Draft Strategic Transport Plan (12 participants)

***“Strongly support but would like clarity on funding and deliverability, the plan is no good if government do not fund and continue to spend all our money on London (and getting to London) instead”***

Member of the public

4. A lack of confidence that the Draft Strategic Transport Plan will be delivered, particularly given the long term focus of it (12 participants). A further eight participants think that delivery will take too long, some in excess of 30 years.

***“I strongly support the aims of the DSTP but am concerned that it will not achieve anything. There needs to be a focus on achieving some quick wins on shovel ready schemes within the next 2 years”***

Member of the public

There are a variety of other comments which express specific concerns about the Draft Strategic Transport Plan in its current format. There is a belief amongst some participants that the Draft Strategic Transport Plan is flawed (11), whilst a further 10 make specific reference to specific local towns and places which are not provided for. A further 10 participants did not think there is sufficient detail about individual projects and how they will be implemented. In particular, some responses expressed disappointment with the lack of timescales for implementation (9 participants), whilst a further eight participants want a better understanding of what projects are deemed a priority.

***“The final, missing question is When? As noted earlier it is understandable that this is a strategy and not a wish list of projects but, as with the National Infrastructure Commission, at some stage there will have to be a clear programme of committed investments, brought together through collaboration with the partner bodies in TfN”***

Civil Engineering Contractors Association

There are also concerns about how the Draft Strategic Transport Plan will contribute towards improving the environment. Eight participants felt that it fails to explain how it will contribute to reducing air pollution/emissions whilst a further seven do not expect the Draft Strategic Transport Plan to lead to a reduction in air pollution nor contribute to hitting national and regional emission targets. A key element of reducing emissions is minimising congestion and a further seven participants did not think that the Draft Strategic Transport Plan sufficiently addresses this issue.

Provision for cycling is one mode of transport which some felt the Draft Strategic Transport Plan does not currently adequately provide for (6 participants).

***“We strongly welcome the recognition of potential to improve connection with cycle networks. Cycling brings multiple benefits, cutting pollution and congestion, promoting health and well-being, reducing social and economic isolation, and provision for cycling helps supports the local economy and the tourist trade”***

Campaign for Better Transport

Modal shift to more sustainable forms of transport is also deemed lacking by some (4 participants). There are also areas of the Draft Strategic Transport Plan which some feel should be revisited.

In terms of it giving businesses the confidence to invest, some stakeholder felt that the Draft Strategic Plan in isolation is unlikely to give this confidence, principally due to the absence of committed funding or delivery.

***“The Draft Strategic Transport Plan is unlikely to give businesses the confidence to invest - because at present it is a draft plan and has no commitments in terms of funding or delivery. On this basis it is unlikely to give confidence”***

Institute of Economic Development

***“Regarding the strategy providing businesses with the confidence to invest in the north, by and of itself, this is unlikely. While the strategy sets out an intention, and a strong one, it is unlikely to be seen as a key driver of business investment and/or business location decisions”***

Railway Industry Association

## Other comments about the Draft Strategic Transport Plan in its current format

There were 186 further comments which were neither in support nor critical of the Draft Strategic Transport Plan. Most of these comments can be described as suggestions for enhancing the next draft of the Strategic Transport Plan.

Nearly one in five of these comments (33) urged TfN to take a locally inclusive approach throughout the Draft Strategic Transport Plan's implementation on the basis that local people know what is best for their local area. They feel the Draft Strategic Transport Plan should therefore involve local people, industries (including business representative groups such as LEPs), transport users, local authorities and other stakeholders.

### ***"A Northern Draft Strategic Transport Plan to satisfy Northern needs of Northern people"***

#### Member of the public

Other comments wanted to see certain transport modes given greater priority. The bus network is a priority (25 participants) whilst a further 21 participants mentioned the need to encourage cycling. Some felt there is insufficient focus on active travel (13 participants) and 17 participants thought more should be done to encourage people to choose walking over other, less sustainable modes. A further 21 participants wanted to see the greatest priority placed on public transport (rather than roads for example), with 12 wanting the focus to be placed on tram/light rail provision.

### ***"Needs to be very pro-public transport not road based"***

#### Member of the public

The environment is also of interest to participants, with 11 stressing the importance for the Draft Strategic Transport Plan to mitigate against negative impact on the environment as far as possible. A further seven participants also highlighted the importance of mitigating the impact on air pollution/emissions.

Eleven participants reinforced the importance of integrating the Draft Strategic Transport Plan with local transport planning, whilst a further nine responses stressed the need to improve international connectivity and make the North more physically accessible from across the world.

A common theme throughout the consultation has been the importance of delivering the Draft Strategic Transport Plan through accessing a diverse range of funding. Ten participants reiterated this point and a further eight recognised the importance of attracting support from central government, with another seven participants emphasising the importance of aligning with government projections and wider policies to lever this.

### ***"The more holistic and less perceived it becomes the more support it will get from Central Government (political as well as financial), business and the general public"***

#### Member of the public

One of the key focuses of the Draft Strategic Transport Plan is one the 'first and last mile' of journeys, and nine participants agreed that this is an important focus for future transport planning.

### ***"The plan needs more focus on the first and last mile to promote active transport within this part of the journey"***

#### Active Cheshire



Given the long-term nature of the Draft Strategic Transport Plan, it is inevitable that it will require updating as advances in technology, and thus changes in travel behaviour, happen. There is therefore a need for the Draft Strategic Transport Plan to be flexible and continuously evolve (10 participants) to recognise changes in society, which could conceivably over time lead to a decrease (rather than increase) in physical travel (8 participants).

Some light criticism of the Draft Strategic Transport Plan for what it doesn't include were also made, with nine participants wanting it to be clearer and a further eight participants feeling that it doesn't sufficiently identify individual projects.

A variety of alternative suggestions were made for inclusion as well, which participants feel are perceived gaps in the Draft Strategic Transport Plan. One of the key requests is for connections to be improved, with participants mentioning the national parks (7) and rural/less populated areas (7) as key priorities. A further six wanted connectivity to be enhanced by focussing on modal integration (6). Other, more general comments also referenced other issues for TfN's consideration, specifically the need to focus on quality of life/health and wellbeing (6), the need to go further to address the North/South divide (6), the opportunity to develop park and rides (5) and to focus on road safety (5). TfN should also have tangible powers/influence to be a 'strong voice' to argue for the North, whilst there is also an appetite to implement short and medium term projects (5 participants).

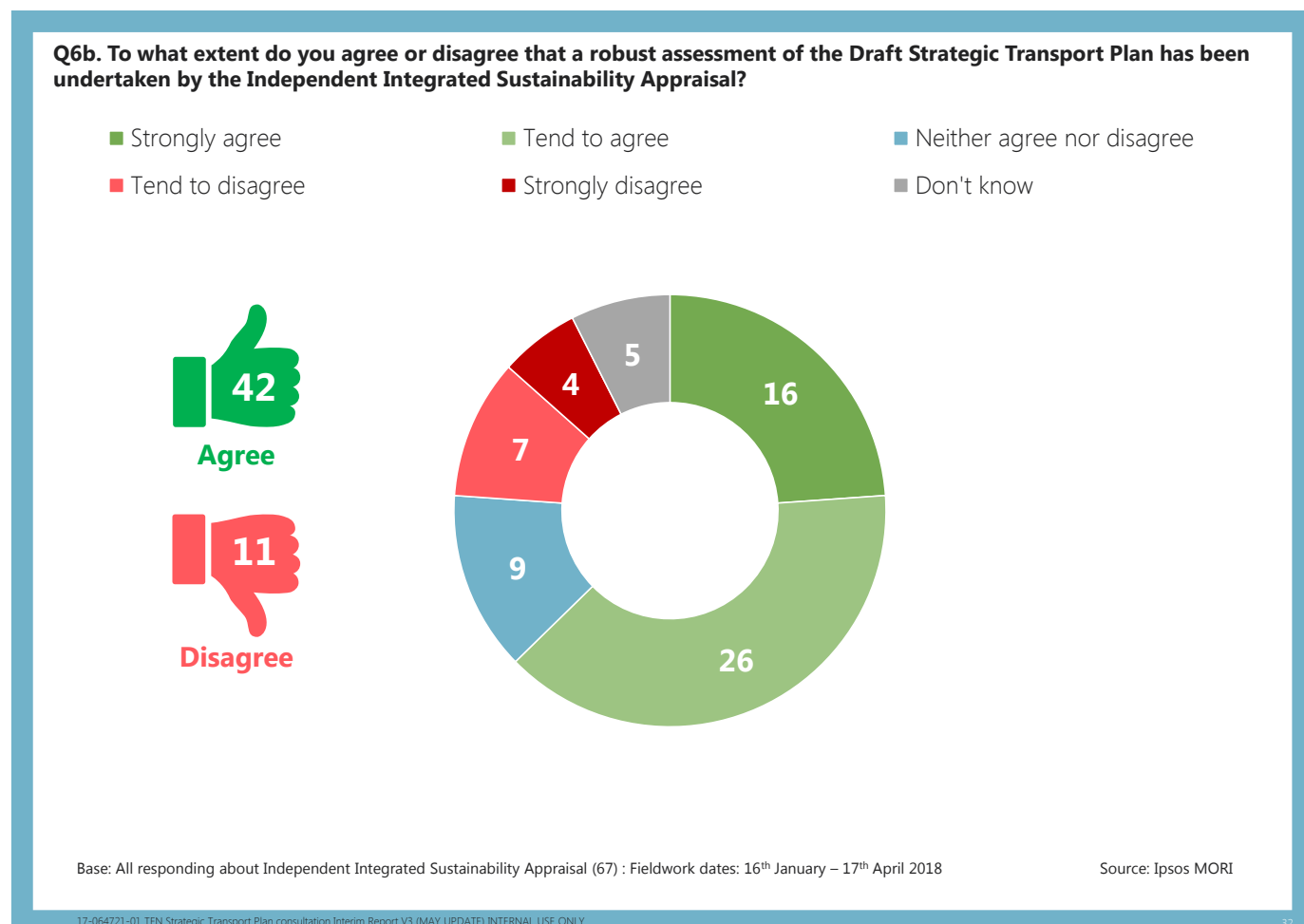
***“The transport network provides a real chance to improve public health and reduce health and socio economic inequalities. This includes improving people’s physical and mental health through active travel and access to open space; increasing job opportunities and availability of health services; action to improve air quality and safety on the roads”***

Public Health England

## 4.6 The Integrated Sustainability Appraisal

A total of 67 participants answered the question about the Integrated Sustainability Appraisal. Of these, 51 are members of the public providing a personal response and 16 are stakeholder organisations.

**Figure 4.13: Agree/disagree a robust assessment of the Draft Strategic Transport Plan has been undertaken by the Independent Integrated Sustainability Appraisal**



Overall, most participants answering this question (42) agree that the Integrated Sustainability Appraisal provides a robust assessment of the Draft Strategic Transport Plan, whilst 11 disagree (only four strongly disagree). A further nine participants neither agree nor disagree, whilst a further five did not know.

Wider comments about the Integrated Sustainability Appraisal confirm that it is an informed and comprehensive document (5 participants).

***“The ISA proportionately assesses the likely impact of the STP through objectives appropriate to the forms of assessment considered. A clear methodology is outlined that has been responsive to consultation, provides robust assumptions and acknowledges limitations”***

WSP Ltd

Some concerns were raised by two participants, who felt that the Integrated Sustainability Appraisal fails to address the impact of the Draft Strategic Transport Plan on the environment.

***“Whilst the document makes some comment on the impact of the proposals on the local people, jobs, communities and community environment, this is not a part of the formal process as it is not included in the ISA Framework”***

Culcheth and District Rail Action Group (CADRAG)

There were other, single mention issues. These include 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. Other criticism was about the absence of quantification and concern that the objectives might conflict.

There is an appetite to see the Integrated Sustainability Appraisal developed further to place a greater focus on air pollution/emissions (4 participants) as well as a greater focus on wildlife/natural habitats (4 participants) and the environment (2 participants).

***“Concern about the short term road schemes adverse effects in terms of GHG and air pollutant emissions, however in the longer term the presumption is that these will be beneficial due to the ‘likely’ uptake of Low Zero Emission Vehicles (LZEVs)”***

Durham University

***“We have concerns regarding the uncertainty of the effect on nature conservation. However, it is noted that a key element of the Strategic Component ‘Ensuring a sustainable investment programme’ will work with partners to avoid and / or minimise any adverse effects on important nature conservation sites as far as possible”***

Durham University

## 4.7 Other comments

The final question in the response form gave participants the option to raise any other relevant issues which had not been included elsewhere. Most of these comments do not refer directly to the contents of the Draft Strategic Transport Plan. This section summarises those issues which were raised.

### Criticism of the consultation/consultation documents/consultation process

One of the main issues raised at Q7 was criticism of the consultation itself, either of the consultation documents or the process. The main issue for some is the complexity of the document and the questions in the consultation were also 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.

***“It is annoyingly full of consultancy jargon and padding and fails to summarise the options properly”***

Member of the public

***“The consultation questions are very complex and document focused, and you will probably not get many responses from lay people as a result. Questions like ‘tell us what would make your journey to work better, with a series of options would have been much more user friendly’***

Member of the public

The importance of ensuring that the Draft Strategic Transport Plan document and the consultation has a high profile was also emphasised. It is also going to be important to sustain this profile beyond the consultation period as the Draft Strategic Transport Plan is implemented.

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.

***“Use of purple for the text in the document makes it more difficult to read on-line. I am particularly highlighting this as an accessibility issue as I only have sight in one eye”***

Member of the public

Criticism of the Government/MPs/Politicians

There is a degree of scepticism amongst participants as to whether the Draft Strategic Transport Plan will be backed politically. This view is based around perceived, unfulfilled promises made in the past. This has led to a lack of confidence that central government will back the Strategic Transport Plan.

***“Burnley Council remains concerned that despite TfN’s new statutory status and the significant steps made in bringing forward this strategy there will be insufficient funding to create the step change envisaged and to rectify years of under investment”***

Burnley Borough Council

Another stakeholder referenced the need for central government to change its approach to back implementation of the Draft Strategic Transport Plan.

***“There are relatively few schemes across the north that will pass the green book tests in a way that large scale infrastructure in a way that Cross Rail does. 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”***

Federation of Small Businesses

## Role of Transport for the North

TfN was also 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 Draft Strategic Transport Plan.

***“Despite the recent publicity around TfN's becoming a Sub-National Transport Body it is likely that the majority of people will still have no clear idea, if any at all, as to what TfN is. Ongoing publicity raising awareness, will be needed to keep the public behind TfN”***

Member of the public

Partners have welcomed TfN's inclusive approach to developing the Draft Strategic Transport Plan, and hope to see this level of engagement continue as it is implemented.

***“We look forward to our ongoing partnership to deliver and develop the strategic transport interventions required to facilitate the full economic potential of the North of England”***

Network Rail

***“Publishing your draft strategy is a landmark moment and, by working together, I hope we can set the course for further devolution across the country and ensure Government identifies suitable resources for regional growth through next year's vital Spending Review”***

Midlands Connect

***“We are keen to work with you to ensure that Northern growth aspirations can be pursued through development, and that these are aligned to the prime capabilities and priority routes identified within the draft STP”***

Home for the North

## The challenges of the future landscape

The ongoing issue of Brexit is also considered to be a potential restricting factor inhibiting the implementation of the Draft Strategic Transport Plan, which could present issues both political and at a more practical level, for example by making freight travel more complex.

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.

# Appendices

**Appendix A:**

**Consultation Response Form**

**Ipsos MORI**

## Draft Strategic Transport Plan and Independent Integrated Sustainability Appraisal Consultation

**This consultation will run from 16 January to 17 April 2018.**

Transport for the North has commissioned Ipsos MORI, an independent agency, to collect and analyse the results.

Before answering any of the consultation questions, please read the consultation document entitled Draft Strategic Transport Plan which is available at [www.transportfornorth.com/stp](http://www.transportfornorth.com/stp). Please also read the Integrated Sustainability Appraisal which is available at [www.transportfornorth.com/stp](http://www.transportfornorth.com/stp).

As part of this consultation, we are asking stakeholders, businesses, transport users, the public and other interested parties to provide their views and complete this Response Form.

Please return your completed form, along with any further written comments you wish to submit, to the following freepost address:

**TfN Draft Transport Plan Consultation**  
**Ipsos MORI North**  
**Freepost Admail 4275**  
**MANCHESTER**  
**M60 1HE**

Transport for the North cannot accept responsibility for responses that are sent to any address other than the one stated above.

Please tick the box(es) as appropriate and write your responses clearly in **black pen** within the appropriate sections. If your response is too large to fit into the boxes, please attach additional evidence. If you do so, please make it clear which questions you are answering and number any additional pages you send.

If you have any questions please email [transportplanconsultation@ipsos-mori.com](mailto:transportplanconsultation@ipsos-mori.com) or leave a message by calling the enquiries line on **0808 141 3058**. Please note we cannot deal with questions about the consultation document.

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act (FOIA) 2000, the Data Protection Act (DPA) 1998, and the Environmental Information Regulations (EIR) 2004). Please note that any queries or complaints submitted via this process cannot be counted as part of the formal consultation.

If you want information that you provide to be treated as confidential, please tick the box below.

☐

I wish my response to be treated as confidential

**Thank you for your participation.**



## Background Information

### Qa. Which document are you responding to in this consultation?

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Draft Strategic Transport Plan
- ☐ Independent Integrated Sustainability Appraisal
- ☐ Both

---

The following questions will help us to understand the range of people and organisations who respond to the consultation(s). The information you provide will not be used for any purpose other than assessing responses to this consultation and for other reasons explained in this questionnaire.

### Qb. Are you responding on your own behalf or on behalf of an organisation or group?

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Providing my own response
- ☐ Providing a response on behalf of an organisation or group

### Qc. Your Contact Details

Please provide your name, address, postcode and email address. While these details are not compulsory, if you can provide your contact details, these may be used to inform you of the outcomes of the consultation.

In particular, please consider providing your postcode as this information will be used to analyse how consultation responses differ by geography, allowing Transport for the North to understand more about local priorities in your area.

PLEASE WRITE IN BELOW

Name (optional):
Address:
Postcode:
E-mail address:

## Details of your Organisation or Group

**Qd. What is your name, role and the name and address of the organisation/group on whose behalf you are submitting this response?**

PLEASE WRITE IN BELOW

Your name (optional):
Your role (optional):
Name and address of organisation or group (optional):
Postcode of organisation or group:

## Category of Organisation

**Qe. What category of organisation or group are you representing?**

PLEASE TICK ☒ ALL BOXES THAT APPLY

- ☐ Academic (includes universities and other academic institutions)
  - ☐ Action group
  - ☐ Business
  - ☐ Business representative group (includes CBI, Chambers of Commerce, LEPs)
  - ☐ Charity/voluntary sector group
  - ☐ Elected representative (includes MPs, MEPs, and local councillors)
  - ☐ Environment, heritage, amenity or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)
  - ☐ Local Government (includes county councils, district councils, parish and town councils and local partnerships)
  - ☐ Professional body/representative group
  - ☐ Statutory agency
  - ☐ Transport, infrastructure or utility organisation (includes transport bodies, transport providers, infrastructure providers and utility companies)
  - ☐ Think Tank
  - ☐ Transport user group
  - ☐ Other category of organisation or group (PLEASE TICK AND WRITE IN BELOW)
- 
- ☐ Prefer not to say

## Consultation questions

### Transport for the North's (TfN) Vision

**Q1a. Transport for the North has a vision, which is to establish “a thriving North of England, where modern transport connections drive economic growth and support an excellent quality of life”. For more information see page 12 of the Draft Strategic Transport Plan.**

**To what extent do you support or oppose the vision of Transport for the North as defined in the Draft Strategic Transport Plan? PLEASE TICK ☒ ONE BOX ONLY**

- ☐ Strongly support
- ☐ Tend to support
- ☐ Neither support nor oppose
- ☐ Tend to oppose
- ☐ Strongly oppose
- ☐ Don't know

### Pan-Northern Transport Objectives

**Q1b. The Draft Strategic Transport Plan has developed four, pan-Northern transport objectives. For more information see pages 12-13 of the Draft Strategic Transport Plan.**

**To what extent do you agree or disagree with the pan-Northern objectives outlined in the Draft Strategic Transport Plan? PLEASE TICK ☒ ONE BOX ONLY PER ROW**

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<b>Increase efficiency, reliability and resilience in the transport system</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Transforming economic performance</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Improve access to opportunities across the North</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Promote and support the built and natural environment</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q1c. Please let us know your comments on Transport for the North's vision and/or the four pan-Northern transport objectives.**

**Please indicate clearly in your response whether you are responding about the vision and/or the objectives, and which specific objective your comments relate to (if more than one).**

PLEASE WRITE IN BELOW

---

### Transport's role in driving the North economy (Why?)

**Q2a. The 'Why' section of the Draft Strategic Transport Plan sets out the approach and process for developing Transport for the North's programmes of work.**

**For more information** see pages 18-20 (which present the rationale for a spatial approach) and pages 24-25 (which forecast future transport demand) of the Draft Strategic Transport Plan.

**To what extent do you support or oppose the process which has been followed to develop the Draft Strategic Transport Plan? PLEASE TICK ☒ ONE BOX ONLY**

- ☐ Strongly support
  - ☐ Tend to support
  - ☐ Tend to oppose
  - ☐ Strongly oppose
  - ☐ No view on the process
  - ☐ Don't know
-

**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. These are Connecting People, Connecting Businesses and Moving Goods.**

**For more information** see pages 30-35 of the Draft Strategic Transport Plan.

**Please let us know your comments on the three main roles which transport can play to help drive the economy and deliver transformational change, including if there are any other roles which should be considered alongside these.**

**Please indicate clearly in your response which specific role(s) your comments relate to.**

**PLEASE WRITE IN BELOW**

### **Identifying the major strategic interventions (What?)**

**Q3a. Northern Powerhouse Rail aims to significantly improve capacity, frequency, speed, and services between the North's main economic centres.**

**For more information** see pages 44-47 of the Draft Strategic Transport Plan.

**To what extent do you agree or disagree with the emerging vision for Northern Powerhouse Rail as shown on page 45 of the Draft Strategic Transport Plan?**

**PLEASE TICK ☒ ONE BOX ONLY**

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

**Q3b. The Long Term Rail Strategy aims to improve train services, stations and lines on the wider rail network. It defines a series of five 'themes', each addressing one or more of the key gaps preventing the current rail network from delivering the pan-Northern transport objectives.**

**For more information** see pages 48-52 of the Draft Strategic Transport Plan, and the accompanying Long Term Rail Strategy published alongside the Draft Strategic Transport Plan.

**To what extent do you agree or disagree with the aims and objectives of each of the five 'themes', as outlined on page 50 of the Draft Strategic Transport Plan?**

**PLEASE TICK ☒ ONE BOX ONLY PER ROW**

	Strongly agree	Tend to agree	Neither agree nor disagree	Tend to disagree	Strongly disagree	Don't know
<b>Connectivity</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Capacity</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Customer</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Community</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Cost Effectiveness</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3c. The Major Roads Network for the North (along with Strategic Road Studies) aims to improve the reliability, efficiency, quality and resilience of the North's road network.**

**For more information** see pages 54-57 of the Draft Strategic Transport Plan.

Transport for the North and its Partners have identified a Major Road Network for the North, which includes roads managed by local transport and highways authorities and also those managed by Highways England (such as Motorways and A-roads). This approach is based on the principle that the last mile can make all the difference as to whether goods or people arrive on time and/or as efficiently as possible, and so management and investment of this Network is a priority.

**To what extent do you agree or disagree with the development of a 'Major Road Network for the North'? PLEASE TICK ☒ ONE BOX ONLY**

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

**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?** PLEASE TICK ☒ ONE BOX ONLY

- ☐ Strongly agree  
☐ Tend to agree  
☐ Neither agree nor disagree  
☐ Tend to disagree  
☐ Strongly disagree  
☐ Don't know

**Q3d. Integrated and Smart Travel aims to improve the experience for people using public transport across the North.**

**For more information** see page 58 of the Draft Strategic Transport Plan, and the accompanying Long Term Rail Strategy published alongside the Draft Strategic Transport Plan.

**How important or not do you think Integrated and Smart Travel is to delivering the four key programme objectives, as outlined on page 58 of the Draft Strategic Transport Plan?**

PLEASE TICK ☒ ONE BOX ONLY PER ROW

	Essential	Very important	Fairly important	Not very important	Not at all important	Don't know
Enabling economic growth in the North	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving customer experience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increasing efficiency across the transport network	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Providing a consistent and familiar travel experience throughout the North	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3e. Seven 'Strategic Development Corridors' have been identified to help inform major strategic transport interventions.**

**For more information** see pages 60-61 of the Draft Strategic Transport Plan.

**Do you agree or disagree with the approach to how the Strategic Development Corridors have been identified, as outlined on pages 60-61 of the Draft Strategic Transport Plan?**

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Strongly agree  
☐ Tend to agree  
☐ Neither agree nor disagree  
☐ Tend to disagree  
☐ Strongly disagree  
☐ Don't know

**Q3f. Please let us know your comments on Transport for the North's identified work programmes as set out in the Draft Strategic Transport Plan.**

**Please note at this stage we are not seeking feedback on specific infrastructure projects themselves – an opportunity will be given on a project-by-project basis when such projects are brought forward and developed.**

**Please tick the identified work programme you wish to comment on below. You are welcome to comment on one or more of the programmes.**

**If you want to comment on the Strategic Development Corridors please tick which specific one your comments relate to. If you want to make a comment about Strategic Development Corridors in general then please tick the 'Strategic Development Corridors (overall)' box only.**

PLEASE TICK ☒ ALL BOXES THAT APPLY

- ☐ Northern Powerhouse Rail
- ☐ Long Term Rail Strategy
- ☐ The Major Roads Network for the North (along with Strategic Road Studies)
- ☐ Integrated and Smart Travel
- ☐ The Strategic Development Corridors (overall)
  - ☐ Connecting the Energy Coasts
  - ☐ West and Wales
  - ☐ Central Pennines
  - ☐ Southern Pennines
  - ☐ North West to Sheffield City Region
  - ☐ East Coast to Scotland
  - ☐ Yorkshire to Scotland



### Delivering Transport for North's Investment Programme (How?)

**Q4a. The final chapter in the Strategic Transport Plan presents seven strands which explain how Transport for the North's Investment Programme could be delivered. To what extent do you think each of the seven strands listed are important to deliver Transport for the North's Investment Programme? For more information see pages 78-91 of the Strategic Transport Plan.**

PLEASE TICK ☒ ONE BOX ONLY PER ROW

	Essential	Very important	Fairly important	Not very important	Not at all important	No view on this strand
<b>Governance and accountability</b> (see pages 78-79)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Stronger partnerships</b> (see pages 80-81)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Innovation</b> (see pages 82-83)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Northern transport skills</b> (see page 84)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Funding and financing</b> (see pages 85-87)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Appraisal and analysis</b> (see pages 88-89)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Ensuring a sustainable Investment Programme</b> (see pages 90-91)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q4b. Please let us know your comments on the seven strands below. Please comment on any other delivery strands which are not included in the list currently.**

**Please indicate clearly in your response which specific strand(s) your comments relate to.**

PLEASE WRITE IN BELOW

## Overall

### Q5a. To what extent do you agree or disagree with the following statement?

**‘Overall, the Draft Strategic Transport Plan will give businesses the confidence to invest in the North over the coming decades’**

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

### Q5b. Overall, to what extent do you support or oppose the Draft Strategic Transport Plan in its current format? PLEASE TICK ☒ ONE BOX ONLY

- ☐ Strongly support
- ☐ Tend to support
- ☐ Neither support nor oppose
- ☐ Tend to oppose
- ☐ Strongly oppose
- ☐ No view
- ☐ Don't know

### Q5c. Please explain your response to Q5b below.

PLEASE WRITE IN BELOW

### The Integrated Sustainability Appraisal

The following questions are about the Independent Integrated Sustainability Appraisal. Please therefore read the Independent Integrated Sustainability Appraisal document before answering the following questions.

**Q6a. Please provide any comments you have about the Independent Integrated Sustainability Appraisal, and its objectives, in the box below. PLEASE WRITE IN BELOW**

Please read **Section 11** of the Independent Integrated Sustainability Appraisal entitled 'Assessment of the Draft Strategic Transport Plan' before answering the following question.

**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?**

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

**Q6c. Please provide the reasons for your response to Q6b.**

PLEASE WRITE IN BELOW

**Final comments**

**Q7. What, if any, additional comments do you have that are relevant to this consultation on both the Draft Strategic Transport Plan and the Independent Integrated Sustainability Appraisal, that you would like to make?** PLEASE SUMMARISE YOUR KEY COMMENTS IN THE BOX BELOW

## Personal Information

We would be grateful if you could answer the following questions so we can establish from whom we have received comments, and to allow us to analyse the results overall and by these different groups of people. Please remember that the Response Form and the information you provide may be subject to publication or release to other parties or to disclosure under regimes such as the Freedom of Information Act 2000, the Data Protection Act 1998 and the Environmental Information Regulations Act 2004.

### S1. How old are you?

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Under 16
- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to say

### S2. Which of these activities best describes what you are doing at present?

PLEASE TICK ☒ ONE BOX ONLY

- ☐ Employee in full-time job (30 hours plus per week)
- ☐ Employee in part-time job (under 30 hours per week)
- ☐ Self-employed full or part-time
- ☐ On a government supported training programme (e.g. Modern Apprenticeship/Training for Work)
- ☐ Full-time education at school, college or university
- ☐ Unemployed and available for work
- ☐ Permanently sick/disabled
- ☐ Wholly retired from work
- ☐ Looking after the home
- ☐ Doing something else (PLEASE TICK AND WRITE IN BELOW)

**S3. Which of these mode(s) of transport do you use on a weekly basis?**PLEASE TICK ☒ ONE BOX ONLY

- ☐ Car or van (either as a driver or a passenger)
- ☐ Bus
- ☐ Train
- ☐ Tram
- ☐ Bicycle
- ☐ Taxi/taxi apps
- ☐ Walking all the way to your destination
- ☐ Other (PLEASE TICK AND WRITE IN BELOW)

**S4. Would you be willing for Ipsos MORI to re-contact you for further research as part of this project in the next two years? PLEASE TICK ☒ ONE BOX ONLY**

- ☐ Yes
- ☐ No

**S5. Would you like Transport for the North to keep you informed about future developments with regard to the Strategic Transport Plan? PLEASE TICK ☒ ONE BOX ONLY**

- ☐ Yes
- ☐ No

**IF YES TO EITHER S4 OR S5 ABOVE**

**Please provide your email address to which you would like correspondence to be sent in the box below (if different from the one provided at the beginning of your response).**

E-mail address:

**Thank you for taking part in this consultation.**

## **Appendix B:**

# **Profile of public participants**

## Profile of participants (public)

This section summarises the profile of public participants in the survey. A total of 255 members of the public participated via the consultation response form. Those who submitted a response via e-mail or letter did not respond to the personal profile questions and are therefore excluded from the figures.

**Table B.1 - Age of participants**

<b>Under 16</b>	1
<b>16-24</b>	4
<b>25-34</b>	16
<b>35-44</b>	23
<b>45-54</b>	15
<b>55-64</b>	19
<b>65-74</b>	12
<b>75+</b>	2
<b>Prefer not to say/did not respond</b>	163



**Table B.2 - Employment status of participants**

<b>Employee in full-time job (30 hours plus per week)</b>	57
<b>Employee in part-time job (under 30 hours per week)</b>	5
<b>Self-employed full or part-time</b>	10
<b>On a government supported training programme (e.g. Modern Apprenticeship/Training for Work)</b>	0
<b>Full-time education at school, college or university</b>	3
<b>Unemployed and available for work</b>	2
<b>Permanently sick/disabled</b>	3
<b>Wholly retired from work</b>	12
<b>Looking after the home</b>	0
<b>Doing something else</b>	7
<b>Did not respond</b>	156

**Table B.3 - Mode of transport used at least once per week**

<b>Car or van (either as a driver or a passenger)</b>	99
<b>Bus</b>	64
<b>Train</b>	36
<b>Tram</b>	18
<b>Bicycle</b>	6
<b>Taxi/taxi apps</b>	1
<b>Walking all the way to your destination</b>	0
<b>Other</b>	0

## **Appendix C:**

### **Technical note on coding**

## Receipt and handling of responses

The handling of responses was subject to a rigorous process of checking, logging and confirmation in order to support a full audit trail. All original electronic and hard copy responses remained securely filed within Ipsos MORI, catalogued and serial numbered for future reference.

## Development of initial code frame

Coding is the process by which free-text comments, answers and responses are matched against standard codes from a coding frame Ipsos MORI compiled to allow systematic statistical and tabular analysis. The codes within the coding frame represent an amalgam of responses raised by those registering their view and are comprehensive in representing the range of opinions and themes given.

The Ipsos MORI coding team drew up an initial code frame for each open-ended free-text question using the first thirty to forty response form responses, and ten to fifteen responses for email and letter responses. An initial set of codes was created by drawing out the common themes and points raised across all response channels by refinement. Each code thus represents a discrete view raised. The draft coding frame was then presented to the Ipsos MORI consultation team and TfN and reviewed before the coding process continued. The code frame was continually updated throughout the analysis period to ensure that newly emerging themes within each refinement were captured.

## Coding using the Ascribe package

Ipsos MORI used the web-based Ascribe coding system to code all open-ended free-text responses found within completed response forms and from the free-form responses (i.e. those that were letters and emails etc.). Ascribe is a proven system which has been used on numerous large-scale projects. Responses were uploaded into the Ascribe system, where the coding team worked systematically through the verbatim comments and applied a code to each relevant part(s) of the verbatim comment.

The Ascribe software has the following key features:

- Accurate monitoring of coding progress across the whole process, from scanned image to the coding of responses.
- An “organic” coding frame that can be continually updated and refreshed; not restricting coding and analysis to initial response issues or “themes” which may change as the consultation progresses.
- Resource management features, allowing comparison across coders and question/issue areas. This is of particular importance in maintaining high quality coding across the whole coding team and allows early identification of areas where additional training may be required.
- A full audit trail – from verbatim response to codes applied to that response.

Coders were provided with an electronic file of responses to code within Ascribe. Their screen was divided, with the left side showing the response along with the unique identifier, while the right side of the screen showed the full code frame.

The coder attached the relevant code or codes to these as appropriate and, where necessary, alerted the supervisor if they believed an additional code might be required.

If there was other information that the coder wished to add they could do so in the “notes” box on the screen. If a response was difficult to decipher, the coder would get a second opinion from their supervisor or a member of the project management team. As a last resort, any comment that was illegible was coded as such and reviewed by the Coding Manager.

### **Briefing the coding team and quality checking**

A small, core team of coders worked on the project, all of whom were fully briefed and were conversant with the Ascribe package. This team also worked closely with the project management team during the set-up and early stages of code frame development.

The core coding team took a supervisory role throughout and undertook the quality checking of all coding. Using a reliable core team in this way minimises coding variability and thus retains data quality.

To ensure consistent and informed coding of the verbatim comments, all coders were fully briefed prior to working on this project. The Coding Manager undertook full briefings and training with each coding team member. All coding was carefully monitored to ensure data consistency and to ensure that all coders were sufficiently competent to work on the project.

The coder briefing included background information and presentations covering the questions, the consultation process and the issues involved, and discussion of the initial coding frames. The briefing was carried out by Ipsos MORI's executive team.

All those attending the briefings were instructed to read, in advance, the consultation document and go through the response form. Examples of a dummy coding exercise relating to this consultation were carefully selected and used to provide a cross-section of comments across a wide range of issues that may emerge.

Coders worked in close teams, with a more senior coder working alongside the more junior members, which allowed open discussion to decide how to code any particular open-ended free-text comment. In this way, the coding management team could quickly identify if further training was required or raise any issues with the project management team.

The Ascribe package also afforded an effective project management tool, with the coding manager reviewing the work of each individual coder, having discussion with them where there was variance between the codes entered and those expected by the coding manager.

To check and ensure consistency of coding, at least 10% of coded responses were validated by the coding supervisor team and the executive team, who checked that the correct codes had been applied and made changes where necessary.

### **Updating the code frame**

An important feature of the Ascribe system is the ability to extend the code frame “organically” direct from actual verbatim responses throughout the coding period.

The coding teams raised any new codes during the coding process when it was felt that new issues were being registered. In order to ensure that no detail was lost, coders were briefed to raise codes that reflected the exact sentiment of a response, and these were then collapsed into a smaller number of key themes at the analysis stage. During the initial stages of the coding process, meetings were held between the coding team and Ipsos MORI executive team to ensure that a consistent approach was taken to raising new codes and that all extra codes were appropriate and correctly assigned. In particular, the coding frame sought to capture precise nuances of participants' comments in such a way as to be comprehensive.

A second key benefit of the Ascribe system is that it provides the functionality of combining codes, revising old codes and amending existing ones as appropriate. Thus, the coding frame grew organically throughout the coding process to ensure it captured all of the important "themes".

## For more information

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### **About Ipsos MORI's Social Research Institute**

The Social Research Institute works closely with national governments, local public services and the not-for-profit sector. Its c.200 research staff focus on public service and policy issues. Each has expertise in a particular part of the public sector, ensuring we have a detailed understanding of specific sectors and policy challenges. This, combined with our methodological and communications expertise, helps ensure that our research makes a difference for decision makers and communities.