June 2018

Draft Strategic Transport Plan and Integrated Sustainability Appraisal Consultation

Analysis of findings

Ipsos MORI

TRANSPORT FOR THE NORTH

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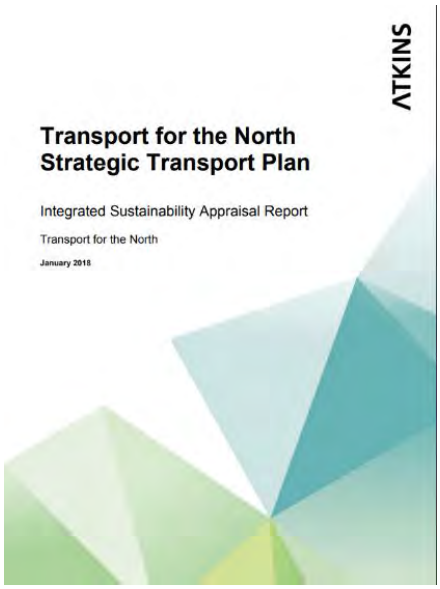
The context and need to consult

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.

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.

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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[1]. The website included a link to download the Draft Strategic Transport Plan in its entirety[2]. 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[3]. The website also included a number of documents relating to the Integrated Sustainability Appraisal[4].

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;

[1] https://transportforthenorth.com/stp/
[2] https://transportforthenorth.com/wp-content/uploads/TfN-Strategic-Plan_draft_lr.pdf
[3] https://transportforthenorth.com/wp-content/uploads/STP-Key-Messages.pdf
[4] Strategic Transport Plan Integrated Sustainability Appraisal – Habitats Regulations Assessment – Stage 1 Screening, Strategic Transport Plan Integrated Sustainability Appraisal Report – Appendices: https://transportforthenorth.com/wp-content/uploads/STP-ISA-Full-Report-Final.pdf

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- 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

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.

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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.

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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
PUBLIC	
Online response form	242
Paper response form	13
White mail	2
E-mail	89
Petition	1
STAKEHOLDER	
Online response form	83
Paper response form	1
Post free text	2
E-mail	130
TOTAL	563

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.

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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

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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

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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 Description of other responses

There were nine responses which were received which contained charts/diagrams or associated graphics which were intended to supplement a response. There were also 14 maps included as part of responses, whilst six responses contained

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photographs or illustrations. All of these additional documents have been passed to TfN as stand alone files accompanying this report.

A total of 21 responses were received which were in the form of a document/report/study. All but one of these were coded by hand and fitted into the developing codeframe. One single response (a response from a Member of the Public) was not coded as the content contained technical language and terminology, heavily referenced external, supporting documents and also included a number of accompanying appendices. Given this, the response has been submitted to TfN in its entirety for their consideration.

3.7 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.

3.8 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

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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. A copy of the complete codeframe is included in Appendix E of this report.

3.8.1 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.

3.8.2 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.

3.9 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

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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.

3.10 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.
- Appendix A shows the Consultation Response Form which was hosted online and made available by paper copy to those who requested it.

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- Appendix B presents a profile of public participants.
- Appendix C presents a 'Technical note on the coding'.
- Appendix D is an illustration showing the distribution of responses across the North of England (NB – in some instances responses have been received from, for example, local authorities or Combined Authorities which represent a wider geographical area that is indicated on the map. This should be borne in mind when examining this document).
- Appendix E provides the complete codeframe which details all of the points made in all responses during the consultation. It is structured according to the response form. Each question therefore presents three version of the codeframe – positive mentions, negative mentions (concerns) and neutral mentions/recommendations/other comments. These are clearly highlighted in the codeframe.

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

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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.

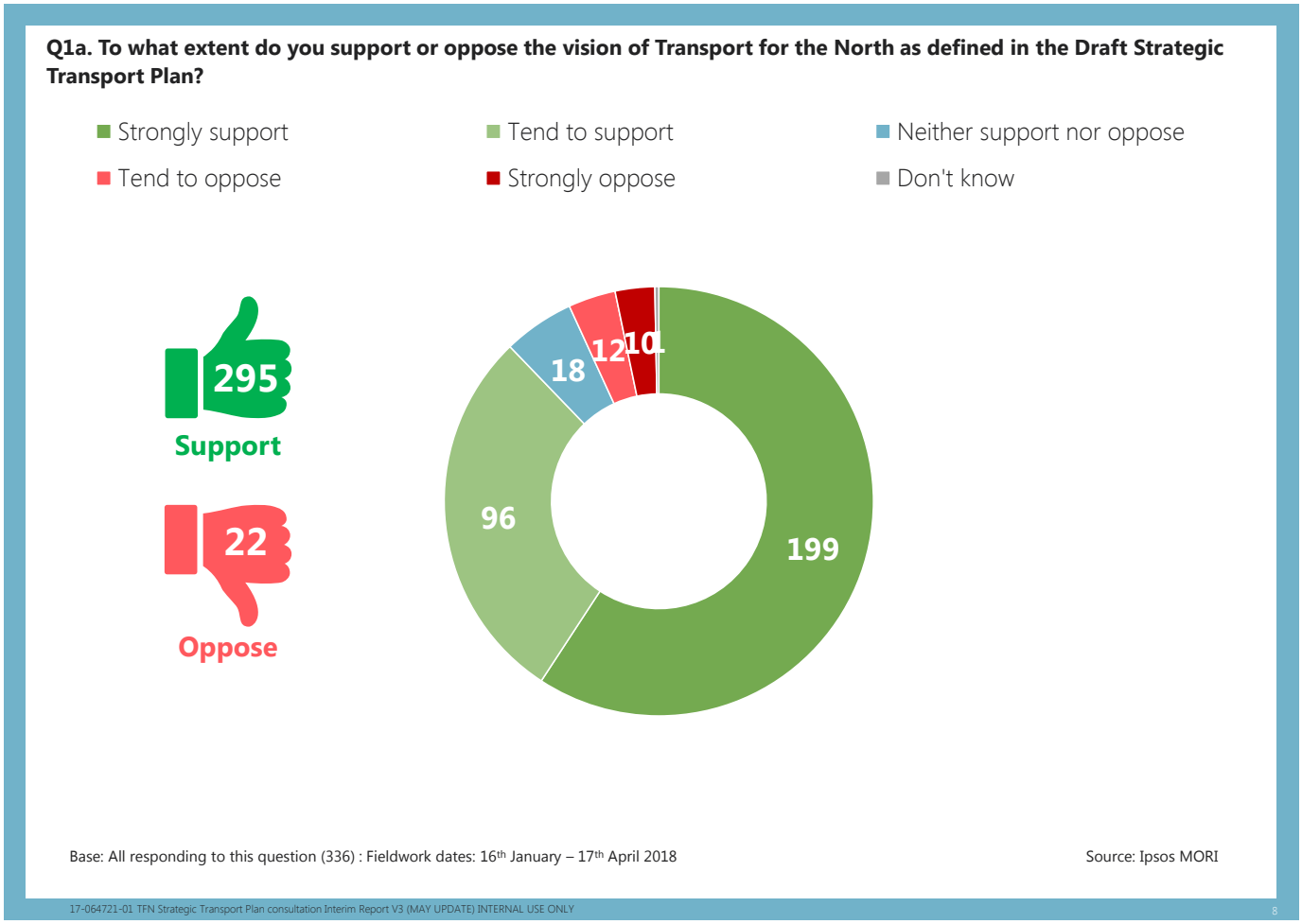
4.1.1 TfN's vision

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.

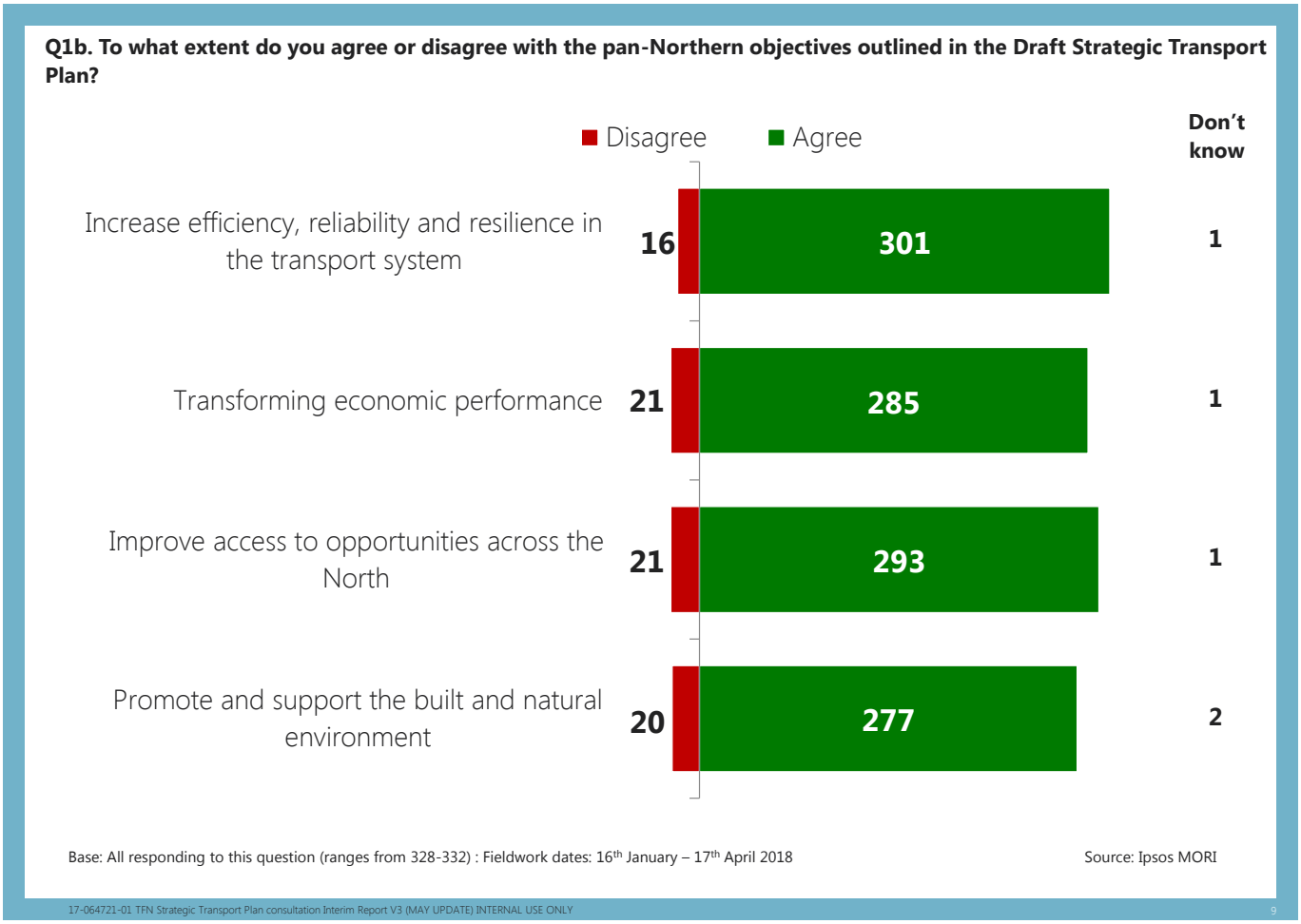
4.1.2 Pan-Northern Transport Objectives

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.

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"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"

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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

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"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

Increase efficiency, reliability and resilience in the transport system

Some participants made very specific points in response to one, specific objective. A total of 27 participants expressed support for increasing efficiency, reliability and resilience in the transport system. Specifically, five participants felt it would improve reliability whilst a further five also felt it would improve resilience.

"We do need increased reliability and efficiency, but journeys also need to be as pleasant as possible. Also, while resilience can be improved by making existing links more reliable, adding connections between nodes delivers greater resilience"
Member of the Public

"We strongly believe that improving connectivity across the North is fundamental to increasing productivity in the region and contributing to the economy. We therefore agree with the aims of the plan to increase the efficiency, reliability and resilience in the transport system"
Yorkshire Building Society

It is pleasing that resilience of the transport network is recognised as part of transport objective, given the impact that extreme weather events and climate change is having within our area.

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A further eight participants felt that the improving efficiency, reliability and resilience is long overdue with six also mentioning how journey times will improve as a result. Six participants felt that investing in the rail network is to be welcomed, whilst the same number (6) felt that achieving this objective would stimulate business and lead to economic growth and ultimately create jobs.

"Welcome the inclusion of improved travel choice but the element of public and cycle transport is not clear in the strategic vision or overall strategy, which is vital for the end-to-end journey/journey times"

Hull City Council

There were a few concerns mentioned, specifically about the lack of information about how a pan-northern transport network would integrate with local, established networks, a lack of provision for increasing rail freight and opposing road building.

Other comments were made which urge the importance of achieving a modal shift to more sustainable modes of transport.

"Our only minor comments are that the objective might be clearer that the modal shift aspired to is towards more sustainable alternatives, and that the commitments on the right might be clearer on how this is to be achieved"

Association of Community Rail Partnerships

Another key area for improve is the road network, which is relied upon by users due to the perceived unreliability of the public transport system. This places a greater pressure on the road network and there is an acute need to improve its resilience to cope with the demand placed on it.

"Significant numbers of people struggle with lack of reliable choice and have poor experience when it comes to public transport; this has a knock on effect of increasing road use and therefore reduces the resilience of that network"

Tosca Debt Capital LLP

A further six participants felt that the resilience of the rail network should be more of a priority, whilst the same number (6) felt the same about the bus. It is clear that from these comments that improving resilience is not just confined to one mode of transport, but is a perceived necessity across a number of different modes – a further five participants referenced public transport as a whole (rather than mode-specific) .

A further seven participants emphasised the importance of improving access to education and work opportunities, with active travel (to facilitate multi-modal usage) a key facet of this. Other, lesser mentioned issues raised include the need to improve the reliability of the network, maximise the use of the existing infrastructure, expand park and ride facilities for major towns and cities and also focus on sea routes. Finally, eight participants wanted a greater focus on punctuality timetabling (specifically about trains).

Transforming economic performance

There were around 60 participants who make comments in support of this objective. Of these, 29 reiterated their support in general for the thrust of the objective

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"A good case is made for the relation between economic performance and the efficiency of moving large numbers of people"
Member of the Public

"Overall, we agree with the description of the issues that the North faces in terms of closing an economic gap is the lack of highly skilled opportunities and the under use of technology - but believe that it is important to recognize that this is the 'effect' caused by the drift of head offices and decision makers away from the Region and the shift in the industrial structure of the UK"
Institute of Economic Development

"We have long argued that all nations and regions in the UK must be given the opportunity to substantially profit from economic and business growth. CECA believes that addressing the challenges of transport in the North is a key enabler to this"
CECA

A further 13 participants specifically highlighted their belief that delivering this objective would stimulate business and lead to economic growth in their particular area, whilst a further 12 support the overall objective of growing the economy and creating jobs across the North.

A total of twelve participants support the objective because of the wider contribution it will make to improving the quality of life, health and wellbeing of those in the North – so focussing on the wider, knock-on benefits of economic prosperity. Such an outcome would give people greater choice about where to live, encouraging electrification to reduce carbon emissions to improve health and also to encourage more active modes of transport.

"Mention is made of promoting health and well being which has to include electrification to avoid carbon emissions"
South Humberside Rail Users

Lesser mentioned supportive comments include the feeling that such measures were long overdue (5) and that this objective underpins delivery of other objectives.

A total of 14 participants made negative comments about this objective. The majority of these (6) were concerns about more rural/less populated areas which could get 'left behind' in favour of large towns and cities. Another two participants felt that there was indeed too much emphasis on cities and city centres.

There were 48 participants making other comments about this objective. Of these, the majority (13) referred to the need to align the objective with local economic and transport plans which are already in place.

"The delivery of Local Plans, Local Transport Plans and Local Economic Plan should all be key considerations, particularly with regard to major road or rail improvements which can enable the delivery of key housing or employment sites in important economic centres"
Durham County Council

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Other comments referenced the need to deliver this objective by improving access to ports (8) and airports (7), as well as stimulate tourism (9). Once again, four participants want to ensure that rural/less populated areas are not left behind, whilst ensuring that prosperity should be spread across the North. In addition, there is a need to ensure any economic growth is sustainable and use any new transport infrastructure as a catalyst to further growth and deliver at key sites of economic development potential.

Improve access to opportunities across the North

There were a number of participants showing support for this objective. A total of 23 showed general support for the objective whilst a further 15 felt strongly that the objective would facilitate access to a range of opportunities (education, work etc.) and be crucial to both attracting and retaining talent in the North.

"One of the most fundamental of these, according to our members, would be improving access to opportunities. When asked what would be the biggest benefit to any aspect of Northern transport most members said they sewed this as improving the ability to access a wider talent pool across the North"
NWBLT

A further seven commented that the objective is long overdue, whilst there were four participants who specifically mentioned how local communities in Bradford would benefit from an inclusive approach to creating new opportunities.

"With largest population of young people as percentage in UK (Bradford), its vital that they can travel to larger hubs (Leeds and Manchester) for employment"
Member of the Public

Other comments referenced the benefits delivery of this objective would bring to achieving a more socially inclusive society, improve access to markets and also benefit those with disabilities.

There were a handful of participants who made negative comments about this objective. The main concern was around a lack of information about how economic growth would be delivered at a localised level, whilst other comments referenced a lack of provision for the North East and did not think the objective is necessary.

Other comments referenced the need to limit car use across the North as a means of accessing these new opportunities, and ensure that schemes offer transport alternatives by improving public transport overall, whilst others felt it is necessary to improve railway links.

Promote and support the built and natural environment

There were 40 participants who made comments in support of this objective. A total of 31 offered general support for the environment being a key element of the objectives.

"The Woodland Trust welcomes a commitment to "promote and support the built and natural environment" as one of the four key objectives in the TfN Strategic Transport Plan"
The Woodland Trust

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Other, more specific comments referenced that the Draft Strategic Transport Plan's focus on electrification would lead to a reduction in air pollution/emissions and therefore minimise impact on the environment (4), whilst contributing to improving the quality of life, health and wellbeing. Others felt that the inclusion of this objective is necessary to attract inward investment.

There were 17 negative comments about the objective. Of these, five made the point that the Draft Strategic Transport Plan would impact negatively on the environment, whilst a further four participants felt that green/open spaces would be affected if the strategy is implemented. There is a general feeling amongst some participants that the Draft Strategic Transport Plan does not therefore go far enough in mitigating against impact on the environment, and that more should be done.

"It would therefore be virtually impossible in reality to ensure that improvements to the strategic transport network align with local environmental objectives as suggested in the text within the 'promote and support the built and natural environment' objective. Clarity would therefore be welcomed as to whether this objective is felt to be genuinely achievable and how TfN proposes to align with local objectives where major infrastructure is proposed"
Harrogate Borough Council

"There is a notable absence of strategy in actively encouraging low carbon modes of transport through improved infrastructure. For example no strategies to facilitate the improvement of the North's EV charging infrastructure or for local authorities to actively reshape town & city centres to support cycling & walking"
Member of the Public

Some participants also felt that the objective lacked credibility, specifically related to the Habitats Regulation Assessment.

"Natural England does not agree with the above approach and considers that the TfN STP HRA has not followed a pre-cautionary approach, which removes the risk and possibility of effects to European Sites by not committing to an assessment of future projects or planned transport interventions at the plan level"
Natural England

There were over 40 'other' comments about this objective, which made additional suggestions or recommendations about how the objective could be improved. Of these, 23 participants referenced the priority to reduce air pollution/emissions and achieve targets, and want additional information as to how carbon emission targets would be achieved.

"The STP says "the Government has set a target to reduce carbon emissions by 80% by 2050, which investment in the North's transport network can support" but there is no evidence on how this will be achieved, and with the recognition of the increase in journeys, it is difficult to see how this will be achieved unless through direct intervention"
Liverpool City Region

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"Addressing air quality, and the damaging impacts of emissions from transport are national and local priorities as one of the greatest environment risks, but the draft STP lacks detail on combating harmful emissions. It would be helpful to see more detail within the final STP on TfN's role in the application of technology and the enhanced role that electric vehicles, (clean) buses, and cycling and walking could play in providing sustainable, low emission last mile access to strategic networks"

West Yorkshire Combined Authority

Whilst it was acknowledged by some that the Draft Strategic Transport Plan did include narrative around the need to limit and reduce carbon emissions, it was felt that more could be done to plan for and encourage low/zero carbon transport (9 participants) by going further to achieve targets. A further nine participants felt that the document should also go further and encourage all forms of sustainable transport.

"Although TfN states that 'reducing carbon emissions is imperative' the draft estimate of the carbon impacts of its strategy shows that by 2030 it would reduce carbon emissions by only between 9 and 14%26, falling far short of the 44% reduction between 2016 and 2030 recommended by the Committee on Climate Change"

Friends of the Peak District & CPRE South Yorkshire

"Opportunities to invest in sustainable transport mode connectivity to railway stations should also be identified as a key priority (walking, cycling and public transport connections), enhancing the current offer of sustainable transport access for residents, visitors and workers who may wish to use the railway network"

South Lakeland District Council

"Whilst the STP claims to promote and support low-carbon growth and reduce carbon emissions, it in fact does the opposite"

North East Green Party

A further seven participants emphasised the need for the Draft Strategic Plan to focus more on reducing car usage (linked to encouraging sustainable transport – see above), whilst another seven mentioned the need to reduce road freight as well. Linked to this is the need to mitigate impact on national parks (6).

"In their consultation response CPRE South Yorkshire repeatedly highlights the unsustainability of the Strategic Transport Plan with regard to its aims of increasing road transport and upgrading road links which inevitably leads to increases in carbon emissions, further air pollution, damage to landscape and reductions in tranquillity; all of which will result from encouraging more vehicles onto the roads in the North"

Friends of the Lake District

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Suggestions for additional factors to be included centred around car pooling initiatives/clubs (6), planning for more freight to be run on rail (6), encouraging modal shift (6), encouraging greater use of public transport (5), reducing the demand for air travel and promoting greater uptake of active travel. All of this requires positive encouragement. Further comments expressed the need for the objective to align to National Planning Policy Framework (6) and deliver against those priorities as well.

"A key ask from TfN is that the next version of the STP should focus much more sharply on the integration of future land use and transport planning. In addition to more public transport investment and planning, more sustainable modes of transport, such as walking and cycling should be encouraged. But routes need to be safe and green. There is widespread acceptance that people's health and mental well-being benefits from green routes as document in a raft of recent research"
Campaign to Protect Rural England

Overall, four participants felt that the environment should be the top priority of all of the objectives. Other comments referenced the need to protect certain elements of the environment against greater transport development, as well as enhancing public rights of way as active travel routes, protecting and enhancing the historic natural environment (such as ancient woodland) and encourage clean air zones. Reference was also made to developing provision to move freight via more sustainable methods of transport, such as via rail and sea.

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.

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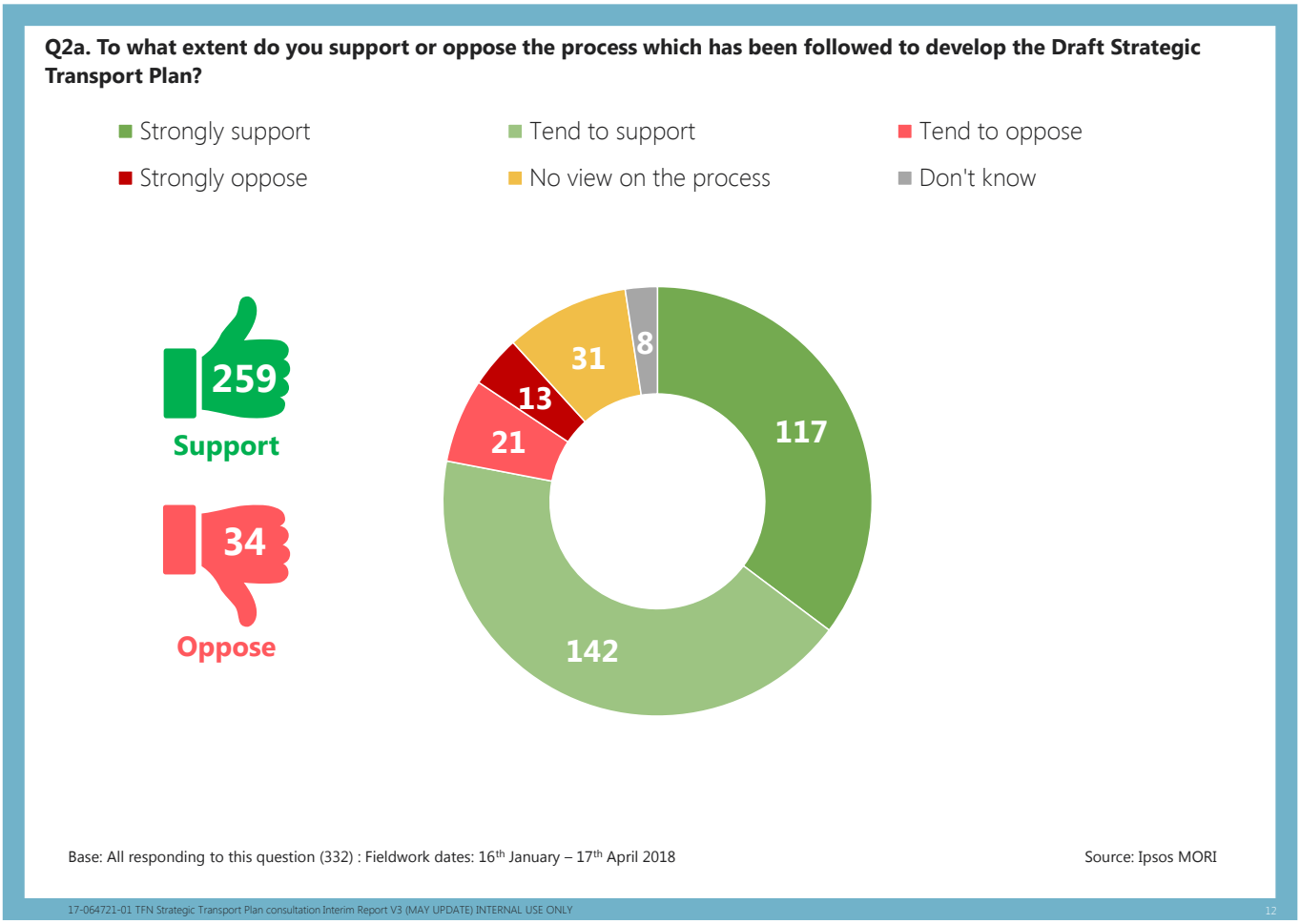
Figure 4.3: Support/oppose the process followed to develop the Draft Strategic Transport Plan



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'[5].

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"

[5] Draft Strategic Transport Plan – p29

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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'[6] 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.

[6] Draft Strategic Transport Plan – p29

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"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.

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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.

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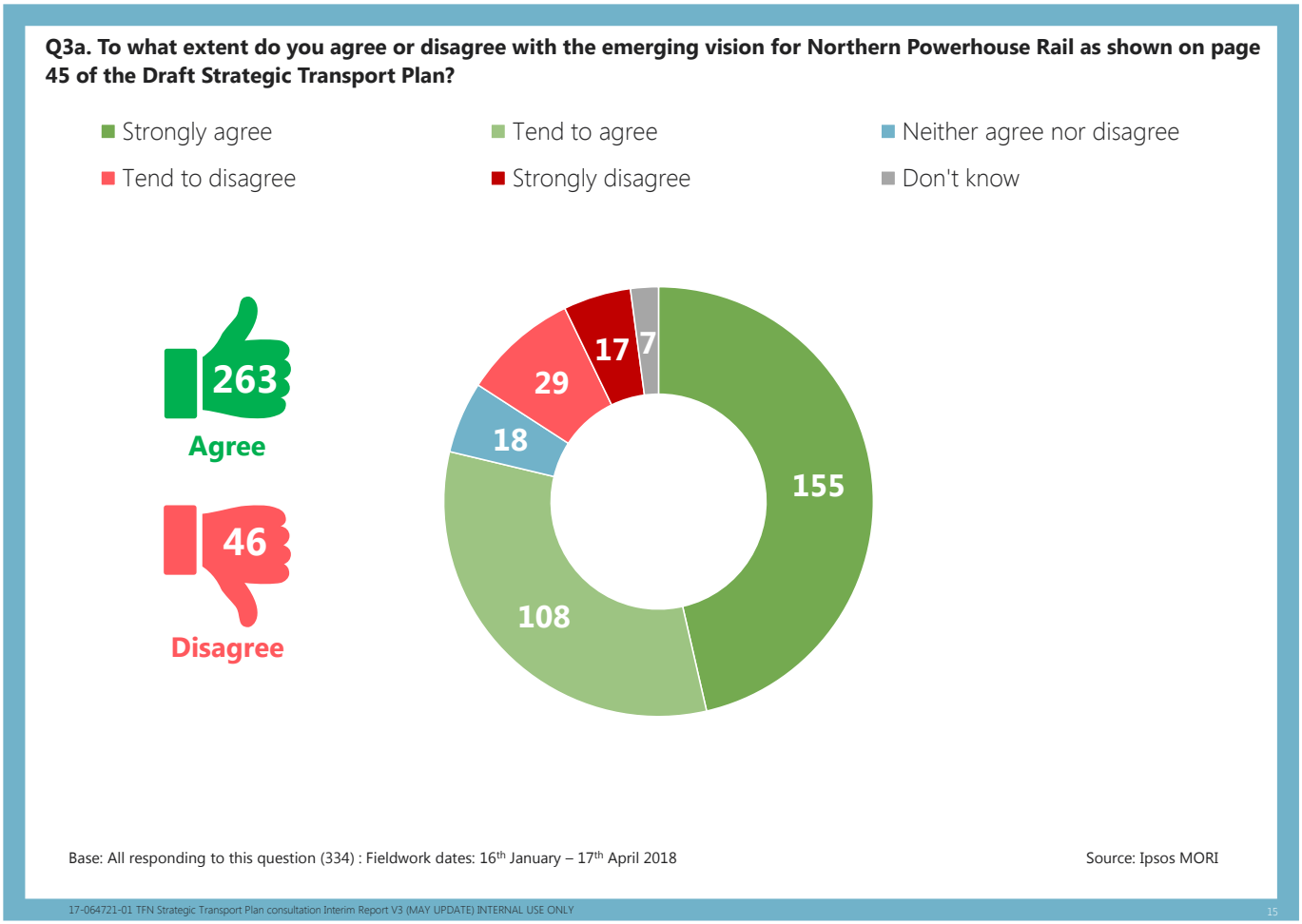
Figure 4.4: Agree/disagree with the vision for NPR



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

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"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"

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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

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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"

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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.

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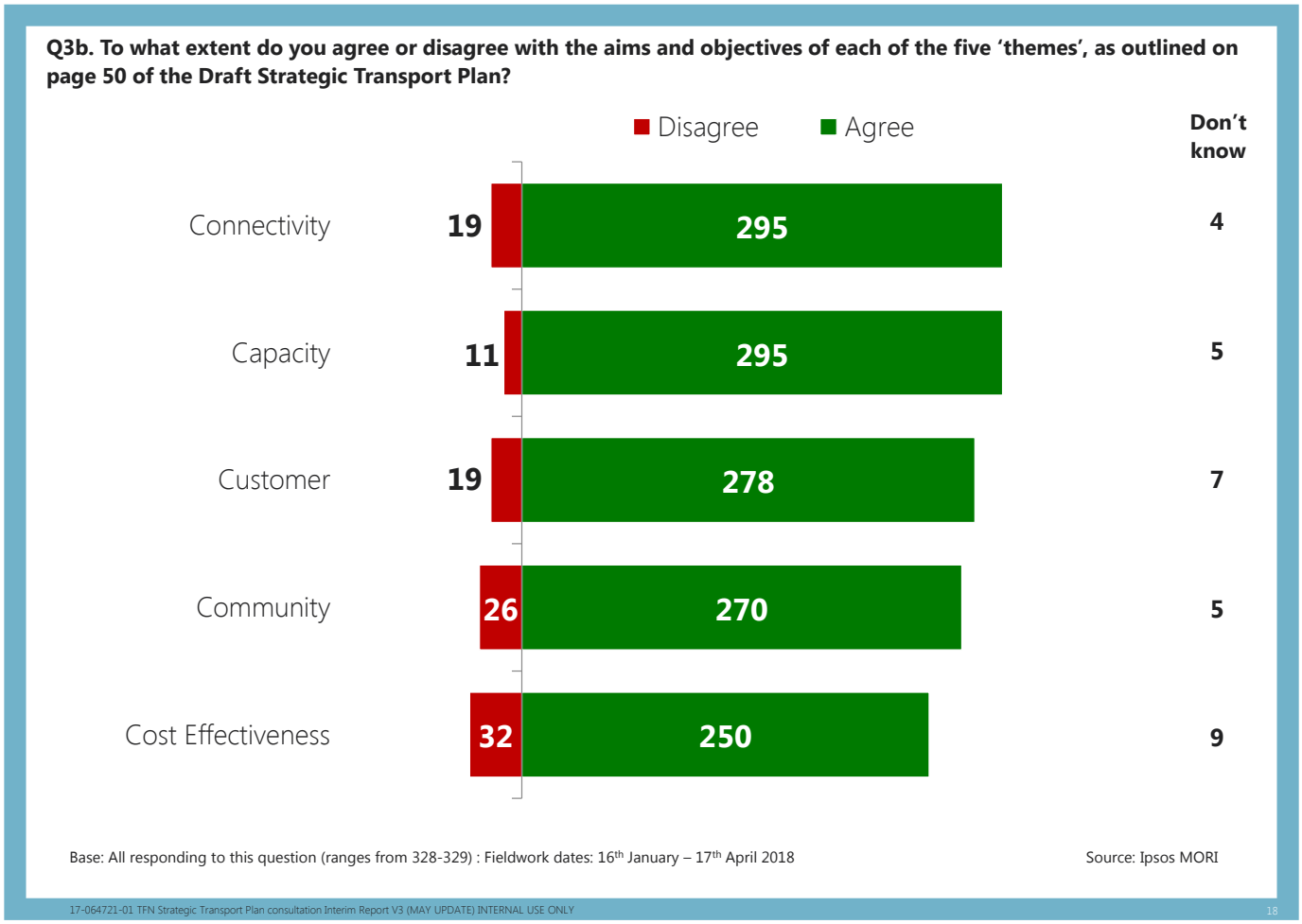
Q3b. To what extent do you agree or disagree with the aims and objectives of each of the five 'themes', as outlined on page 50 of the Draft Strategic Transport Plan?

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"

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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

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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.

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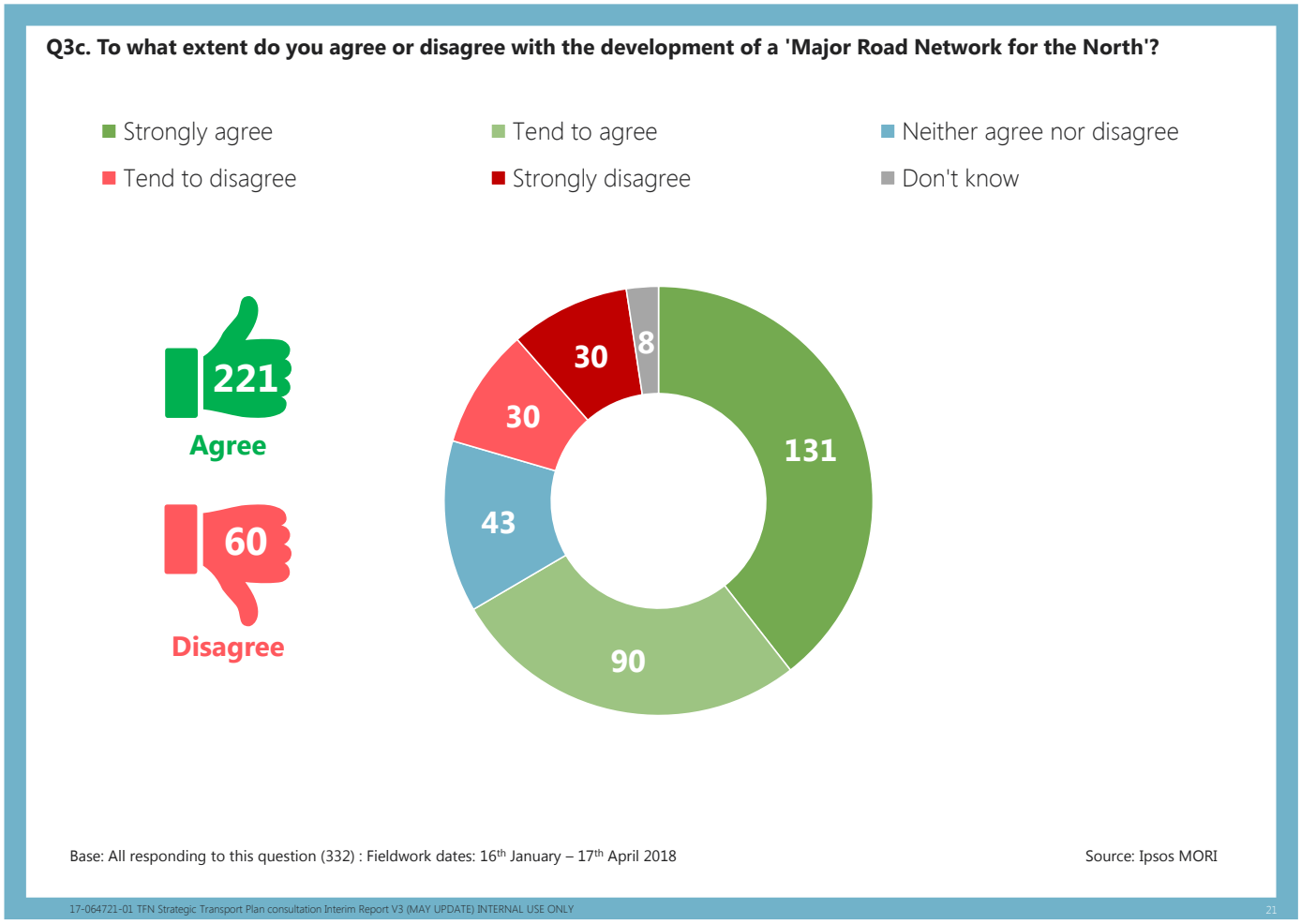
Figure 4.6: Agree/disagree with the development of a Major Road Network for the North



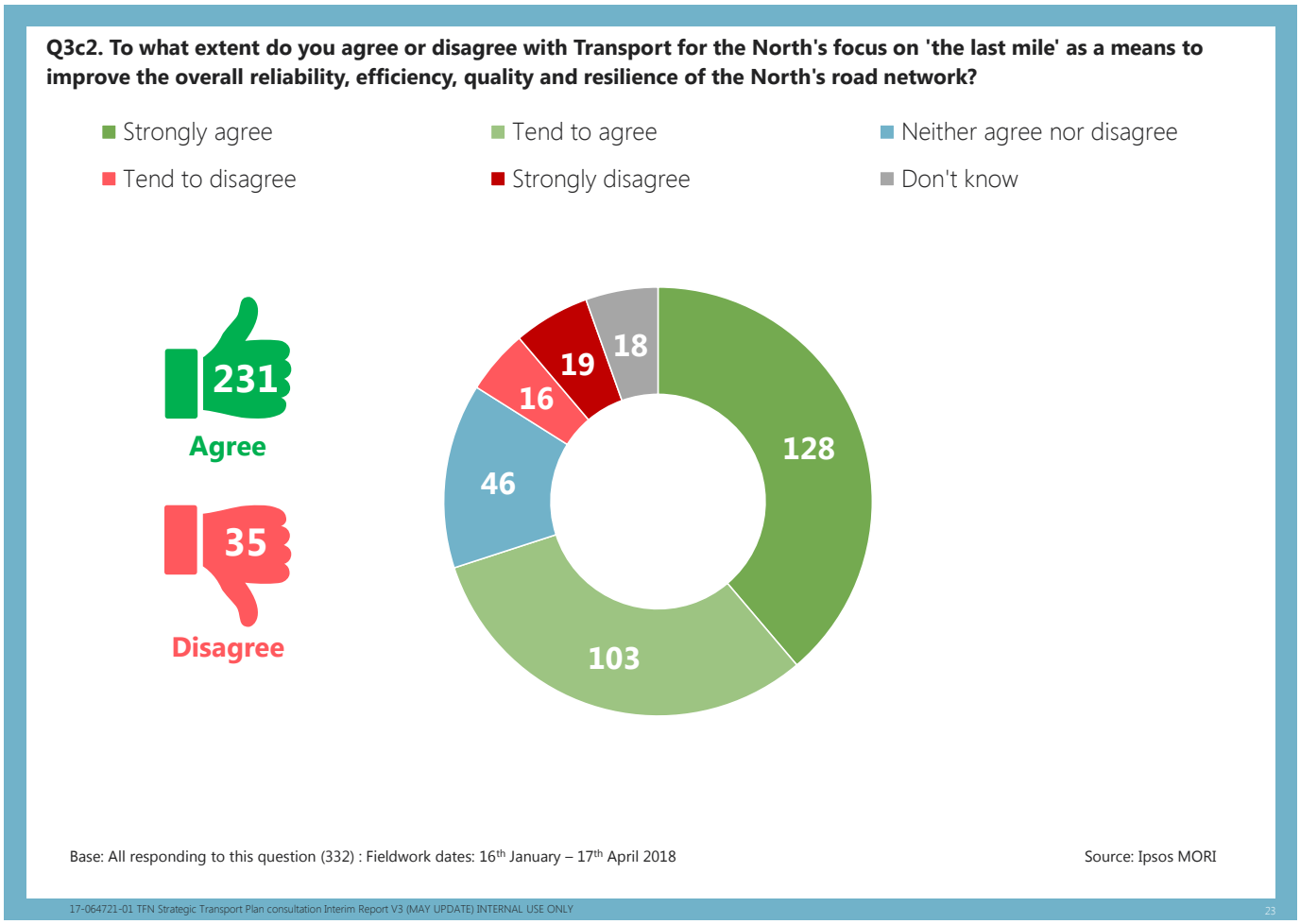
Around two-thirds of participants responding to this question (221) agree with the Major Road Network for the North. However, nearly one in five (60) participants disagree with its development – half of these (30) 'strongly' disagree. This represents the greatest proportion of disagreement to any of 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.

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"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

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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.

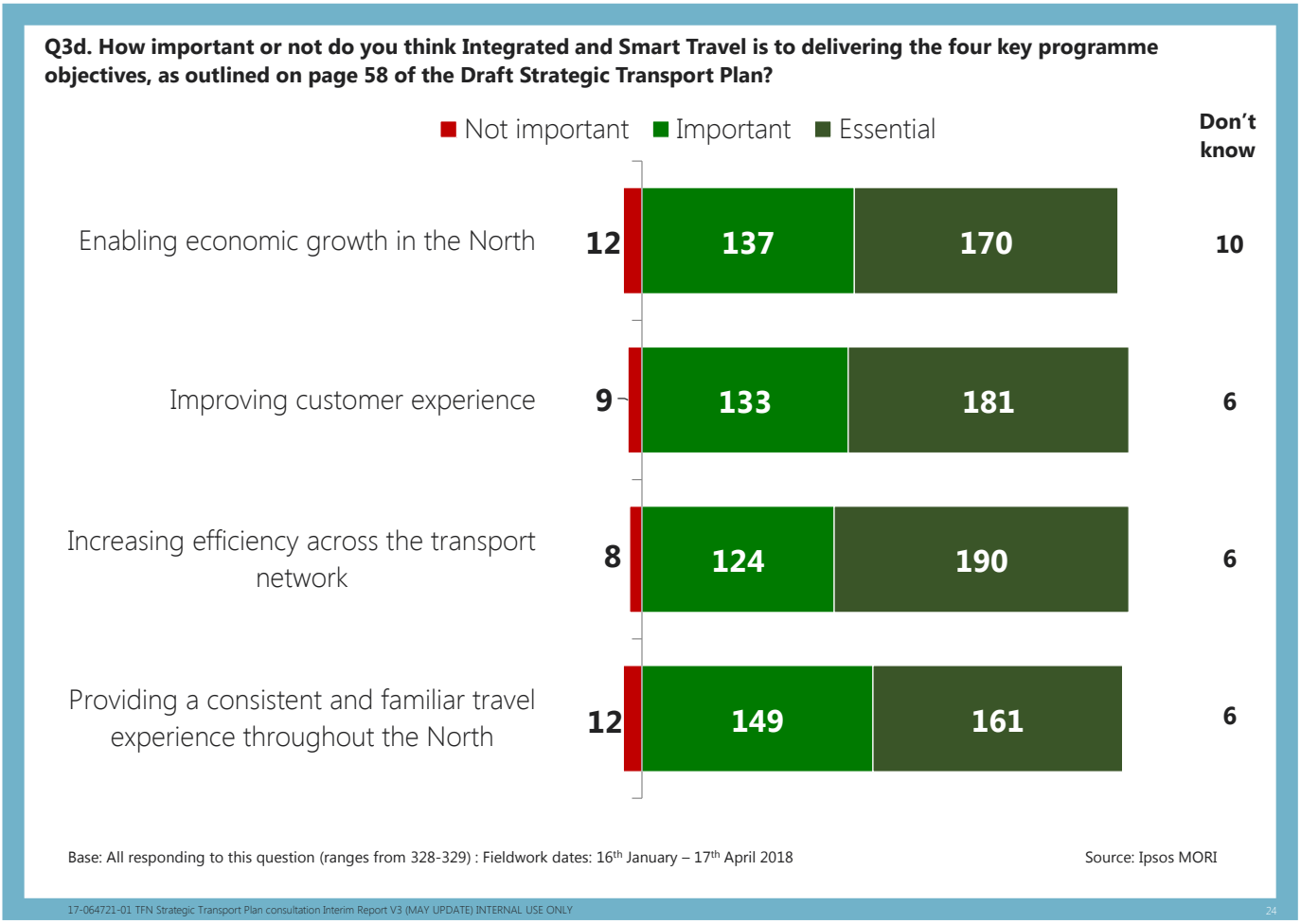
Integrated and Smart Travel

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



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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

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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.

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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.

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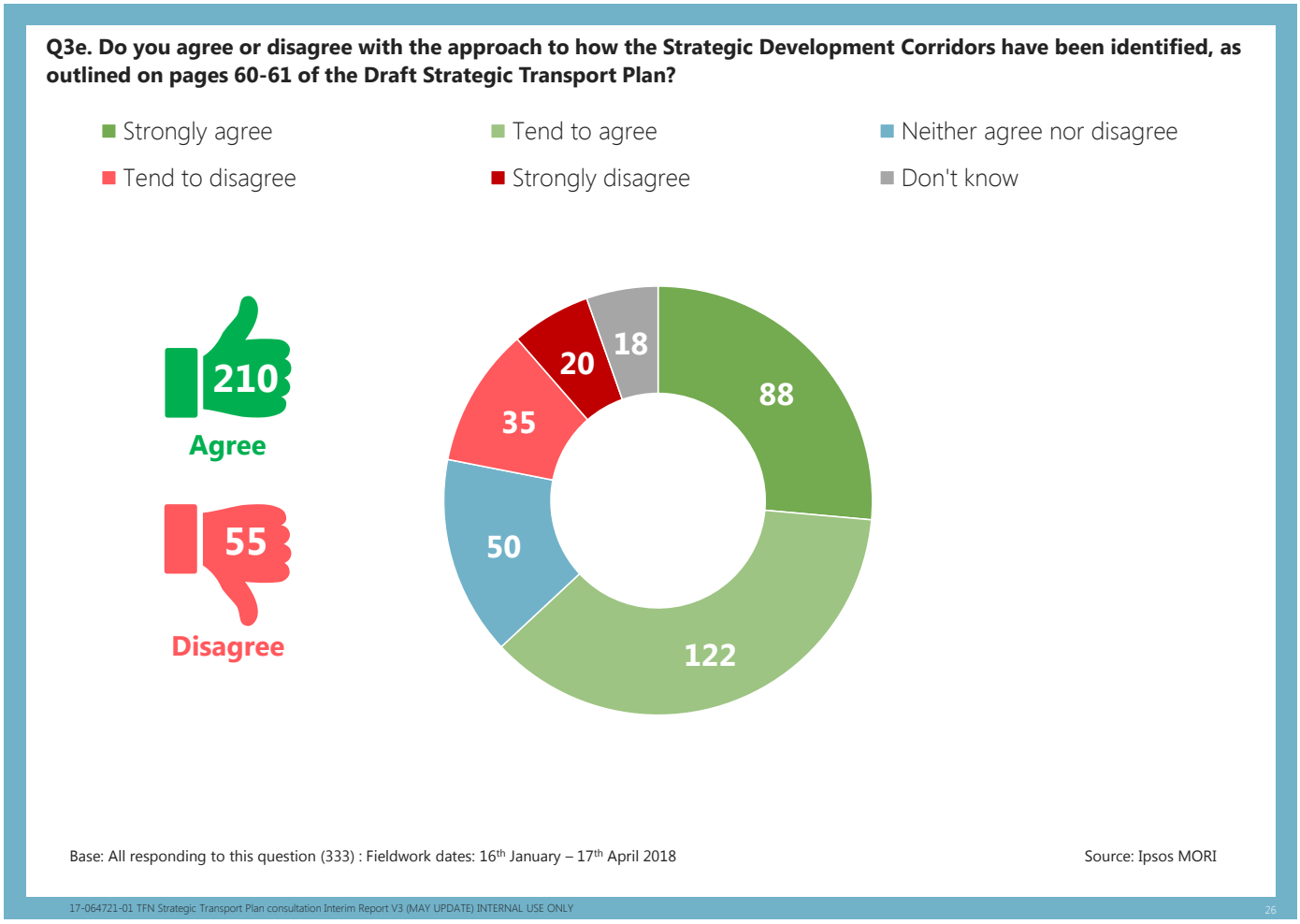
Figure 4.9: Agree/disagree with the approach taken to identify the SDCs



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

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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

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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

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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.

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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.

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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.

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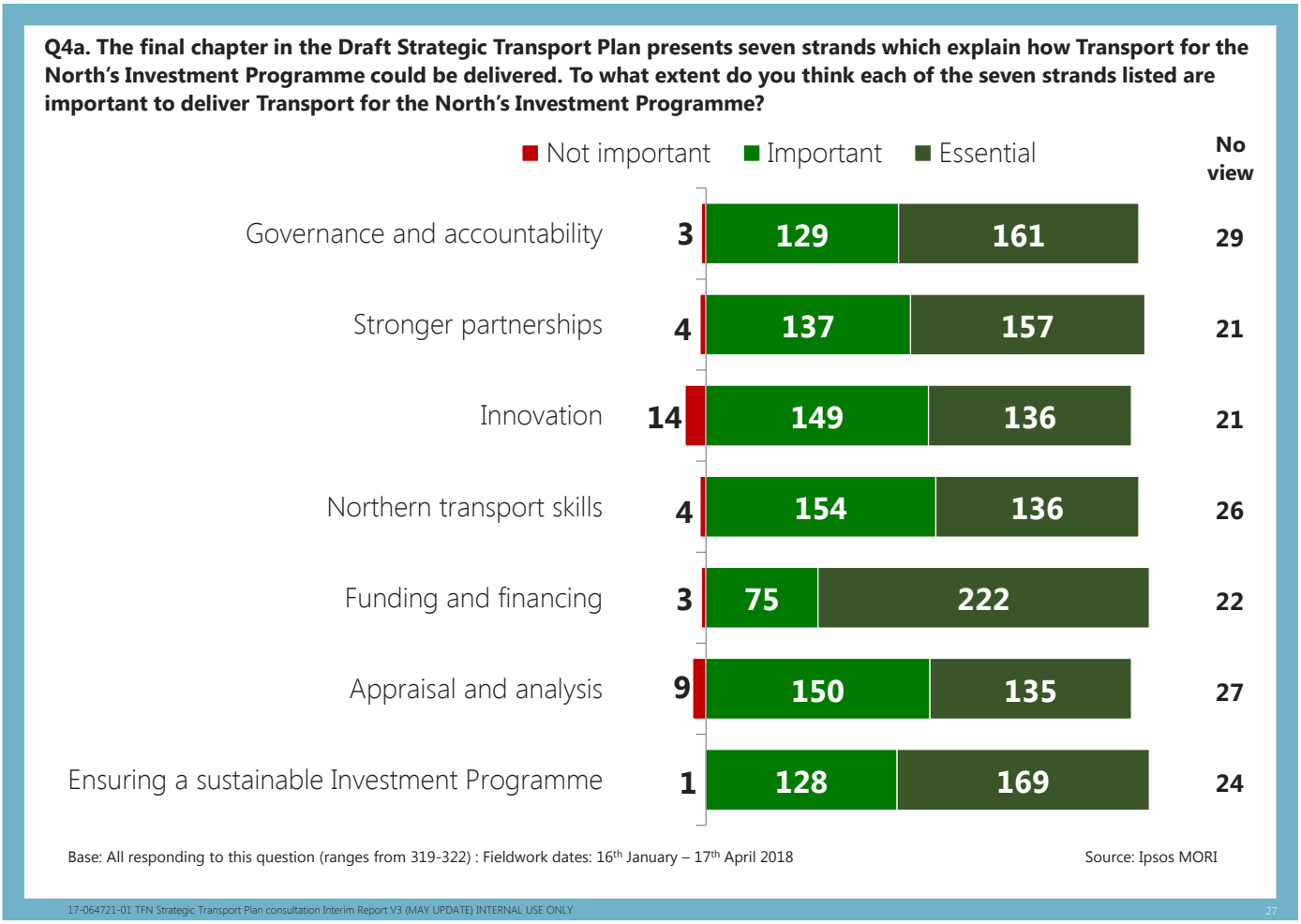
Figure 4.10: Importance of the seven strands to deliver TFN's Investment Programme



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

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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

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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).

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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

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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.

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"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.

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"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

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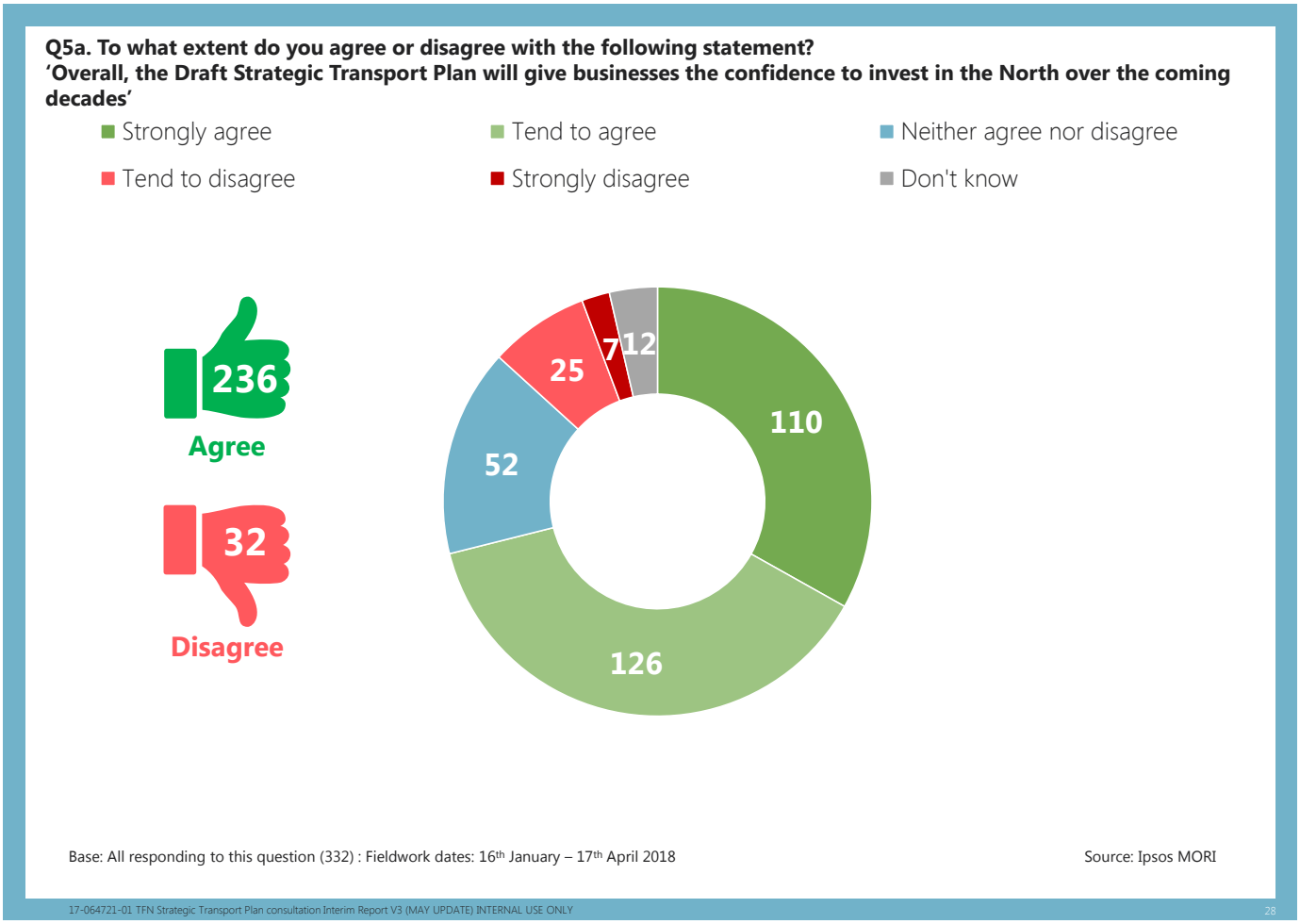
4.5 Support/opposition to the Draft Strategic Transport Plan (Overall)

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.

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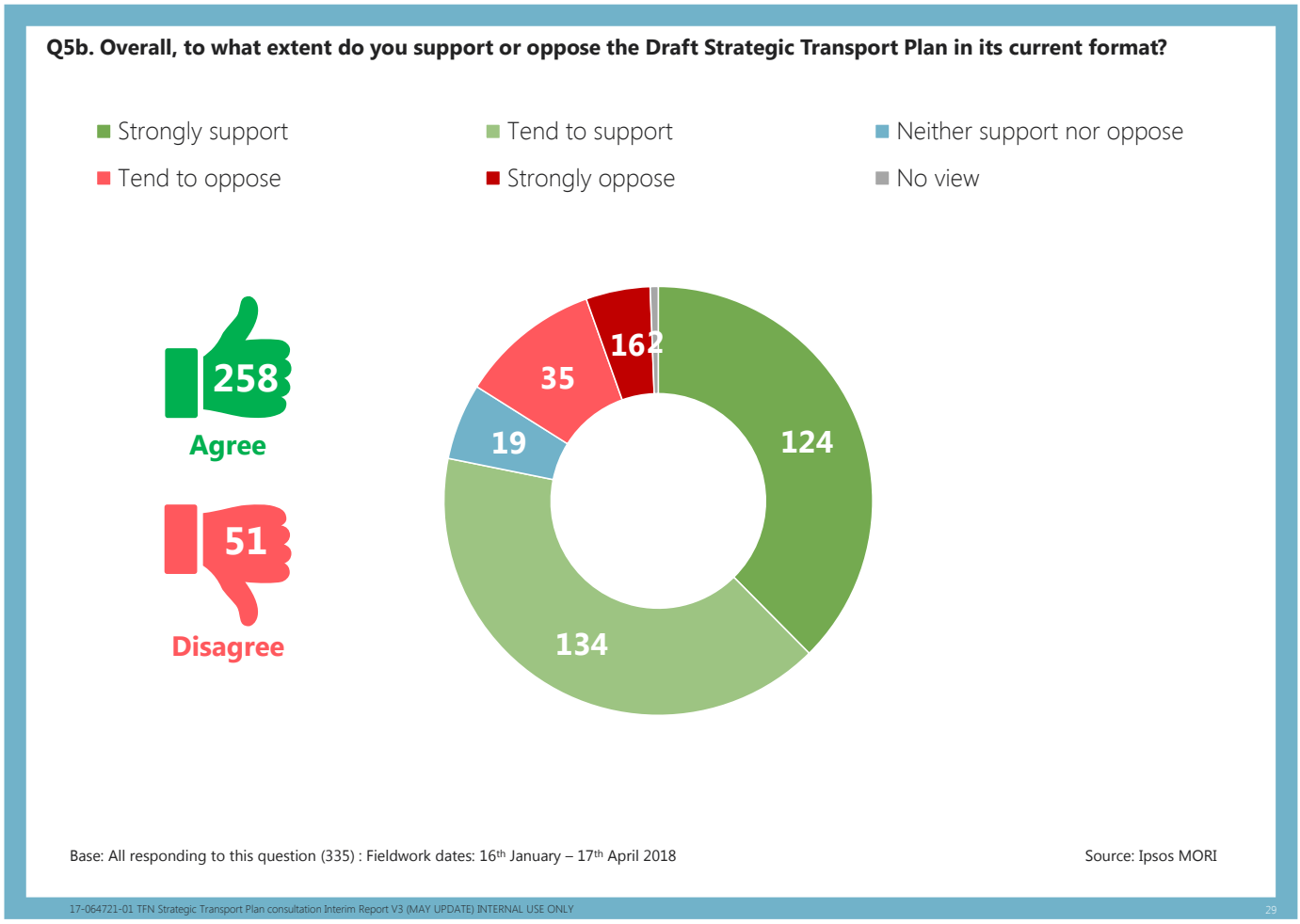
Participants were then asked why they support or oppose the Draft Strategic Plan as it stands at the moment in its latest draft.

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.

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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

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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 than 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

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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

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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

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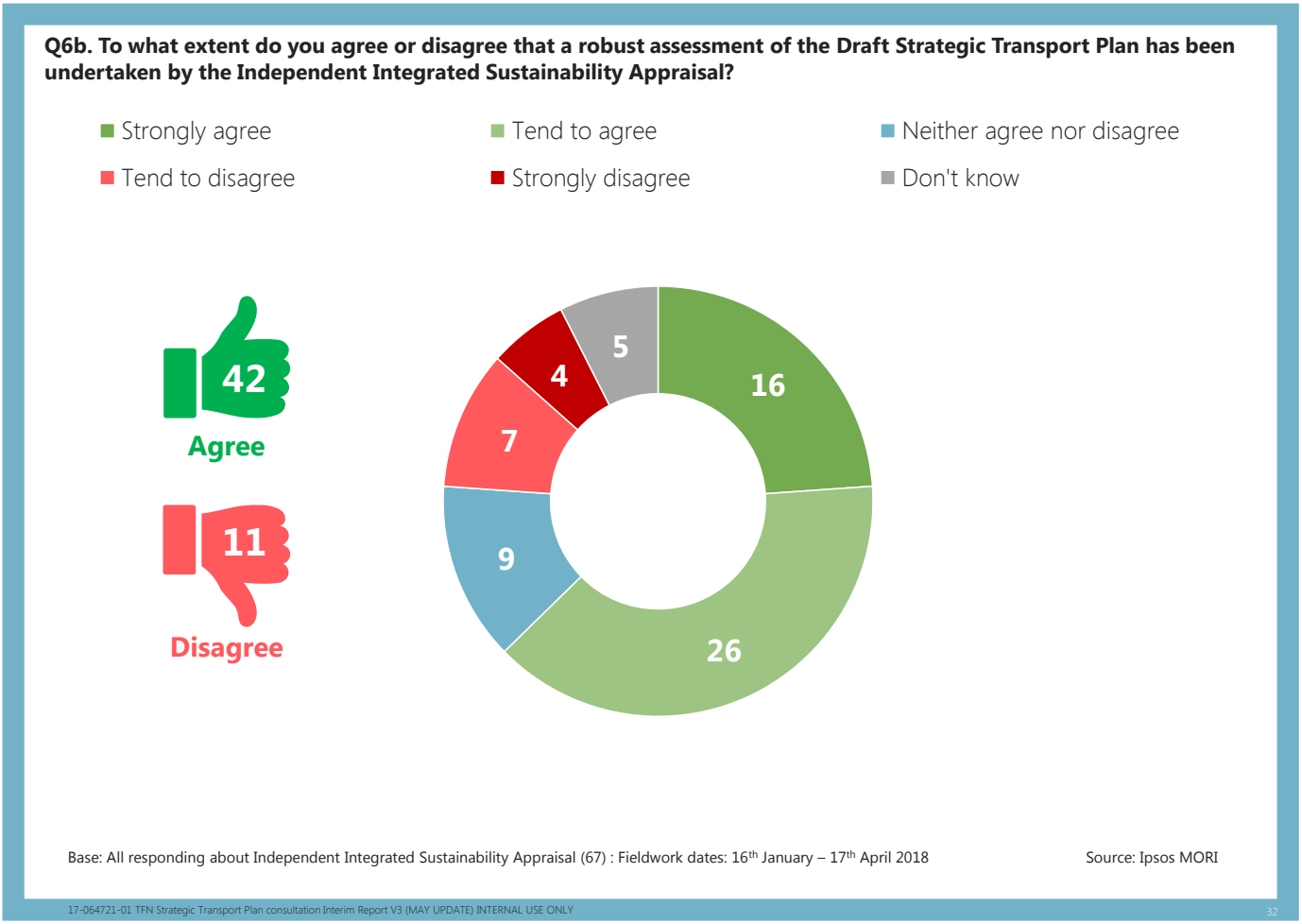
4.6 The Integrated Sustainability Appraisal

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 no 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

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"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

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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.

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Appendices

Appendix A:

Consultation Response Form

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.transportforthenorth.com/stp**. Please also read the Integrated Sustainability Appraisal which is available at **www.transportforthenorth.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** 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.

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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:

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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

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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
Increase efficiency, reliability and resilience in the transport system	☐	☐	☐	☐	☐	☐
Transforming economic performance	☐	☐	☐	☐	☐	☐
Improve access to opportunities across the North	☐	☐	☐	☐	☐	☐
Promote and support the built and natural environment	☐	☐	☐	☐	☐	☐

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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

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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

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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
Connectivity	☐	☐	☐	☐	☐	☐
Capacity	☐	☐	☐	☐	☐	☐
Customer	☐	☐	☐	☐	☐	☐
Community	☐	☐	☐	☐	☐	☐
Cost Effectiveness	☐	☐	☐	☐	☐	☐

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

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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	☐	☐	☐	☐	☐	☐
Improving customer experience	☐	☐	☐	☐	☐	☐
Increasing efficiency across the transport network	☐	☐	☐	☐	☐	☐
Providing a consistent and familiar travel experience throughout the North	☐	☐	☐	☐	☐	☐

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

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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
Governance and accountability (see pages 78-79)	☐	☐	☐	☐	☐	☐
Stronger partnerships (see pages 80-81)	☐	☐	☐	☐	☐	☐
Innovation (see pages 82-83)	☐	☐	☐	☐	☐	☐
Northern transport skills (see page 84)	☐	☐	☐	☐	☐	☐
Funding and financing (see pages 85-87)	☐	☐	☐	☐	☐	☐
Appraisal and analysis (see pages 88-89)	☐	☐	☐	☐	☐	☐
Ensuring a sustainable Investment Programme (see pages 90-91)	☐	☐	☐	☐	☐	☐

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

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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

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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

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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

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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)

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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.

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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

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

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Table B.2 - Employment status of participants

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

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

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

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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.

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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.

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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".

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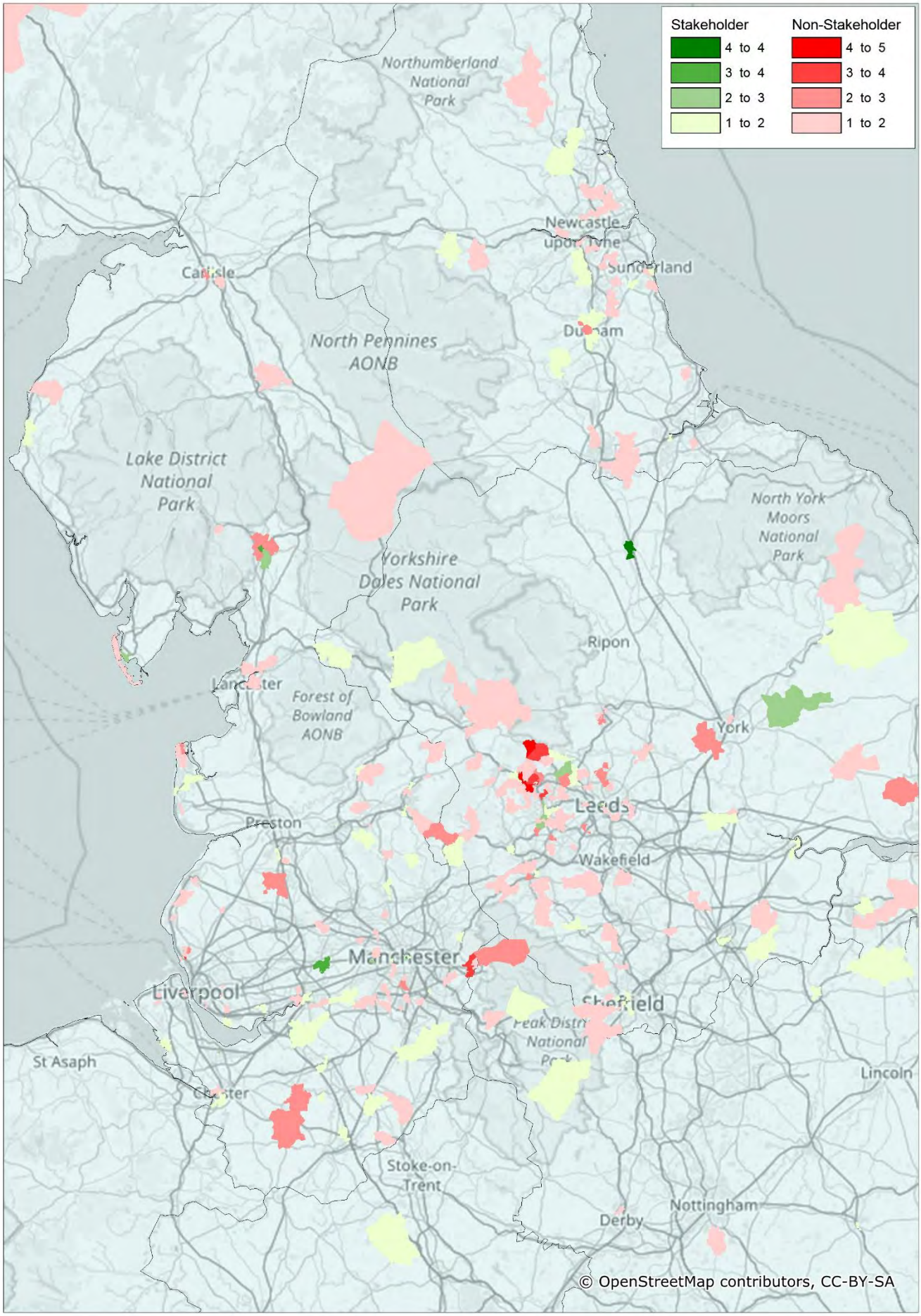
Appendix D:

Response ‘heat map’


Stakeholder
4 to 4
3 to 4
2 to 3
1 to 2
Non-Stakeholder
4 to 5
3 to 4
2 to 3
1 to 2
Northumberland National Park
Newcastle upon Tyne
Sunderland
Carlisle
Durham
North Pennines AONB
Lake District National Park
North York Moors National Park
Yorkshire Dales National Park
Ripon
Lancaster
Forest of Bowland AONB
York
Leeds
Preston
Wakefield
Manchester
Liverpool
Sheffield
Peak District National Park
St Asaph
Lincoln
Stoke-on-Trent
Nottingham
Derby
© OpenStreetMap contributors, CC-BY-SA

Appendix E: Codeframe

	TOTAL
Q1C - VISION & OBJECTIVES	
VISION & OBJECTIVES - GENERAL - SUPPORT	
1001. Vision and objectives - support	81
1010. Vision and objectives - support - the vision	25
1022. Vision and objectives - support - will stimulate business / economic growth / create jobs	24
1003. Vision and objectives - support - conditional support	20
1002. Vision and objectives - support - are needed / necessary / overdue	13
1015. Vision and objectives - support - will help redress the North / South divide	11
1019. Vision and objectives - support - will improve connectivity	9
1012. Vision and objectives - support - will benefit local people / communities	8
1007. Vision and objectives - support - public transport objectives	6
1021. Vision and objectives - support - will improve tourism	6
1004. Vision and objectives - support - HS2	5
1014. Vision and objectives - support - will encourage investments	4
1020. Vision and objectives - support - will improve reliability	4
1008. Vision and objectives - support - rail objectives	3
1013. Vision and objectives - support - will encourage a less parochial approach / create a united voice for the North	3
1011. Vision and objectives - support - Trans-Pennine tunnel	2
4079. Vision and objectives - support - will improve quality of life / health and well-being	2
3413. Vision and objectives - support - will raise confidence / trust from users	2
3720. Vision and objectives - support - are interdependent	1
1005. Vision and objectives - support - Metrolink	1
1009. Vision and objectives - support - support Meadowhall route	1
1035. Vision and objectives - support - the vision - conditional support	1
1016. Vision and objectives - support - will improve capacity	1
1017. Vision and objectives - support - will improve connection - the Midlands	1
1018. Vision and objectives - support - will improve connection - the South	1

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3377. Vision and objectives - support - will improve quality of services	1
1006. Vision and objectives - support - other	1
VISION & OBJECTIVES - GENERAL - CONCERNS	
1027. Vision and objectives - concern - lack of ambition / more should be done / not wide reaching enough	13
1114. Vision and objectives - concern - too much emphasis on cities / city centres / bigger towns	12
1121. Vision and objectives - concern - too much emphasis on road network / road users	9
1118. Vision and objectives - concern - too much emphasis on Manchester	8
1028. Vision and objectives - concern - lack of confidence in delivery of the vision / objectives	7
1049. Vision and objectives - concern - lack of vision / provision for the 'first and last mile' / end to end journey	7
1062. Vision and objectives - concern - lack of vision / provision for towns / places - Cumbria	7
1097. Vision and objectives - concern - lack of vision / provision for towns / places - the North East	6
1117. Vision and objectives - concern - too much emphasis on Leeds	6
3839. Vision and objectives - concern - lack of vision / provision for balance between economic growth and environment	5
1023. Vision and objectives - concern - excessive growth	5
1034. Vision and objectives - concern - lack of vision / provision for bus network	5
1037. Vision and objectives - concern - lack of vision / provision for cycling	5
1038. Vision and objectives - concern - lack of vision / provision for intra-regional connections	5
1039. Vision and objectives - concern - lack of vision / provision for modal shift	5
1106. Vision and objectives - concern - lack of vision / provision for transport by waterways	5
1029. Vision and objectives - concern - lack of information - about outcomes	4
1046. Vision and objectives - concern - lack of vision / provision for railway links - local routes	4
3435. Vision and objectives - concern - lack of vision / provision for reduction of need to travel	4
1083. Vision and objectives - concern - lack of vision / provision for towns / places - Newcastle	4
1094. Vision and objectives - concern - lack of vision / provision for towns / places - Sunderland	4
1099. Vision and objectives - concern - lack of vision / provision for towns / places - the suburbs / residential areas	4
1108. Vision and objectives - concern - lack of vision / provision to develop international connectivity	4
1116. Vision and objectives - concern - too much emphasis on East to West corridor	4
1119. Vision and objectives - concern - too much emphasis on Manchester Airport	4
1120. Vision and objectives - concern - too much emphasis on rail network	4
1123. Vision and objectives - concern - will take too long / 30 years	4
1026. Vision and objectives - concern - fail to address sustainability	3
1033. Vision and objectives - concern - lack of vision / provision for airports - Newcastle Airport	3

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3844. Vision and objectives - concern - lack of vision / provision for impact on climate change	3
3842. Vision and objectives - concern - lack of vision / provision for impact on environment	3
1047. Vision and objectives - concern - lack of vision / provision for railway links - West Coast Mainline	3
1051. Vision and objectives - concern - lack of vision / provision for tourism	3
1065. Vision and objectives - concern - lack of vision / provision for towns / places - Doncaster	3
1069. Vision and objectives - concern - lack of vision / provision for towns / places - Fleetwood	3
1087. Vision and objectives - concern - lack of vision / provision for towns / places - Peak District National Park	3
1095. Vision and objectives - concern - lack of vision / provision for towns / places - Tees Valley	3
1109. Vision and objectives - concern - objectives are conflicting	3
3483. Vision and objectives - concern - objectives don't align with local economic / transport plans	3
1024. Vision and objectives - concern - fail to address alternative freight transport	2
1041. Vision and objectives - concern - lack of vision / provision for new technologies - connected / autonomous vehicles	2
1048. Vision and objectives - concern - lack of vision / provision for roads alternatives	2
4383. Vision and objectives - concern - lack of vision / provision for route - Greater Manchester to Edinburgh	2
1053. Vision and objectives - concern - lack of vision / provision for towns / places - Barnsley	2
1066. Vision and objectives - concern - lack of vision / provision for towns / places - Durham	2
1067. Vision and objectives - concern - lack of vision / provision for towns / places - East Yorkshire	2
1077. Vision and objectives - concern - lack of vision / provision for towns / places - Humber	2
1079. Vision and objectives - concern - lack of vision / provision for towns / places - Lancashire	2
1080. Vision and objectives - concern - lack of vision / provision for towns / places - Liverpool	2
1096. Vision and objectives - concern - lack of vision / provision for towns / places - Teesside	2
1101. Vision and objectives - concern - lack of vision / provision for towns / places - Warrington	2
1104. Vision and objectives - concern - lack of vision / provision for towns / places - Yorkshire	2
1105. Vision and objectives - concern - lack of vision / provision for light rail / trams	2
1107. Vision and objectives - concern - lack of vision / provision for walking	2
3391. Vision and objectives - concern - lack of vision / provision to develop international connectivity - freight	2
1111. Vision and objectives - concern - objectives are weak / not strong enough	2
1122. Vision and objectives - concern - too much emphasis on the North West	2
3876. Vision and objectives - concern - other	2
1025. Vision and objectives - concern - fail to address quality of transport	1
1030. Vision and objectives - concern - lack of vision	1

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3627. Vision and objectives - concern - lack of vision / provision for alternatives - Sheffield City Region	1
1031. Vision and objectives - concern - lack of vision / provision for airports - Leeds Bradford Airport	1
1032. Vision and objectives - concern - lack of vision / provision for airports - Liverpool Airport	1
1315. Vision and objectives - concern - lack of vision / provision for carbon reduction plans	1
3843. Vision and objectives - concern - lack of vision / provision for construction - transportation of aggregates / minerals	1
1036. Vision and objectives - concern - lack of vision / provision for corridor - North West to East Midlands	1
1040. Vision and objectives - concern - lack of vision / provision for new technologies - broadband on transport routes	1
3837. Vision and objectives - concern - lack of vision / provision for potential problems - including non-transport	1
1042. Vision and objectives - concern - lack of vision / provision for railway links - Cumbria	1
1043. Vision and objectives - concern - lack of vision / provision for railway links - East Coast Mainline	1
1044. Vision and objectives - concern - lack of vision / provision for railway links - Europe / Channel Tunnel Rail / HS1	1
1045. Vision and objectives - concern - lack of vision / provision for railway links - Ireland	1
3372. Vision and objectives - concern - lack of vision / provision for road network - East Coast	1
3664. Vision and objectives - concern - lack of vision / provision for rolling stock	1
4495. Vision and objectives - concern - lack of vision / provision for route - Greater Manchester to Blackburn	1
4496. Vision and objectives - concern - lack of vision / provision for route - Greater Manchester to Carlisle	1
4381. Vision and objectives - concern - lack of vision / provision for route - Greater Manchester to Glasgow	1
4498. Vision and objectives - concern - lack of vision / provision for route - Greater Manchester to Lancaster	1
4497. Vision and objectives - concern - lack of vision / provision for route - Greater Manchester to Preston	1
3845. Vision and objectives - concern - lack of vision / provision for suitability of agricultural land use	1
1050. Vision and objectives - concern - lack of vision / provision for the roles of metros	1
1052. Vision and objectives - concern - lack of vision / provision for towns / places - Ashington	1
1054. Vision and objectives - concern - lack of vision / provision for towns / places - Barrow	1
1055. Vision and objectives - concern - lack of vision / provision for towns / places - Blackburn	1
1056. Vision and objectives - concern - lack of vision / provision for towns / places - Blyth	1
1058. Vision and objectives - concern - lack of vision / provision for towns / places - Cheshire	1
1059. Vision and objectives - concern - lack of vision / provision for towns / places - Cleckheaton	1
1060. Vision and objectives - concern - lack of vision / provision for towns / places - Cleethorpes	1
1061. Vision and objectives - concern - lack of vision / provision for towns / places - Cockermouth	1
1064. Vision and objectives - concern - lack of vision / provision for towns / places - Dewsbury	1
1068. Vision and objectives - concern - lack of vision / provision for towns / places - Eccles	1

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1071. Vision and objectives - concern - lack of vision / provision for towns / places - Furness	1
1072. Vision and objectives - concern - lack of vision / provision for towns / places - Glasgow	1
1073. Vision and objectives - concern - lack of vision / provision for towns / places - Heckmondwike	1
1074. Vision and objectives - concern - lack of vision / provision for towns / places - High Peak	1
1075. Vision and objectives - concern - lack of vision / provision for towns / places - Huddersfield	1
1078. Vision and objectives - concern - lack of vision / provision for towns / places - Kirkby Stephen	1
1081. Vision and objectives - concern - lack of vision / provision for towns / places - Maryport	1
1082. Vision and objectives - concern - lack of vision / provision for towns / places - Middlesbrough	1
1084. Vision and objectives - concern - lack of vision / provision for towns / places - North Lancashire	1
1085. Vision and objectives - concern - lack of vision / provision for towns / places - Northallerton	1
4268. Vision and objectives - concern - lack of vision / provision for towns / places - Otley	1
4187. Vision and objectives - concern - lack of vision / provision for towns / places - National Parks	1
1088. Vision and objectives - concern - lack of vision / provision for towns / places - Preston	1
1089. Vision and objectives - concern - lack of vision / provision for towns / places - Scarborough	1
1091. Vision and objectives - concern - lack of vision / provision for towns / places - Sheffield	1
1092. Vision and objectives - concern - lack of vision / provision for towns / places - Southport	1
1093. Vision and objectives - concern - lack of vision / provision for towns / places - Stillington	1
1098. Vision and objectives - concern - lack of vision / provision for towns / places - the North West	1
1100. Vision and objectives - concern - lack of vision / provision for towns / places - Wakefield	1
1102. Vision and objectives - concern - lack of vision / provision for towns / places - Whitby	1
1110. Vision and objectives - concern - objectives are generic / not Northern enough	1
3480. Vision and objectives - concern - objectives are not equal	1
1112. Vision and objectives - concern - oppose the vision	1
1113. Vision and objectives - concern - too expensive / not cost effective	1
1115. Vision and objectives - concern - too much emphasis on connections out of the North	1
2201. Vision and objectives - concern - too much emphasis on inter-regional connections	1
2575. Vision and objectives - Infrastructure - concern - too much emphasis on infrastructure	1
4166. Vision and objectives - concern - too much emphasis on Liverpool	1
VISION & OBJECTIVES - OTHER COMMENTS	
1185. Vision and objectives - other	13
1141. Vision and objectives - must encourage / promote cycling	11
1146. Vision and objectives - must focus on - public transport	10

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1150. Vision and objectives - must focus on - sustainability	10
1159. Vision and objectives - must include congestion charge / road user charging	10
1182. Vision and objectives - must update / modernise infrastructure - requires electrification	10
1148. Vision and objectives - must focus on - reducing emissions	9
1160. Vision and objectives - must include tourism	9
1190. Vision and objectives - will require sufficient investment / funding / financing	9
1163. Vision and objectives - must reduce congestion	8
1172. Vision and objectives - must update / modernise infrastructure	8
1145. Vision and objectives - must focus on - other airports	7
1127. Vision and objectives - must be balanced / not serve some cities / regions more than others	6
1137. Vision and objectives - must connect / improve connection - medium / large towns	6
1142. Vision and objectives - must encourage / promote walking	6
3936. Vision and objectives - must improve quality of life / health and well being	6
1162. Vision and objectives - must reduce car usage	6
1140. Vision and objectives - must cross boundaries with other parts of the UK	5
1144. Vision and objectives - must focus on - increasing capacity	5
1154. Vision and objectives - must include a light rail / tram - Leeds	5
1157. Vision and objectives - must include Bradford City Centre station	5
1130. Vision and objectives - must connect / improve connection - all major cities	4
1151. Vision and objectives - must get freight on rail	4
1167. Vision and objectives - must reopen closed lines - Skipton to Colne	4
1131. Vision and objectives - must connect / improve connection - Crewe	3
1143. Vision and objectives - must focus on - Bradford	3
3933. Vision and objectives - must focus on - climate change	3
1147. Vision and objectives - must focus on - rail	3
3416. Vision and objectives - must reopen closed lines	3
1168. Vision and objectives - must reopen closed lines - Spen Valley line	3
1184. Vision and objectives - objectives must be prioritised	3
1124. Vision and objectives - HS2 - must minimise rail congestion	2
3986. Vision and objectives - must be balanced equally across the four objectives	2
1128. Vision and objectives - must be linked to the Industrial Strategy	2
1134. Vision and objectives - must connect / improve connection - Greater Manchester	2

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1135. Vision and objectives - must connect / improve connection - HS2 network	2
3983. Vision and objectives - must connect / improve connection - local people / communities	2
3894. Vision and objectives - must focus on - the environment	2
1152. Vision and objectives - must improve / develop route - Bradford to Leeds	2
3918. Vision and objectives - must improve quality of services	2
3931. Vision and objectives - must include a light rail / tram - Bradford	2
1156. Vision and objectives - must include Barnsley station	2
1158. Vision and objectives - must include Bradford station - outside of the City Centre	2
1161. Vision and objectives - must mitigate impact on local people / communities	2
1164. Vision and objectives - must reduce congestion - increase parking fees	2
4097. Vision and objectives - must reopen closed lines - Skelmersdale to Kirby	2
1170. Vision and objectives - must reopen closed lines - Woodhead line	2
1171. Vision and objectives - must reopen closed lines - Woodhead line - would improve North West to Sheffield corridor	2
4049. Vision and objectives - must reopen closed lines - York to Beverley line	2
1175. Vision and objectives - must update / modernise infrastructure - A64	2
1177. Vision and objectives - must update / modernise infrastructure - build a bypass - Colne	2
3853. Vision and objectives - must update / modernise infrastructure - build a bypass - A56	2
1183. Vision and objectives - must update / modernise infrastructure - rolling stock	2
1187. Vision and objectives - public transport must be nationalised	2
3473. Vision and objectives - resilience must be added to the vision	2
1189. Vision and objectives - will require commitment / cross party / political support	2
1456. Vision and objectives - digital revolution should be an objective	1
4065. Vision and objectives - HS2 - must minimise road congestion	1
1126. Vision and objectives - must be a priority	1
1129. Vision and objectives - must be modelled on London / foreign cities	1
4176. Vision and objectives - must be modelled on successful practice in other countries	1
4282. Vision and objectives - must connect / improve connection - between ports	1
1132. Vision and objectives - must connect / improve connection - Cumbria	1
1133. Vision and objectives - must connect / improve connection - Furness	1
1136. Vision and objectives - must connect / improve connection - Hull and Humber	1
1138. Vision and objectives - must connect / improve connection - Merseyside	1

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1139. Vision and objectives - must connect / improve connection - national routes	1
1149. Vision and objectives - must focus on - speed	1
1153. Vision and objectives - must improve / develop route - Bradford to Manchester	1
3860. Vision and objectives - must include a light rail / tram - Liverpool	1
4410. Vision and objectives - must include a light rail / tram - Sheffield	1
1155. Vision and objectives - must include all forms of transport	1
4360. Vision and objectives - must include Manchester Ship Canal - for freight transport	1
4387. Vision and objectives - must include Port of Leeds at Stourton - for freight transport	1
3411. Vision and objectives - must include South bank of the Humber	1
3418. Vision and objectives - must reopen closed lines - Leeds to Wetherby	1
1165. Vision and objectives - must reopen closed lines - Manchester to Derby	1
1166. Vision and objectives - must reopen closed lines - Manchester to Derby - alternative route to London	1
3419. Vision and objectives - must reopen closed lines - Otley Branch	1
1169. Vision and objectives - must reopen closed lines - Warrington to Altrincham	1
4270. Vision and objectives - must reopen closed lines - West Yorkshire	1
1173. Vision and objectives - must update / modernise infrastructure - A1237	1
1174. Vision and objectives - must update / modernise infrastructure - A57	1
1176. Vision and objectives - must update / modernise infrastructure - A66	1
4299. Vision and objectives - must update / modernise infrastructure - for intra-regional connections	1
1178. Vision and objectives - must update / modernise infrastructure - M56 corridor	1
1179. Vision and objectives - must update / modernise infrastructure - M6-J41	1
1180. Vision and objectives - must update / modernise infrastructure - metro system - Sunderland	1
1181. Vision and objectives - must update / modernise infrastructure - metro system - Tees Valley	1
4118. Vision and objectives - new inter-city links must not impact on local services	1
1186. Vision and objectives - promotes existing schemes	1
1188. Vision and objectives - transport should be better than in the South	1
INCREASED EFFICIENCY, RELIABILITY & RESILIENCE in the TRANSPORT SYSTEM - SUPPORT	
1191. Objectives - Increasing Efficiency - support	27
1194. Objectives - Increasing Efficiency - support - is needed / necessary / overdue	8
1192. Objectives - Increasing Efficiency - support - by investing in rail network	6
1201. Objectives - Increasing Efficiency - support - will improve journey time	6
1205. Objectives - Increasing Efficiency - support - will stimulate business / economic growth / create jobs	6

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1198. Objectives - Increasing Efficiency - support - will ease congestion	5
1203. Objectives - Increasing Efficiency - support - will improve reliability	5
1204. Objectives - Increasing Efficiency - support - will improve resilience	5
1195. Objectives - Increasing Efficiency - support - 'first and last mile' / end to end journey	4
1196. Objectives - Increasing Efficiency - support - multi modal improvements	4
1193. Objectives - Increasing Efficiency - support - by investing in road network	3
1199. Objectives - Increasing Efficiency - support - will help attract / retain skills / talent	3
1200. Objectives - Increasing Efficiency - support - will improve freight transport	3
3545. Objectives - Increasing Efficiency - support - aligns with local economic / transport plans	2
2726. Objectives - Increasing Efficiency - support - will enable housing growth	2
4142. Objectives - Increasing Efficiency - support - will improve freight transport - Trans-Pennine routes	2
1207. Objectives - Increasing Efficiency - support - will support delivery of the other objectives	2
3374. Objectives - Increasing Efficiency - support - will improve journey time - Hull to Selby	1
1202. Objectives - Increasing Efficiency - support - will improve journey time - Manchester to Leeds	1
3719. Objectives - Increasing Efficiency - support - will improve journey time - Sheffield to Leeds	1
3893. Objectives - Increasing Efficiency - support - will stimulate business / economic growth / create jobs - the North East	1
INCREASED EFFICIENCY, RELIABILITY & RESILIENCE in the TRANSPORT SYSTEM - CONCERNS	
3546. Objectives - Increasing Efficiency - concern - lack of information - about integration with local networks	2
3312. Objectives - Increasing Efficiency - concern - lack of vision / provision for rail freight	2
1213. Objectives - Increasing Efficiency - concern - oppose road building - will increase congestion	2
1208. Objectives - Increasing Efficiency - concern - availability of funding	1
1210. Objectives - Increasing Efficiency - concern - oppose Bradford route	1
1211. Objectives - Increasing Efficiency - concern - oppose Bradford route - too expensive / not cost effective	1
1212. Objectives - Increasing Efficiency - concern - oppose Bradford route - will increase journey times	1
INCREASED EFFICIENCY, RELIABILITY & RESILIENCE in the TRANSPORT SYSTEM - OTHER COMMENTS	
1216. Objectives - Increasing Efficiency - must achieve modal shift	13
1228. Objectives - Increasing Efficiency - must improve road network resilience	11
1222. Objectives - Increasing Efficiency - must focus on passengers needs	7
3324. Objectives - Increasing Efficiency - must improve access to education / work	7
1225. Objectives - increasing Efficiency - must improve bus network	6
1227. Objectives - Increasing Efficiency - must improve rail network resilience	6

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1233. Objectives - Increasing Efficiency - must promote active travel	6
1217. Objectives - Increasing Efficiency - must address future / additional needs / long term solution	5
1221. Objectives - Increasing Efficiency - must facilitate people movement	5
1226. Objectives - Increasing Efficiency - must improve public transport resilience	5
1235. Objectives - Increasing Efficiency - must use / develop existing infrastructure	5
3947. Objectives - Increasing Efficiency - must focus on punctuality	4
1223. Objectives - Increasing Efficiency - must focus on train timetables	4
3479. Objectives - Increasing Efficiency - must improve reliability of transport network	4
1229. Objectives - increasing Efficiency - must build Park and Rides / parkway stations	4
1231. Objectives - Increasing Efficiency - must include sea routes	4
1220. Objectives - Increasing Efficiency - must facilitate goods movement	3
1237. Objectives - Increasing Efficiency - will require maintenance budget	3
3481. Objectives - Increasing Efficiency - collaboration needed between bus and rail operators needed	2
1214. Objectives - Increasing Efficiency - Leeds to Manchester line improvements should be a priority / be direct	2
3749. Objectives - Increasing Efficiency - must achieve modal shift - cheaper / cost effective	2
3735. Objectives - Increasing Efficiency - must achieve modal shift - to ease congestion	2
4067. Objectives - Increasing Efficiency - must improve weather resilience	2
3910. Objectives - Increasing Efficiency - must increase capacity	2
1230. Objectives - Increasing Efficiency - must include cycle paths	2
1232. Objectives - Increasing Efficiency - must make the best use of new investments	2
4324. Objectives - Increasing Efficiency - must reduce demand for travel	2
4117. Objectives - Increasing Efficiency - fiscal / tax incentives / penalties	1
1215. Objectives - Increasing Efficiency - Liverpool to Manchester to Leeds line should be more direct	1
4255. Objectives - Increasing Efficiency - must adopt a comprehensive / overarching approach across the North	1
1218. Objectives - Increasing Efficiency - must allow 3-tier rail on main routes	1
1219. Objectives - Increasing Efficiency - must be the priority	1
4198. Objectives - Increasing Efficiency - must focus on climate change	1
1224. Objectives - Increasing Efficiency - must identify potential shift to active transport by in-depth analysis	1
4243. Objectives - Increasing Efficiency - must reduce road transport / usage	1
1234. Objectives - Increasing Efficiency - must update / modernise infrastructure - A180	1
1238. Objectives - Increasing Efficiency - will require traffic management system skills	1
4149. Objectives - Increasing Efficiency - Bradford to Sheffield route should be more direct	0

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1236. Objectives - Increasing Efficiency - will require commitment / cross party / political support	0
TRANSFORMING ECONOMIC PERFORMANCE - SUPPORT	0
1239. Objectives - Transforming Economy - support	29
3978. Objectives - Transforming Economy - support - conditional support	2
1240. Objectives - Transforming Economy - support - is needed / necessary / overdue	5
1241. Objectives - Transforming Economy - support - will improve quality of life / health and well-being	11
3721. Objectives - Transforming Economy - support - will support delivery of the other objectives	1
1242. Objectives - Transforming Economy - support - will stimulate business / economic growth / create jobs	12
1243. Objectives - Transforming Economy - support - will stimulate business / economic growth / tourism / create jobs - Bradford	11
3680. Objectives - Transforming Economy - support - will stimulate business / economic growth / create jobs - East Lancashire	1
1244. Objectives - Transforming Economy - support - will stimulate business / economic growth / create jobs - Leeds	2
4313. Objectives - Transforming Economy - support - other	1
TRANSFORMING ECONOMIC PERFORMANCE - CONCERNS	0
3379. Objectives - Transforming Economy - concern - connections to ports / airports - is not needed / necessary	1
3696. Objectives - Transforming Economy - concern - economic development may put pressures on the environment	1
1245. Objectives - Transforming Economy - concern - lack of ambition / more should be done / not wide reaching enough	3
3835. Objectives - Transforming Economy - concern - lack of clarity	1
3547. Objectives - Transforming Economy - concern - lack of vision / provision for inter-city connectivity	2
1246. Objectives - Transforming Economy - concern - lack of vision / provision for rural / less populated areas	6
1247. Objectives - Transforming Economy - concern - lack of vision / provision for tourism	4
3877. Objectives - Transforming Economy - concern - oppose the objective	2
1248. Objectives - Transforming Economy - concern - too much emphasis on cities / city centres / bigger towns	2
4129. Objectives - Transforming Economy - concern - will impact on business / economic benefits	1
TRANSFORMING ECONOMIC PERFORMANCE - OTHER COMMENTS	0
1249. Objectives - Transforming Economy - benefits must be spread across the North	4
1250. Objectives - Transforming Economy - economic growth must be sustainable	4
3467. Objectives - Transforming Economy - economic growth between York and Yorkshire coast - must be a priority	2
1343. Objectives - Transforming Economy - Humber to be single economic entity	1
4258. Objectives - Transforming Economy - must achieve targets / goals / ambitions	1
1251. Objectives - Transforming Economy - must address future / additional needs / long term solution	1

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3991. Objectives - Transforming Economy - must adopt an inclusive growth strategy	1
1252. Objectives - Transforming Economy - must be updated / modernised - rolling stock	1
1253. Objectives - Transforming Economy - must be updated / modernised - road network	1
1254. Objectives - Transforming Economy - must enable delivery of key sites	3
3759. Objectives - Transforming Economy - must have 24 hour rail - for freight	1
4486. Objectives - Transforming Economy - must have 24 hour rail - for passengers	0
1255. Objectives - Transforming Economy - must focus on public transport - for rural / less populated areas	4
3592. Objectives - Transforming Economy - must focus on new transport infrastructure as economic growth catalyst	3
4298. Objectives - Transforming Economy - must focus on rail transport	2
1256. Objectives - Transforming Economy - must align with local economic / transport plans	13
1257. Objectives - Transforming Economy - must improve access to airports	7
1258. Objectives - Transforming Economy - must improve access to ports	8
3359. Objectives - Transforming Economy - must improve access to stations	2
1259. Objectives - Transforming Economy - must improve quality of life / health and well-being	6
4124. Objectives - Transforming Economy - must prioritise pan-Northern needs above local needs	1
1260. Objectives - Transforming Economy - must stimulate tourism	9
1261. Objectives - Transforming Economy - net transport spending equality with the rest of the UK	1
IMPROVE ACCESS to OPPORTUNITIES across the NORTH - SUPPORT	0
1262. Objectives - Improving Access to Opportunities - support	23
1263. Objectives - Improving Access to Opportunities - support - is needed / necessary / overdue	7
1264. Objectives - Improving Access to Opportunities - support - will benefit local people / communities - people with disabilities	1
1265. Objectives - Improving Access to Opportunities - support - will benefit local people / communities [including young people] - Bradford	4
1266. Objectives - Improving Access to Opportunities - support - will facilitate / improve social inclusion	3
1267. Objectives - Improving Access to Opportunities - support - will facilitate access to education / work / attract / retain talent	15
1268. Objectives - Improving Access to Opportunities - support - will improve access to markets	1
1269. Objectives - Improving Access to Opportunities - support - will improve journey time	2
IMPROVE ACCESS to OPPORTUNITIES across the NORTH - CONCERNS	0
1270. Objectives - Improving Access to Opportunities - concern - is not needed / necessary / lack of demand	1
3548. Objectives - Improving Access to Opportunities - concern - lack of information - economic growth at local level	3
1271. Objectives - Improving Access to Opportunities - concern - lack of vision / provision for towns / places - the North East	1

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IMPROVE ACCESS to OPPORTUNITIES across the NORTH - OTHER COMMENTS	0
1272. Objectives - Improving Access to Opportunities - for people with disabilities	2
1273. Objectives - Improving Access to Opportunities - must consider income inequalities	1
4041. Objectives - Improving Access to Opportunities - must offer transport alternatives - limit car use	3
1274. Objectives - Improving Access to Opportunities - must improve public transport	3
1275. Objectives - Improving Access to Opportunities - must improve public transport - community rail	1
3485. Objectives - Improving Access to Opportunities - must improve railway links - across the North	3
1276. Objectives - Improving Access to Opportunities - must improve railway links - East to West	1
1277. Objectives - Improving Access to Opportunities - must improve railway links - Leeds to Blackpool	1
4205. Objectives - Improving Access to Opportunities - must improve railway links - Leeds to Selby	0
PROMOTE & SUPPORT the BUILT & NATURAL ENVIRONMENT - SUPPORT	0
1278. Objectives - Promoting Environment - support	31
4031. Objectives - Promoting Environment - support - conditional support	3
1279. Objectives - Promoting Environment - support - build landmark / high quality building	1
3408. Objectives - Promoting Environment - support - electrification - will reduce air pollution / emissions	2
3756. Objectives - Promoting Environment - support - electrification - will reduce impact on the environment	2
3811. Objectives - Promoting Environment - support - is needed / necessary	1
3507. Objectives - Promoting Environment - support - will attract inward investments	2
3505. Objectives - Promoting Environment - support - will improve quality of life / health and well-being	2
1281. Objectives - Promoting Environment - support - other	2
PROMOTE & SUPPORT the BUILT & NATURAL ENVIRONMENT - CONCERNS	0
3901. Objectives - Promoting Environment - concern - lack of ambition / more should be done / not wide reaching enough	2
1282. Objectives - Promoting Environment - concern - lacks credibility	3
4029. Objectives - Promoting Environment - concern - lacks credibility - Habitats Regulation Assessment	1
3549. Objectives - Promoting Environment - concern - lacks emphasis on sustainability	1
3884. Objectives - Promoting Environment - concern - lack of vision / provision - for green / open spaces / countryside	1
3865. Objectives - Promoting Environment - concern - lack of vision / provision - for low emission vehicle	1
3796. Objectives - Promoting Environment - concern - lack of vision / provision - for the environment	2
1283. Objectives - Promoting Environment - concern - shouldn't be a priority over economic benefits	1
1284. Objectives - Promoting Environment - concern - will impact on green / open spaces / countryside	4
1285. Objectives - Promoting Environment - concern - will impact on quality of life / health and well-being	2

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1286. Objectives - Promoting Environment - concern - Strategic Transport Plan will impact on the environment	5
PROMOTE & SUPPORT the BUILT & NATURAL ENVIRONMENT - OTHER COMMENTS	0
1287. Objectives - Promoting Environment - ban diesel	1
1288. Objectives - Promoting Environment - ban high emission buses	2
4316. Objectives - Promoting Environment - by improving access to ports	1
4345. Objectives - Promoting Environment - by improving access to ports - would reduce air pollution / emissions	1
4057. Objectives - Promoting Environment - clean air zones - supporting infrastructure	1
3478. Objectives - Promoting Environment - climate change shouldn't be a priority	1
1289. Objectives - Promoting Environment - better / more positive description of the objective	1
1290. Objectives - Promoting Environment - encourage car pooling / sharing / clubs	6
1291. Objectives - Promoting Environment - encourage low / zero carbon transport	9
1292. Objectives - Promoting Environment - encourage public transport	5
3383. Objectives - Promoting Environment - encourage sustainable transport	9
4386. Objectives - Promoting Environment - encourage sustainable transport - Peak District National Park	1
4509. Objectives - Promoting environment - fiscal / tax incentives / penalties	0
4515. Objectives - Promoting environment - low fares / pricing incentives	0
4418. Objectives - Promoting Environment - must include national parks	1
1293. Objectives - Promoting Environment - encourage rail freight	6
1294. Objectives - Promoting Environment - encourage sea freight	2
1295. Objectives - Promoting Environment - engage with community rail movement	1
3477. Objectives - Promoting Environment - must achieve modal shift	6
1280. Objectives - Promoting Environment - must be in accordance to National Planning Policy Framework	6
3838. Objectives - Promoting Environment - must be the priority	4
3985. Objectives - Promoting Environment - must build Park and Rides / parkway stations	1
1296. Objectives - Promoting Environment - must deal with climate change	6
4460. Objectives - Promoting Environment - must focus on quality of life / health and well-being	0
3484. Objectives - Promoting Environment - must improve public transport - cleaner public transport	3
3755. Objectives - Promoting Environment - must mitigate impact of construction	2
3536. Objectives - Promoting Environment - must mitigate impact on national parks	6
3778. Objectives - Promoting Environment - must phase in clean air zones - so not to restrict older vehicles	2
1297. Objectives - Promoting Environment - must preserve / enhance green / open spaces / countryside	7
1298. Objectives - Promoting Environment - must preserve / enhance historic environment	1

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1299. Objectives - Promoting Environment - must preserve / enhance public rights of way	2
1300. Objectives - Promoting Environment - must preserve / enhance the environment	14
4064. Objectives - Promoting Environment - must reduce demand for air travel	3
1302. Objectives - Promoting Environment - promote active travel	3
1303. Objectives - Promoting Environment - promote active travel - would improve quality of life / health and well-being	2
1304. Objectives - Promoting Environment - promote active travel - would reduce emissions	2
4056. Objectives - Promoting Environment - promote rail freight usage	1
4189. Objectives - Promoting Environment - provision for construction - transportation of aggregates / minerals / building materials	1
1305. Objectives - Promoting Environment - reduce air pollution / emissions / achieve targets	23
1306. Objectives - Promoting Environment - reduce car usage	7
1307. Objectives - Promoting Environment - reduce road freight usage	7
1308. Objectives - Promoting Environment - sustainable city centre layout - Bradford	1
1301. Objectives - Promoting Environment - other	6
Q2B - 3 ROLES OF TRANSPORT	
3 ROLES OF TRANSPORT - GENERAL - SUPPORT	
1316. Roles of transport - support the 3 roles / are important roles / essential	42
1309. Roles of transport - conditional support	8
1310. Roles of transport - support - better infrastructure will improve journey times	1
1311. Roles of transport - support - modal shift	8
1312. Roles of transport - support - provide alternatives to roads	2
1313. Roles of transport - support - transport is needed / necessary / overdue	1
1314. Roles of transport - support - will help redress the North / South divide	2
3896. Roles of transport - support - will improve connection - to airports	1
3448. Roles of transport - support - will reduce air pollution / emissions	2
4094. Roles of transport - support - will stimulate tourism	6
3635. Roles of transport - support - other	1
3 ROLES OF TRANSPORT - GENERAL - CONCERNS	0
3472. Roles of transport - concern - are obvious	1
1317. Roles of transport - concern - fail to address access to leisure / culture	2
1318. Roles of transport - concern - fail to address quality of life / health and well-being	4
1319. Roles of transport - concern - fail to address sustainability	2

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1320. Roles of transport - concern - fail to address tourism	2
1321. Roles of transport - concern - lack of balance / benefits / some cities / regions are better served than others	4
1322. Roles of transport - concern - lack of information	2
3321. Roles of transport - concern - lack of information - about active travel	1
4312. Roles of transport - concern - lack of information - about role of infrastructure in supporting projects delivery	1
1323. Roles of transport - concern - lack of vision / provision - for multi modal connectivity	2
1324. Roles of transport - concern - lack of vision / provision - for reducing air pollution / emissions	3
1325. Roles of transport - concern - lack of vision / provision - for road network	1
1326. Roles of transport - concern - Northern Powerhouse Rail fails to address these roles	1
3890. Roles of transport - concern - will impact on air pollution / emissions	1
3892. Roles of transport - concern - will impact on green / open spaces / countryside	1
3891. Roles of transport - concern - will impact on wildlife / habitats	1
3 ROLES OF TRANSPORT - GENERAL - OTHER COMMENTS	0
4293. Roles of transport - must provide alternatives transport modes	1
1327. Roles of transport - Connecting Changes should be a role	1
3464. Roles of transport - Connecting Communities should be a role	2
3400. Roles of transport - Connecting People and Connecting Businesses should be looked at together	1
1328. Roles of transport - cost shouldn't be a priority	1
3482. Roles of transport - have a big role within the Plan	0
1329. Roles of transport - must be flexible	2
1330. Roles of transport - must be innovative	2
1331. Roles of transport - must be properly funded	1
1332. Roles of transport - must connect people to businesses	1
1333. Roles of transport - must connect people to health providers	2
1334. Roles of transport - must connect people to leisure / culture	6
1335. Roles of transport - must consider different / changing needs / demand	7
3409. Roles of transport - must consider international connectivity	3
1336. Roles of transport - must encourage public transport	4
1337. Roles of transport - must focus on quality of life / health and well-being	5
1338. Roles of transport - must get freight off the roads	5
1339. Roles of transport - must get people off the roads	2
4380. Roles of transport - must reduce car / road usage	1

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4407. Roles of transport - must improve access to airports	1
1340. Roles of transport - must improve connectivity	6
1341. Roles of transport - must improve connectivity - between different public transport modes	1
1342. Roles of transport - must improve journey time	4
1344. Roles of transport - must improve safety	6
1346. Roles of transport - must monitor other strategic developments	1
1347. Roles of transport - must promote better equality of opportunities	2
1348. Roles of transport - must promote tourism	12
1345. Roles of transport - must protect / enhance the environment	8
3458. Roles of transport - must protect wildlife / habitats	2
3457. Roles of transport - must provide alternatives transport modes - for freight	3
3456. Roles of transport - must provide alternatives transport modes - for people	2
1349. Roles of transport - must reduce air pollution / emissions	6
1350. Roles of transport - must stimulate business / economic growth / create jobs	4
1351. Roles of transport - must update / modernise infrastructure - rail network - connect to local places	4
1352. Roles of transport - must update / modernise infrastructure - rail network - improve capacity	4
1353. Roles of transport - must update / modernise infrastructure - rail network - requires electrification	1
1354. Roles of transport - must update / modernise infrastructure - road network - improve A roads	1
1355. Roles of transport - must update / modernise infrastructure - road network - improve motorways	1
1356. Roles of transport - must update / modernise infrastructure - road network - improve roads surface	2
1357. Roles of transport - must update / modernise infrastructure - road network - increase number of dual carriageways	1
1358. Roles of transport - must update / modernise infrastructure - road network - second motorway - Pennines	1
3461. Roles of transport - Next Generation Infrastructure should be a role	1
1360. Roles of transport - should help develop / recognise other key sectors [finance / agriculture...]	3
3439. Roles of transport - Tackling Air Pollution should be a role	1
1361. Roles of transport - the 3 roles are linked	1
1362. Roles of transport - the 3 roles can be achieved by rail	2
1363. Roles of transport - transport should be reinvented / new solutions / ideas	1
1359. Roles of transport - other	6
CONNECTING PEOPLE - SUPPORT	0
1376. Connecting People - support the role / is an important role / essential	28

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3462. Connecting People - support - cross border connectivity	3
3337. Connecting People - support - East to West connection	1
4095. Connecting People - support - includes national parks	1
3336. Connecting People - support - multi-modal transport	5
3443. Connecting People - support - reducing car usage	4
1364. Connecting People - support - will benefit local people / communities	3
1365. Connecting People - support - will facilitate / improve social interaction	8
1366. Connecting People - support - will facilitate access to education / work / attract / retain talent	32
3454. Connecting People - support - will facilitate exchange of knowledge	1
1367. Connecting People - support - will improve access to airports	6
1368. Connecting People - support - will improve access to health providers	4
1369. Connecting People - support - will improve access to leisure / culture	7
1370. Connecting People - support - will improve access to ports	4
3989. Connecting People - support - will improve access to services	2
1371. Connecting People - support - will redress the productivity gap	1
1372. Connecting People - support - will make the North a more attractive place to live	3
1373. Connecting People - support - will stimulate business / economic growth / create jobs	14
1374. Connecting People - support - will stimulate regeneration	2
1375. Connecting People - support - will stimulate tourism	4
CONNECTING PEOPLE - CONCERNS	0
3459. Connecting People - concern - cost of cross-region travel	2
3469. Connecting People - concern - lack of ambition / more should be done / not wide reaching enough	1
1377. Connecting People - concern - lack of balance / some cities / regions in Yorkshire are better served than others	2
1378. Connecting People - concern - lack of capacity - Leeds	1
1379. Connecting People - concern - lack of connectivity locally	2
4286. Connecting People - concern - lack of vision / provision - sustainable modes of transport	1
1380. Connecting People - concern - lack of smart ticketing	1
3465. Connecting People - concern - road traffic	1
1381. Connecting People - concern - role doesn't make sense	2
CONNECTING PEOPLE - OTHER COMMENTS	0
4101. Connecting People - multi modal connectivity should include cycle paths / consider cycle infrastructure	1
4456. Connecting People - must be efficient	1

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1382. Connecting People - must connect / improve connection - Europe / Channel Tunnel Rail / HS1	2
4311. Connecting People - must connect / improve connection - inter-regional connections	1
4105. Connecting People - must connect / improve connection - to rural / less populated areas	2
4109. Connecting People - must encourage / promote modal shift	2
4106. Connecting People - must focus on local people / communities	1
1383. Connecting People - must improve access to airports	3
1384. Connecting People - must improve access to education / work	16
1385. Connecting People - must improve access to health providers	3
1386. Connecting People - must improve access to housing developments / growth	4
1389. Connecting People - must improve access to leisure / culture	9
1387. Connecting People - must improve sustainable access to national parks / nature areas	4
3460. Connecting People - must improve access to ports	2
1388. Connecting People - must improve access to rural / less populated areas	9
3981. Connecting People - must improve access to services	3
1390. Connecting People - must improve access to towns	3
1391. Connecting People - must improve frequency of service	3
1392. Connecting People - must improve journey times	10
1393. Connecting People - must improve prosperity	2
1394. Connecting People - must improve reliability of transport network	6
4068. Connecting People - must improve safety / security measures / provision	2
1395. Connecting People - must improve social interaction / inclusion	7
1396. Connecting People - must improve travel for people with disabilities	7
3438. Connecting People - must promote active travel	3
1397. Connecting People - must promote better equality of opportunities	2
4096. Connecting People - must protect / enhance national parks	1
3466. Connecting People - must stimulate tourism	5
4104. Connecting People - must update / modernise infrastructure	1
1398. Connecting People - must update / modernise infrastructure - bus network	3
1399. Connecting People - must update / modernise infrastructure - rolling stock	3
3990. Connecting People - public transport - Parks and Rides - must mitigate impact on environment	1
1402. Connecting People - public transport - must be accessible	4
1403. Connecting People - public transport - must be affordable	7

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1404. Connecting People - public transport - must be attractive	3
1405. Connecting People - public transport - must be efficient	5
1406. Connecting People - public transport - must be modelled on London / foreign cities	1
4108. Connecting People - public transport - must be priority	1
1407. Connecting People - public transport - must use new technologies	4
1400. Connecting People - should be the priority	6
1401. Connecting People - other	7
CONNECTING BUSINESSES - SUPPORT	0
1414. Connecting Businesses - support the role / is an important role / essential	23
1408. Connecting Businesses - support - Crewe hub	3
3657. Connecting Businesses - support - East to West connection	1
1409. Connecting Businesses - support - will benefit local people / communities	2
1410. Connecting Businesses - support - will focus on regions capabilities	1
1411. Connecting Businesses - support - will help attract / retain skills / talent	7
3412. Connecting Businesses - support - will improve access to airports	2
1412. Connecting Businesses - support - will redress the productivity gap	1
1413. Connecting Businesses - support - will stimulate business / economic growth / create jobs	17
CONNECTING BUSINESSES - CONCERNS	0
1415. Connecting Businesses - concern - role doesn't make sense	1
3802. Connecting Businesses - concern - lacks emphasis on digital connectivity	1
4153. Connecting Businesses - concern - lack of vision / provision - sustainable modes of transport	1
CONNECTING BUSINESSES - OTHER COMMENTS	0
1422. Connecting Businesses - changes in behaviour / need for travel might not increase / might reduce [online meetings / shopping...]	4
4303. Connecting Businesses - must focus on businesses needs	1
3784. Connecting Businesses - must improve access - to rural / less populated areas - for freight	2
3725. Connecting Businesses - must improve access - to airports	1
4053. Connecting Businesses - must improve access - to coastal areas / resorts	1
1416. Connecting Businesses - must improve access - to Europe / Channel Tunnel Rail / HS1	1
3440. Connecting Businesses - must improve access - to rural / less populated areas	1
3455. Connecting Businesses - must improve access - to ports	3
3441. Connecting Businesses - must improve international connectivity	8

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1417. Connecting Businesses - must improve journey times	5
3470. Connecting Businesses - must improve reliability of transport network	2
1418. Connecting Businesses - must increase transport by waterways	2
3449. Connecting Businesses - must help attract / retain skills / talent	5
1419. Connecting Businesses - must link enterprise zones to partnerships	2
3612. Connecting Businesses - must make the North more attractive / competitive	2
1420. Connecting Businesses - must stimulate tourism	4
1421. Connecting Businesses - must update / modernise infrastructure - Bradford station	1
4059. Connecting Businesses - must update / modernise infrastructure - rolling stock	1
1423. Connecting Businesses - other	5
MOVING GOODS - SUPPORT	0
1434. Moving Goods - support the role / is an important role / essential	24
1424. Moving Goods - support - East to West freight connection	5
1425. Moving Goods - support - is needed / necessary / overdue	4
1427. Moving Goods - support - will benefit the environment	4
4512. Moving Goods - support - will reduce air pollution / emissions	0
1428. Moving Goods - support - will improve connection - to airports	5
1429. Moving Goods - support - will improve connection - to ports	8
1430. Moving Goods - support - will reduce accidents / improve safety	2
1431. Moving Goods - support - will reduce congestion	3
1432. Moving Goods - support - will reduce travel times	3
1433. Moving Goods - support - will stimulate business / economic growth / create jobs	7
1426. Moving Goods - support - other	3
MOVING GOODS - CONCERNS	0
1435. Moving Goods - concern - barriers to moving more freight to rail	3
4245. Moving Goods - concern - to moving more freight to sea	1
3957. Moving Goods - concern - 'first and last mile' / end to end journey - freight	1
1436. Moving Goods - concern - freight transport coexistence with passenger transport	2
3463. Moving Goods - concern - freight transport by air	1
3450. Moving Goods - concern - lack of information about rail freight	2
3468. Moving Goods - concern - lack of information about road freight - superhighway	1
4374. Moving Goods - concern - lack of vision / provision for transport by waterways	2

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4290. Moving Goods - concern - lack of vision / provision - sustainable modes of transport	1
1437. Moving Goods - concern - shouldn't be prioritised over connecting people	1
3992. Moving Goods - concern - too much emphasis on road network for freight	1
MOVING GOODS - OTHER COMMENTS	0
1438. Moving goods - build transfer yards near towns	1
3946. Moving Goods - freight superhighway - must follow Trans-Pennines corridor	1
4156. Moving Goods - intermodal paths must be in addition to bulk freight paths	2
4172. Moving Goods - must accommodate heavy trains - from Peak District	1
4174. Moving Goods - must accommodate heavy trains - from Yorkshire Dales	1
3868. Moving Goods - must achieve modal shift	2
4375. Moving Goods - must achieve modal shift - through transport by waterways	2
4510. Moving Goods - must balance freight and passengers services	0
4248. Moving Goods - must be forward thinking / ambitious	1
1439. Moving Goods - must be cheaper / cost effective	2
4454. Moving Goods - must be managed efficiently	1
1440. Moving Goods - must be planned out	1
1441. Moving Goods - must be updated / modernised - requires electrification	5
3979. Moving Goods - must be sustainable	3
3995. Moving Goods - must build freight interchanges / terminals	5
4161. Moving Goods - must build freight interchanges / terminal - Crewe	1
4184. Moving Goods - must build freight interchanges / terminal - Fiddlers Ferry	1
4183. Moving Goods - must build freight interchanges / terminal - Ferrybridge	1
4162. Moving Goods - must build freight interchanges / terminal - Longtown	1
4163. Moving Goods - must build freight interchanges / terminal - Parkside	1
1442. Moving Goods - must connect / improve connection - Europe / Channel Tunnel Rail / HS1	2
4130. Moving Goods - must consider road freight safety	2
3994. Moving Goods - must encourage low / zero carbon transport	2
3555. Moving Goods - must focus on the 'first and last mile' / end to end journey - freight	7
3442. Moving Goods - must focus on local freight as well as international freight	1
4060. Moving Goods - must improve access to Immingham port	1
1443. Moving Goods - must improve access to Liverpool port	5
1444. Moving Goods - must improve access to the North East	2

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1445. Moving Goods - must improve goods transport	2
4373. Moving Goods - must improve goods transport - efficient freight carriage / full loads	2
1446. Moving Goods - must improve infrastructure - East to West corridor	1
4058. Moving Goods - must improve infrastructure - Woodhead route	1
4249. Moving goods - must improve journey time	1
1447. Moving Goods - must increase freight transport by air	6
1448. Moving Goods - must increase freight transport by rail	21
1449. Moving Goods - must increase freight transport by rail - would improve quality of life / health and well-being	1
4195. Moving Goods - must increase freight transport by rail - will stimulate business / economic growth / create jobs	1
1450. Moving Goods - must increase freight transport by rail - would reduce congestion	3
1451. Moving Goods - must increase freight transport by rail - would reduce air pollution / emissions	4
1452. Moving Goods - must increase freight transport by water	12
4280. Moving Goods - must increase freight transport by water - would reduce air pollution / emissions	1
4384. Moving Goods - must increase freight transport by water - for 'first and last mile' / end to end journey	2
4014. Moving Goods - must integrate modes of freight transport	1
4154. Moving Goods - must provide two Trans-Pennine intermodal paths an hour in each direction	1
4250. Moving Goods - must reduce air pollution / emissions	2
4256. Moving Goods - must reduce freight transport by air	1
4063. Moving Goods - must reintroduce parcels delivery by rail	1
1453. Moving Goods - must reopen closed lines	2
1454. Moving Goods - must reopen closed lines - Skipton to Colne	2
1455. Moving Goods - must reopen closed lines - Warrington to Altrincham	1
1457. Moving Goods - must separate regular and high speed lines	1
4401. Moving Goods - use consolidation centres	1
4399. Moving Goods - must increase freight transport by water - would address future / additional needs / long term solution	1
4389. Moving Goods - must increase freight transport by water - would decrease road freight traffic	1
4246. Moving Goods - prioritise freight storage / facilities / operations	2
1458. Moving Goods - other	5
Q3F1 - NORTHERN POWERHOUSE RAIL	
NORTHERN POWERHOUSE RAIL - SUPPORT	
1459. Northern Powerhouse Rail - Capacity - will improve capacity	12

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1460. Northern Powerhouse Rail - Capacity - will improve capacity - freight	2
3317. Northern Powerhouse Rail - Capacity - will improve congestion	0
1461. Northern Powerhouse Rail - Communities - support - will benefit local people / communities	2
1462. Northern Powerhouse Rail - Communities - support - will benefit local people / communities [including young people] - Bradford	10
1463. Northern Powerhouse Rail - Connectivity - support - Bradford City Centre station	19
1464. Northern Powerhouse Rail - Connectivity - support - Bradford City Centre station - will stimulate business / economic growth / create jobs	15
1465. Northern Powerhouse Rail - Connectivity - support - Bradford route	9
1466. Northern Powerhouse Rail - Connectivity - support - Bradford route - is needed / necessary / overdue	4
1467. Northern Powerhouse Rail - Connectivity - support - Darlington station	1
1468. Northern Powerhouse Rail - Connectivity - support - East to West corridor	10
1469. Northern Powerhouse Rail - Connectivity - support - Huddersfield route / Trans-Pennines route upgrade	2
1470. Northern Powerhouse Rail - Connectivity - support - Liverpool route	11
1471. Northern Powerhouse Rail - Connectivity - support - will improve connection - Manchester / Manchester airport	7
3882. Northern Powerhouse Rail - Connectivity - support - Manchester to Leeds link	2
1472. Northern Powerhouse Rail - Connectivity - support - Manchester to Leeds link - is needed / necessary / overdue	2
1473. Northern Powerhouse Rail - Connectivity - support - North to South corridor / connectivity	2
3194. Northern Powerhouse Rail - Connectivity - support - Sheffield route	1
3752. Northern Powerhouse Rail - Connectivity - support - Sheffield to Hull route	2
1474. Northern Powerhouse Rail - Connectivity - support - Sheffield to Leeds route	4
3685. Northern Powerhouse Rail - Connectivity - support - Sheffield to Leeds route - via Wakefield	2
1475. Northern Powerhouse Rail - Connectivity - support - Sheffield to Manchester route	4
1476. Northern Powerhouse Rail - Connectivity - support - should be the priority	2
1477. Northern Powerhouse Rail - Connectivity - support - will facilitate access to education / work - Bradford	8
3560. Northern Powerhouse Rail - Connectivity - support - will improve connection - between all major cities	3
3848. Northern Powerhouse Rail - Connectivity - support - will improve connection - Cumbria	1
1478. Northern Powerhouse Rail - Connectivity - support - will improve connection - Darlington	1
4217. Northern Powerhouse Rail - Connectivity - support - will improve connection - economic centres	2
1479. Northern Powerhouse Rail - Connectivity - support - will improve connection - HS2	7
1480. Northern Powerhouse Rail - Connectivity - support - will improve connection - Hull	3
3859. Northern Powerhouse Rail - Connectivity - support - will improve connection - Lancashire	1
1481. Northern Powerhouse Rail - Connectivity - support - will improve connection - Newcastle	1

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1482. Northern Powerhouse Rail - Connectivity - support - will improve connection - Preston	1
1483. Northern Powerhouse Rail - Connectivity - support - will improve connection - the North	3
2141. Northern Powerhouse Rail - Connectivity - support - will improve connection - the North East	1
3318. Northern Powerhouse Rail - Connectivity - support - will improve connection - to airports	0
3299. Northern Powerhouse Rail - Connectivity - support - will improve connection - to ports	0
3794. Northern Powerhouse Rail - Connectivity - support - will improve connection - to ports - Liverpool	1
3786. Northern Powerhouse Rail - Connectivity - support - will improve connection - Warrington	1
1484. Northern Powerhouse Rail - Connectivity - support - will improve frequency	5
1485. Northern Powerhouse Rail - Connectivity - support - will improve journey times	12
3950. Northern Powerhouse Rail - Connectivity - support - other	1
1486. Northern Powerhouse Rail - Environment - support - will benefit the environment	1
1487. Northern Powerhouse Rail - General - conditional support	26
1488. Northern Powerhouse Rail - General - support	37
1489. Northern Powerhouse Rail - General - support - balance between cities and secondary centres	1
4167. Northern Powerhouse Rail - General - support - will mitigate impact on climate change	1
4186. Northern Powerhouse Rail - General - support - will improve quality of life / health and well-being	1
1490. Northern Powerhouse Rail - General - support - community rail strategy	2
3785. Northern Powerhouse Rail - General - support - including Crewe as a Significant Economic Centre	1
1491. Northern Powerhouse Rail - General - support - integration with HS2	8
1492. Northern Powerhouse Rail - General - support - integration with other transport infrastructure	3
1493. Northern Powerhouse Rail - General - support - is needed / necessary / overdue	30
1494. Northern Powerhouse Rail - General - support - other	1
1495. Northern Powerhouse Rail - General - support - will address future / additional needs / long term solution	1
1496. Northern Powerhouse Rail - General - support - will help redress the North / South divide	2
1497. Northern Powerhouse Rail - General - support - will improve network resilience	3
1498. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs	17
1499. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs - Bradford	5
1500. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs - Leeds / Leeds airport	2
1501. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs - Manchester Piccadilly	1
1502. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs - North East	1

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1503. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs - York	2
1504. Northern Powerhouse Rail - General - support - will stimulate business / economic growth / create jobs - Warrington	3
1505. Northern Powerhouse Rail - Infrastructure - support - electrification - Trans-Pennines route	5
1506. Northern Powerhouse Rail - Infrastructure - support - Hope Valley line upgrade	4
1507. Northern Powerhouse Rail - Infrastructure - support - Manchester Piccadilly station upgrade	2
1508. Northern Powerhouse Rail - Infrastructure - support - will benefit from HS2 infrastructure	4
1509. Northern Powerhouse Rail - Infrastructure - support - will improve East Coast Mainline	1
4457. Northern Powerhouse Rail - Infrastructure - support - will improve Tees Valley rail	0
NORTHERN POWERHOUSE RAIL - CONCERNS	0
1510. Northern Powerhouse Rail - Capacity - concern - Leeds station capacity	3
4493. Northern Powerhouse Rail - Capacity - concern - North of York	0
3807. Northern Powerhouse Rail - Capacity - concern - will not benefit local people / communities - North West	1
4150. Northern Powerhouse Rail - Communities - concern - will impact on local people / communities	1
4132. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision - for railway links - Manchester to Leeds - via Bradford	1
1511. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for airports - Newcastle airport	1
1512. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for railway links - Chesterfield to Manchester	1
1513. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for railway links - Manchester to Sheffield	2
1514. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for railway links - West Coast Mainline	3
1515. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for railway links - Woodhead line	1
1516. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Barnsley	1
1517. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - beyond Yorkshire	1
3768. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Blackpool	1
1518. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Bradford	1
1519. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Chester	1
1520. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Cumbria	3
1757. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Doncaster	1
1521. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Durham	1
3940. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - East to West corridor	1

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1522. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - further North East to West corridor	1
1523. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Grimsby	1
4385. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Halifax	0
1525. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Hellifield	0
1526. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Hull	1
1527. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Humber	2
1524. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Immingham	1
3636. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Lancashire	3
3694. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Lancaster	2
1528. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Middlesbrough	1
1529. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Newcastle	3
3693. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Preston	2
1530. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Scunthorpe	1
1531. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Sheffield	0
1532. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Sunderland	3
1533. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Teesside	1
1534. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - the East Midlands	1
1535. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - the North East	3
3692. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - the North West	1
1536. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Tyne Valley	1
1537. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Wakefield	1
1538. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - Washington	1
1539. Northern Powerhouse Rail - Connectivity - concern - lack of vision / provision for towns / places - West Yorkshire	1
1540. Northern Powerhouse Rail - Connectivity - concern - low speed	2
1541. Northern Powerhouse Rail - Connectivity - concern - oppose Bradford route	5
4039. Northern Powerhouse Rail - Connectivity - concern - oppose Bradford route - will not benefit Sheffield	1
1542. Northern Powerhouse Rail - Connectivity - concern - oppose Darlington stop	2
1543. Northern Powerhouse Rail - Connectivity - concern - oppose Durham stop - will increase journey time	1
1544. Northern Powerhouse Rail - Connectivity - concern - oppose Huddersfield route	1
1545. Northern Powerhouse Rail - Connectivity - concern - oppose Stockport stop - will increase journey times	1
1546. Northern Powerhouse Rail - Connectivity - concern - too many stops	3

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1547. Northern Powerhouse Rail - Connectivity - concern - too many stops - Liverpool to Manchester route	1
1548. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on capacity / instead of speed	1
1549. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on Central Pennines corridor	1
1550. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on cities / city centres	3
1551. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on East to West corridor	3
1552. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on Leeds	3
1553. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on Liverpool	2
1554. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on Manchester / Manchester airport	5
1555. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on North to South corridor	1
1556. Northern Powerhouse Rail - Connectivity - concern - too much emphasis on Yorkshire	1
1557. Northern Powerhouse Rail - Connectivity - concern - Trans-Pennine route upgrade	5
3944. Northern Powerhouse Rail - Connectivity - concern - will result in increased journey times - Halifax to Manchester	1
3945. Northern Powerhouse Rail - Connectivity - concern - will result in increased journey times - Hebden Bridge to Leeds	1
4148. Northern Powerhouse Rail - Environment - concern - noise	1
4143. Northern Powerhouse Rail - Environment - concern - using the M56 corridor will impact on green / open spaces / countryside	1
4145. Northern Powerhouse Rail - Environment - concern - using the M62 corridor will impact on green / open spaces / countryside	1
1558. Northern Powerhouse Rail - General - concern - hinders other projects	1
1559. Northern Powerhouse Rail - General - concern - is motivated by economics / greed / profits	0
1560. Northern Powerhouse Rail - General - concern - lack of ambition / more should be done / not wide reaching enough	8
1561. Northern Powerhouse Rail - General - concern - lack of balance / some cities / regions are better served than others	10
1562. Northern Powerhouse Rail - General - concern - lack of confidence in delivery of the Manchester to Leeds link	1
1563. Northern Powerhouse Rail - General - concern - lack of confidence in delivery of the Northern Powerhouse Rail	3
2583. Northern Powerhouse Rail - General - concern - lack of confidence in delivery of the Northern Powerhouse Rail - Bradford route	1
1564. Northern Powerhouse Rail - General - concern - lack of confidence in Network Rail	1
1565. Northern Powerhouse Rail - General - concern - lack of information	4
3727. Northern Powerhouse Rail - General - concern - lack of information - about capacity	2
3726. Northern Powerhouse Rail - General - concern - lack of information - about frequency	2
4123. Northern Powerhouse Rail - General - concern - lack of information - about funding	1
3730. Northern Powerhouse Rail - General - concern - lack of information - about integration with other services	3

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4048. Northern Powerhouse Rail - General - concern - lack of information - about projects - amount of tunnelling	1
1567. Northern Powerhouse Rail - General - concern - lack of information - about projects - Bradford route	2
1568. Northern Powerhouse Rail - General - concern - lack of information - about projects - implementation / development	2
3729. Northern Powerhouse Rail - General - concern - lack of information - about projects - stations improvements	2
1566. Northern Powerhouse Rail - General - concern - lack of information - about rail freight	3
4135. Northern Powerhouse Rail - General - concern - lack of information - about rail improvements	1
4055. Northern Powerhouse Rail - General - concern - lack of information - about routes	1
1569. Northern Powerhouse Rail - General - concern - lack of short / medium term projects	2
1570. Northern Powerhouse Rail - General - concern - lack of vision / provision for freight	4
1571. Northern Powerhouse Rail - General - concern - lack of vision / provision for railway links - beyond Yorkshire	1
1572. Northern Powerhouse Rail - General - concern - lacks credibility	1
1573. Northern Powerhouse Rail - General - concern - oppose	0
1575. Northern Powerhouse Rail - General - concern - reliance on HS2	4
4072. Northern Powerhouse Rail - General - concern - speed of trains	2
1576. Northern Powerhouse Rail - General - concern - too ambitious / complex	1
1577. Northern Powerhouse Rail - General - concern - too expensive / not cost effective	7
1578. Northern Powerhouse Rail - General - concern - too much emphasis on Yorkshire	1
4289. Northern Powerhouse Rail - General - concern - will impact on business / economic growth	1
4382. Northern Powerhouse Rail - General - concern - will impact on Standedge Tunnel	1
1579. Northern Powerhouse Rail - General - concern - will not benefit local people / communities - young people	1
1580. Northern Powerhouse Rail - General - concern - will not help redress the North / South divide	0
1581. Northern Powerhouse Rail - General - concern - will not improve journey times sufficiently / meet journey times targets	9
1582. Northern Powerhouse Rail - General - concern - will take too long / 30 years	5
1583. Northern Powerhouse Rail - General - concern - will take too long / 30 years - will lose momentum	1
1584. Northern Powerhouse Rail - General - concern - will take up most of the budget	0
1574. Northern Powerhouse Rail - General - concern - other	5
1585. Northern Powerhouse Rail - Infrastructure - concern - downgrading / neglecting existing routes	6
4147. Northern Powerhouse Rail - Infrastructure - concern - new routes	3
1586. Northern Powerhouse Rail - Infrastructure - concern - oppose station on outskirts of Bradford / parkway station	4
3789. Northern Powerhouse Rail - Infrastructure - concern - oppose station on outskirts of Warrington / parkway station	1

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4157. Northern Powerhouse Rail - Infrastructure - concern - retaining the northern chord of the Manchester Junction at Golborne	1
3728. Northern Powerhouse Rail - Infrastructure - concern - too much emphasis on infrastructure	1
NORTHERN POWERHOUSE RAIL - OTHER COMMENTS	0
4168. Northern Powerhouse Rail - Capacity - must improve capacity - for freight	2
4185. Northern Powerhouse Rail - Capacity - must improve capacity - for passengers	3
1587. Northern Powerhouse Rail - Capacity - must improve capacity on West Coast Mainline	6
1588. Northern Powerhouse Rail - Communities - must mitigate impact on local people / communities	4
1589. Northern Powerhouse Rail - Connectivity - Liverpool to Manchester route should be a priority	3
3916. Northern Powerhouse Rail - Connectivity - must balance freight and passenger services	1
4045. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Airedale line	2
3354. Northern Powerhouse Rail - Connectivity - must connect / improve connection - between the 2 Bradford stations	1
1590. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Bradford Forster Square station	2
1591. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Chester	2
3779. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Crewe	3
1592. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Cumbria	5
1593. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Deepcar	2
3948. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Doncaster Sheffield airport	3
3304. Northern Powerhouse Rail - Connectivity - must connect / improve connection - East Coast Mainline	4
3396. Northern Powerhouse Rail - Connectivity - must connect / improve connection - economic centres	1
1594. Northern Powerhouse Rail - Connectivity - must connect / improve connection - 'first and last mile' / end to end journey	5
1595. Northern Powerhouse Rail - Connectivity - must connect / improve connection - 'first and last mile' / end to end journey - shuttle to stations	2
1596. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Fleetwood	1
1597. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Hellifield	1
1598. Northern Powerhouse Rail - Connectivity - must connect / improve connection - housing developments / growth	0
3763. Northern Powerhouse Rail - Connectivity - must connect / improve connection - intra-regional connections	1
1599. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Lancaster / Lancashire	5
1600. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Leeds Bradford Airport	3
1601. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Manchester airport	3
1602. Northern Powerhouse Rail - Connectivity - must connect / improve connection - medium / large towns	6
1603. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Metrolink	2

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1604. Northern Powerhouse Rail - Connectivity - must connect / improve connection - national rail schemes	2
1605. Northern Powerhouse Rail - Connectivity - must connect / improve connection - national rail schemes - Midland Mainline	2
1606. Northern Powerhouse Rail - Connectivity - must connect / improve connection - national rail schemes - Settle to Carlisle	3
1607. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Neville Hill	1
3791. Northern Powerhouse Rail - Connectivity - must connect / improve connection - North Wales	1
4300. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Oxenholme	1
1608. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Penistone	3
4052. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Preston	2
1609. Northern Powerhouse Rail - Connectivity - must connect / improve connection - road network	1
4054. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Scotland	1
1610. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Skelmersdale	1
1611. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Southport	2
1612. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Stocksbridge	2
1613. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Stoke	1
1614. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Sunderland - will stimulate business / economic growth / create jobs	2
3616. Northern Powerhouse Rail - Connectivity - must connect / improve connection - to airports	4
4425. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Todmorden	1
1615. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Warrington Bank Quay station	1
1616. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Warrington Bank Quay station - will improve access to Manchester airport	1
1617. Northern Powerhouse Rail - Connectivity - must connect / improve connection - West Riding Conurbation	1
4046. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Wharfedale line	3
1618. Northern Powerhouse Rail - Connectivity - must connect / improve connection - Woodlesford	1
1619. Northern Powerhouse Rail - Connectivity - must focus on accessibility	2
1620. Northern Powerhouse Rail - Connectivity - must focus on diagonal connection	1
1621. Northern Powerhouse Rail - Connectivity - must focus on punctuality	1
4436. Northern Powerhouse Rail - Connectivity - must improve / develop route - Blackburn to Preston	1
3769. Northern Powerhouse Rail - Connectivity - must improve / develop route - Blackpool to Sheffield	1
3999. Northern Powerhouse Rail - Connectivity - must improve / develop route - Brighouse	1
3330. Northern Powerhouse Rail - Connectivity - must improve / develop route - Brighouse to Hebden Bridge	1
1623. Northern Powerhouse Rail - Connectivity - must improve / develop route - Calder Valley line	4

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1624. Northern Powerhouse Rail - Connectivity - must improve / develop route - Carlisle to Newcastle	1
1625. Northern Powerhouse Rail - Connectivity - must improve / develop route - Clitheroe to Hellifield	3
1626. Northern Powerhouse Rail - Connectivity - must improve / develop route - East Lancaster to Liverpool	1
3660. Northern Powerhouse Rail - Connectivity - must improve / develop route - East Lancaster to Manchester Airport - on completion of Ordsall Curve	1
1627. Northern Powerhouse Rail - Connectivity - must improve / develop route - East Lancaster to Preston	1
1628. Northern Powerhouse Rail - Connectivity - must improve / develop route - East to West	4
2375. Northern Powerhouse Rail - Connectivity - must improve / develop route - Halifax to Todmorten	1
1629. Northern Powerhouse Rail - Connectivity - must improve / develop route - Huddersfield to Sheffield	0
1630. Northern Powerhouse Rail - Connectivity - must improve / develop route - Hull to Liverpool - must be a priority	1
3934. Northern Powerhouse Rail - Connectivity - must improve / develop route - Hull to Port of Liverpool - for freight	1
4437. Northern Powerhouse Rail - Connectivity - must improve / develop route - Leeds to York	1
1631. Northern Powerhouse Rail - Connectivity - must improve / develop route - local routes	3
1632. Northern Powerhouse Rail - Connectivity - must improve / develop route - Northern Chord	3
4044. Northern Powerhouse Rail - Connectivity - must improve / develop route - Pudsey Line	1
3629. Northern Powerhouse Rail - Connectivity - must improve / develop route - Sheffield to Hull	2
1633. Northern Powerhouse Rail - Connectivity - must improve / develop route - Sunderland to Durham	1
1634. Northern Powerhouse Rail - Connectivity - must improve / develop route - Sunderland to Northumberland	1
3920. Northern Powerhouse Rail - Connectivity - must improve / develop route - Wigan to Leeds	1
3921. Northern Powerhouse Rail - Connectivity - must improve / develop route - Wigan to Sheffield	1
1635. Northern Powerhouse Rail - Connectivity - must improve / develop route - Wrexham to Bidston line	1
1622. Northern Powerhouse Rail - Connectivity - must improve access to Norther Powerhouse Rail hub stations	1
1636. Northern Powerhouse Rail - Connectivity - must include Bradford City Centre station	4
1637. Northern Powerhouse Rail - Connectivity - must include Bradford City Centre station - will benefit local people / communities [including young people]	4
1638. Northern Powerhouse Rail - Connectivity - must include Bradford City Centre station - will stimulate business / economic growth / create jobs	6
4277. Northern Powerhouse Rail - Connectivity - must include Cumbrian Coast line	1
3866. Northern Powerhouse Rail - Connectivity - must include Doncaster	2
3867. Northern Powerhouse Rail - Connectivity - must include Doncaster - will stimulate business / economic growth / create jobs	1
4134. Northern Powerhouse Rail - Connectivity - must include Goldthorpe station	1
3787. Northern Powerhouse Rail - Connectivity - must include Warrington Bank Quay station	1
1639. Northern Powerhouse Rail - Connectivity - must maintain route - Warrington to Scotland	2

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1640. Northern Powerhouse Rail - Connectivity - must not impact on local routes	3
1641. Northern Powerhouse Rail - Connectivity - must not impact on local routes - Hope Valley line	2
1642. Northern Powerhouse Rail - Connectivity - must not impact on local routes - New Mills	1
1644. Northern Powerhouse Rail - Connectivity - must not impact on local routes - Rose Hill Marple	1
1645. Northern Powerhouse Rail - Connectivity - must not reopen closed lines - Leamside Line	2
1646. Northern Powerhouse Rail - Connectivity - must reopen closed lines	2
1647. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Cottingley to Heaton Lodge	1
1648. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Crewe to Stockport - connectivity to HS2	1
1649. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Crewe to Stockport - connectivity to Manchester airport	1
1650. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Crewe to Stockport - increase capacity	1
1651. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Hadfield to Penistone	1
1652. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Hull to Birmingham	1
1653. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Hull to Liverpool	1
1654. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Hull to Scotland	1
1655. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Leamside Line	6
2729. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Leamside Line - with Park and Ride	1
1656. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Leamside Line - would get freight off roads	1
1657. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Leamside Line - would improve access to work	1
1658. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Peak Railway line	1
1659. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - North Midlands	1
1660. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - South Pennines	1
1661. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - West Pennines	1
1662. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Skipton to Colne	4
1663. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Spen Valley line	1
1664. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Stillington line	2
1665. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Woodhead line	7
1666. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Woodhead line - will accommodate freight trains	5
1667. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Woodhead line - will be sustainable	2

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1668. Northern Powerhouse Rail - Connectivity - must reopen closed lines - Woodhead line - will improve journey times - Manchester to Sheffield	4
3762. Northern Powerhouse Rail - Connectivity - must stop at Barnsley	1
4477. Northern Powerhouse Rail - Connectivity - must stop at Middlesbrough	1
1669. Northern Powerhouse Rail - Connectivity - must stop at Romiley	1
1671. Northern Powerhouse Rail - Connectivity - Sheffield to Manchester airport line should be direct	1
1672. Northern Powerhouse Rail - Connectivity - trains must be regular / on time	2
1670. Northern Powerhouse Rail - Connectivity - other	5
4137. Northern Powerhouse Rail - Environment - must mitigate impact on National Trust / World / English heritage sites	1
4125. Northern Powerhouse Rail - Environment - must mitigate impact on Peak District National Park	1
1673. Northern Powerhouse Rail - Environment - must mitigate impact on the environment	5
1674. Northern Powerhouse Rail - Environment - must reduce air pollution / emissions	1
3453. Northern powerhouse Rail - General - economic data should be used to drive development	2
4043. Northern Powerhouse Rail - General - must align with local economic / transport plans	3
1675. Northern Powerhouse Rail - General - must be developed / integrate with HS2	14
1676. Northern Powerhouse Rail - General - must be in charge	1
1677. Northern Powerhouse Rail - General - must be in place / complete before HS2 / take priority over HS2	2
1678. Northern Powerhouse Rail - General - must be independent from HS2 / other schemes	1
1679. Northern Powerhouse Rail - General - must be managed as one project / avoid individual commissions	1
1680. Northern Powerhouse Rail - General - must be managed by a devolved transport authority	1
1681. Northern Powerhouse Rail - General - must be managed by one specific company	2
3691. Northern powerhouse Rail - General - must be set within the Long Term Rail Strategy context	3
1682. Northern Powerhouse Rail - General - must deliver projects equally across the North	1
1684. Northern Powerhouse Rail - General - must focus on quick wins	1
3558. Northern Powerhouse Rail - General - must have a higher status - Bradford	1
3559. Northern Powerhouse Rail - General - must have a higher status - York	1
1685. Northern Powerhouse Rail - General - must have same powers as Transport for London	1
1683. Northern Powerhouse Rail - General - must help redress the North / South divide	2
4102. Northern Powerhouse Rail - General - must improve journey times	1
1686. Northern Powerhouse Rail - General - must integrate freight	3
1687. Northern Powerhouse Rail - General - must integrate HS3 Manchester airport hub with HS2 airport station	3
1688. Northern Powerhouse Rail - General - must integrate West Coast Mainline	5

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3911. Northern Powerhouse Rail - General - must integrate with existing network	5
3557. Northern Powerhouse Rail - General - must integrate with existing transport infrastructure	3
1689. Northern Powerhouse Rail - General - must rethink plans for HS2	2
1690. Northern Powerhouse Rail - General - must stimulate business / economic growth / create jobs - Warrington	2
1692. Northern Powerhouse Rail - General - separate track for freight	1
1693. Northern Powerhouse Rail - General - Transport for the North must take over certain franchises	1
1691. Northern Powerhouse Rail - General - other	9
1694. Northern Powerhouse Rail - Infrastructure - bicycle transport in / on trains	1
1643. Northern Powerhouse Rail - Infrastructure - build a new route - Sheffield to Manchester following Stockbridge freight line	1
1695. Northern Powerhouse Rail - Infrastructure - build a new route - via Middlesbrough	1
1696. Northern Powerhouse Rail - Infrastructure - build a Northern Crossrail following the M62 corridor	2
1697. Northern Powerhouse Rail - Infrastructure - build a station - Liverpool airport	1
3584. Northern Powerhouse Rail - Infrastructure - build a station - Liverpool Birkenhead	1
3583. Northern Powerhouse Rail - Infrastructure - build a station - Liverpool Vauxhall	1
1698. Northern Powerhouse Rail - Infrastructure - build a station - South Warrington	1
1699. Northern Powerhouse Rail - Infrastructure - build a tunnel - under the Pennines	1
1700. Northern Powerhouse Rail - Infrastructure - build new stations	4
3302. Northern Powerhouse Rail - Infrastructure - build Park and Rides / parkway stations - Clayton	1
3683. Northern Powerhouse Rail - Infrastructure - build Park and Rides / parkway stations - HS2 corridor Leeds to Sheffield	1
3303. Northern Powerhouse Rail - Infrastructure - build Park and Rides / parkway stations - Mexborough	1
4443. Northern Powerhouse Rail - Infrastructure - build Park and Rides / parkway stations - Normanton	1
1701. Northern Powerhouse Rail - Infrastructure - consider using TramTrain rolling stock - will be cost effective	1
1702. Northern Powerhouse Rail - Infrastructure - consider using TramTrain rolling stock - will be fast / faster	2
4318. Northern Powerhouse Rail - Infrastructure - freight infrastructure investment - will be cost effective	1
3748. Northern Powerhouse Rail - Infrastructure - freight interchanges - to be close to centres of consumption	2
2567. Northern Powerhouse Rail - Infrastructure - freight interchanges - to be next to rail line	1
3724. Northern Powerhouse Rail - Infrastructure - freight interchanges - to have good road acess	2
4047. Northern Powerhouse Rail - Infrastructure - must accommodate regular and high speed lines - Leeds station	1
1703. Northern Powerhouse Rail - Infrastructure - must be updated / modernised	3
1704. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - ahead of HS2 integration	2
1705. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - Bradford station	2

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1706. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - carparking at stations	2
1707. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network	13
3632. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Bradford to Sheffield	1
3631. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Calderdale to York	2
1708. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Durham Coast line	2
1709. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - East Coast Mainline	9
1710. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Hope Valley line	4
1711. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Huddersfield line	1
4333. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - M6 corridor	1
1712. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - M62 corridor	1
1713. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Manchester to Sheffield	2
3301. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Sheffield to Hull	1
1714. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - to Doncaster	2
1715. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - to Leeds	2
1716. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - to Manchester / Manchester airport	1
3658. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Todmorden Curve	1
1717. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Trans-Pennines routes	9
1718. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - Tyne Valley line	2
1719. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - existing network - West Coast Mainline	2
1720. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - Manchester airport station	2
1721. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - Manchester Piccadilly - underground station	2
1722. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - requires electrification	7
1723. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - requires electrification - Bradford route	2
1724. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - requires electrification - Huddersfield route	1
3816. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - requires electrification - to Manchester airport	1
1725. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - rolling stock	4

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1726. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - stations	6
3582. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - stations - Lime Street station	1
4409. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - stations - Meadowhall	0
1727. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - stations - Thorne Park	1
1728. Northern Powerhouse Rail - Infrastructure - must be updated / modernised - weather resilience	1
1729. Northern Powerhouse Rail - Infrastructure - must use / develop roll-on / roll-off trains	1
1730. Northern Powerhouse Rail - Infrastructure - new tracks should be compatible with lower speed trains	1
3733. Northern Powerhouse Rail - Infrastructure - requires more information - stations integrations with HS2	2
4120. Northern Powerhouse Rail - Infrastructure - updating / modernising existing network will have less impact on green / open spaces / countryside	1
4121. Northern Powerhouse Rail - Infrastructure - updating / modernising existing network will have less impact on National Trust / World / English heritage sites	1
4122. Northern Powerhouse Rail - Infrastructure - updating / modernising existing network will have less impact on local people / communities	1
4119. Northern Powerhouse Rail - Infrastructure - updating / modernising existing network will have less impact on the environment	1
1731. Northern Powerhouse Rail - Infrastructure - other	1
Q3F2 - LONG TERM RAIL STRATEGY	
LONG TERM RAIL STRATEGY - SUPPORT	
1732. Long Term Rail Strategy - Capacity - support increased capacity	17
1733. Long Term Rail Strategy - Communities - support - will benefit local people / communities	11
1760. Long Term Rail Strategy - Communities - support - will facilitate / improve equality	1
1761. Long Term Rail Strategy - Communities - support - will facilitate / improve social inclusion	3
1734. Long Term Rail Strategy - Connectivity - support	17
1739. Long Term Rail Strategy - Connectivity - support - East to West corridor	6
4491. Long Term Rail Strategy - Connectivity - support - HS2 - will improve connection to London	1
4492. Long Term Rail Strategy - Connectivity - support - HS2 - will improve connection to Scotland	1
3581. Long Term Rail Strategy - Connectivity - support - HS2 connection to Liverpool	1
3672. Long Term Rail Strategy - Connectivity - support - HS2 connection to Newcastle	1
1740. Long Term Rail Strategy - Connectivity - support - North to South corridor	2
1741. Long Term Rail Strategy - Connectivity - support - reopening of closed lines - Skipton to Colne	5
1735. Long Term Rail Strategy - Connectivity - support - will improve connection - airports	3
1736. Long Term Rail Strategy - Connectivity - support - will improve connection - airports - Manchester airport	2
1737. Long Term Rail Strategy - Connectivity - support - will improve connection - Carlisle	1

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1738. Long Term Rail Strategy - Connectivity - support - will improve connection - ports	6
1742. Long Term Rail Strategy - Environment - support - will reduce air pollution / emissions	5
1743. Long Term Rail Strategy - General - conditional support	10
1744. Long Term Rail Strategy - General - support	29
3561. Long Term Rail Strategy - General - support - 12 desirable minimum standards	4
4325. Long Term Rail Strategy - General - support - balances freight and passengers services	1
1745. Long Term Rail Strategy - General - support - improve frequency / 2 trains per hour aim	5
1747. Long Term Rail Strategy - General - support - improving journey times	4
1746. Long Term Rail Strategy - General - support - increased availability for evenings / Sundays / public holidays	9
1748. Long Term Rail Strategy - General - support - is comprehensive / overarching	2
3904. Long Term Rail Strategy - General - support - is evidence based	1
3903. Long Term Rail Strategy - General - support - is forward thinking / ambitious	4
1749. Long Term Rail Strategy - General - support - is needed / necessary / overdue	22
1750. Long Term Rail Strategy - General - support - is needed / necessary / overdue - Trans-Pennine route	6
3899. Long Term Rail Strategy - General - support - is needed / necessary / overdue - Trans-Pennine route - for freight	2
4340. Long Term Rail Strategy - General - support - will benefit the North	2
1751. Long Term Rail Strategy - General - support - will help redress the North / South divide	1
1752. Long Term Rail Strategy - General - support - will improve freight transport	12
1753. Long Term Rail Strategy - General - support - will improve passenger experience	16
1754. Long Term Rail Strategy - General - support - will stimulate business / economic growth / create jobs	9
1758. Long Term Rail Strategy - Infrastructure - support - is needed / necessary / overdue - Manchester Piccadilly station improvements	2
1755. Long Term Rail Strategy - Infrastructure - support - rail network improvements	4
1756. Long Term Rail Strategy - Infrastructure - support - rail network improvements - electrification	1
1759. Long Term Rail Strategy - Infrastructure - support - station upgrade - Sheffield Midlands	2
4214. Long Term Rail Strategy - Infrastructure - support - station upgrades	1
4523. Long Term Rail Strategy - Infrastructure - support - other	0
LONG TERM RAIL STRATEGY - CONCERNS	0
1762. Long Term Rail Strategy - Communities - concern - oppose HS2 - will impact local people / communities	2
3926. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - Calder Valley	1
1764. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - diagonal connection	1
1765. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - East Coast Mainline	2

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1766. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - East Lancashire	0
1767. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - East to West corridor	1
1768. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - heritage railways	0
1769. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - Hope Valley line	1
1770. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - Manchester to Sheffield	3
1771. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - to Liverpool airport	0
1772. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for railway links - Trans-Pennine route	3
1773. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Ashington	1
1774. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Boston Spa	1
1775. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Chester	1
1776. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Cumbria	1
1777. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Durham	1
4390. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Market Weighton	1
1778. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Northumberland	1
4391. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Pocklington	1
4392. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Stamford Bridge	1
1779. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Tadcaster	1
1780. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - the North East	2
1781. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - Wetherby	1
3908. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision - for towns / places - without a station / rail service	1
3928. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision for towns / places - Calderdale	1
3930. Long Term Rail Strategy - Connectivity - concern - lack of vision / provision for towns / places - Halifax	1
1782. Long Term Rail Strategy - Connectivity - concern - too much emphasis on Durham Tees Valley airport	1
1783. Long Term Rail Strategy - Connectivity - concern - too much emphasis on Leeds	3
1784. Long Term Rail Strategy - Connectivity - concern - too much emphasis on Manchester / Manchester airport	5
4151. Long Term Rail Strategy - Environment - concern - lack of information - about benefits of rail use	1
4423. Long Term Rail Strategy - Environment - will impact on the environment - Peak District National Park	1
4376. Long Term Rail Strategy - General - concern - doesn't align with the Independent Economic Review	1
1803. Long Term Rail Strategy - General - concern - HS2 - lack of balance / benefits / some cities / regions are better served than others	2

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3812. Long Term Rail Strategy - General - concern - HS2 - will lead to a reduction in local services	3
3815. Long Term Rail Strategy - General - concern - HS2 - will lead to a reduction in local services - Carlisle	1
3813. Long Term Rail Strategy - General - concern - HS2 - will lead to a reduction in local services - Oxenholme	1
3814. Long Term Rail Strategy - General - concern - HS2 - will lead to a reduction in local services - Penrith	1
4337. Long Term Rail Strategy - General - concern - is flawed	1
1785. Long Term Rail Strategy - General - concern - lack of ambition / more should be done / not wide reaching enough	4
1786. Long Term Rail Strategy - General - concern - lack of ambition / more should be done / not wide reaching enough - rail freight	1
1787. Long Term Rail Strategy - General - concern - lack of balance / some cities / regions are better served than others	1
1788. Long Term Rail Strategy - General - concern - lack of confidence in delivery of the Long Term Rail Strategy	1
1789. Long Term Rail Strategy - General - concern - lack of confidence in Network Rail	2
1790. Long Term Rail Strategy - General - concern - lack of information	2
3746. Long Term Rail Strategy - General - concern - lack of information - about alternative to Trans-Pennines route	3
1763. Long Term Rail Strategy - General - concern - lack of information - about community rail	1
4359. Long Term Rail Strategy - General - concern - lack of information - about HS2	1
1791. Long Term Rail Strategy - General - concern - lack of information - about inter-urban links	1
1792. Long Term Rail Strategy - General - concern - lack of information - about local rail strategy	2
1793. Long Term Rail Strategy - General - concern - lack of information - about new stations	3
1794. Long Term Rail Strategy - General - concern - lack of information - about projects - implementation / development	3
1795. Long Term Rail Strategy - General - concern - lack of information - about projects - priorities	2
1796. Long Term Rail Strategy - General - concern - lack of information - about rail freight	4
1797. Long Term Rail Strategy - General - concern - lack of information - about rail improvements	4
2009. Long Term Rail Strategy - General - concern - lack of information - about rail service to London	1
3420. Long Term Rail Strategy - General - concern - lack of information - about rail's role as enabler of growth	2
1798. Long Term Rail Strategy - General - concern - lack of information - about reopening closed lines	0
1799. Long Term Rail Strategy - General - concern - lack of information - about use of cheaper trains	0
1800. Long Term Rail Strategy - General - concern - lack of short / medium term projects	2
1801. Long Term Rail Strategy - General - concern - lack of vision / provision for freight	1
4350. Long Term Rail Strategy - General - concern - lacks credibility	1
4338. Long Term Rail Strategy - General - concern - needs revisiting	1
1802. Long Term Rail Strategy - General - concern - oppose HS2	7
1804. Long Term Rail Strategy - General - concern - oppose HS2 - too expensive / waste of money / money should be spent elsewhere	6

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1805. Long Term Rail Strategy - General - concern - oppose HS2 - will impact on green / open spaces / countryside - Cheshire	1
4319. Long Term Rail Strategy - General - concern - oppose HS2 - will impact on the environment	1
1806. Long Term Rail Strategy - General - concern - oppose HS2 - will not be beneficial	4
1807. Long Term Rail Strategy - General - concern - oppose HS2 - will not be beneficial - to the North	3
1808. Long Term Rail Strategy - General - concern - oppose HS2 - will not be beneficial - to the North East	1
1809. Long Term Rail Strategy - General - concern - oppose HS2 - will take too long	1
3898. Long Term Rail Strategy - General - concern - oppose M18 parkway station	1
1810. Long Term Rail Strategy - General - concern - oppose rail strategy	1
3732. Long Term Rail Strategy - General - concern - proposed average speed might not be possible	3
1812. Long Term Rail Strategy - General - concern - reliance on HS2	1
1813. Long Term Rail Strategy - General - concern - reopening of closed lines	1
1814. Long Term Rail Strategy - General - concern - road haulage companies	0
1815. Long Term Rail Strategy - General - concern - strategy is disjointed	1
1816. Long Term Rail Strategy - General - concern - too expensive / not cost effective	2
1817. Long Term Rail Strategy - General - concern - too much emphasis on Manchester	1
1818. Long Term Rail Strategy - General - concern - too much emphasis on the North West	1
1819. Long Term Rail Strategy - General - concern - will not improve connection - tourism	2
1820. Long Term Rail Strategy - General - concern - will take too long / 30 years	2
1811. Long Term Rail Strategy - General - concern - other	4
1821. Long Term Rail Strategy - Infrastructure - concern - bi-mode trains	3
1822. Long Term Rail Strategy - Infrastructure - concern - Calder Valley line ugrade	3
1823. Long Term Rail Strategy - Infrastructure - concern - fails to consider creation of loops / removing need for trains to terminate	1
1824. Long Term Rail Strategy - Infrastructure - concern - Hope Valley line upgrade	6
3717. Long Term Rail Strategy - Infrastructure - concern - HS2 via Sheffiled - may restrict capacity on other lines - Midland Mainline	2
1825. Long Term Rail Strategy - Infrastructure - concern - lack of vision / provision - for electrification	3
1826. Long Term Rail Strategy - Infrastructure - concern - lack of vision / provision - new railway lines	2
1827. Long Term Rail Strategy - Infrastructure - concern - lack of vision / provision - new tunnels	2
3731. Long Term Rail Strategy - Infrastructure - concern - pressure on local infrastructure	2
1828. Long Term Rail Strategy - Infrastructure - concern - Preston station upgrade	1
1829. Long Term Rail Strategy - Infrastructure - concern - removal of stations facilities	1

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3718. Long Term Rail Strategy - Infrastructure - concern - HS2 via Sheffield - may restrict capacity on other lines - Hope Valley Line	1
LONG TERM RAIL STRATEGY - OTHER COMMENTS	0
4226. Long Term Rail Strategy - Capacity - could be improved by adding more trains	2
1830. Long Term Rail Strategy - Capacity - could be improved by use of longer trains	5
1831. Long Term Rail Strategy - Capacity - must improve capacity	18
4521. Long Term Rail Strategy - Capacity - must improve capacity - for freight	1
4227. Long Term Rail Strategy - Capacity - must improve capacity - Trans-Pennine route upgrade	2
1832. Long Term Rail Strategy - Capacity - must improve frequency	11
1833. Long Term Rail Strategy - Capacity - must improve resilience	6
4002. Long Term Rail Strategy - Capacity - must reduce rail network congestion	3
1834. Long Term Rail Strategy - Capacity - must reduce road congestion	4
1835. Long Term Rail Strategy - Communities - must engage communities	1
4349. Long Term Rail Strategy - Communities - must improve travel for people with disabilities	2
1836. Long Term Rail Strategy - Connectivity - align freight services with shipping arrivals	2
1837. Long Term Rail Strategy - Connectivity - better integration of services needed	2
1838. Long Term Rail Strategy - Connectivity - journey times must be a priority	4
1839. Long Term Rail Strategy - Connectivity - journey times shouldn't be are not a priority	2
1840. Long Term Rail Strategy - Connectivity - must connect / improve connection - airports	9
1841. Long Term Rail Strategy - Connectivity - must connect / improve connection - as many towns / cities as possible	2
1842. Long Term Rail Strategy - Connectivity - must connect / improve connection - Barrow	3
4080. Long Term Rail Strategy - Connectivity - must connect / improve connection - Belmont to Newcastle	1
1843. Long Term Rail Strategy - Connectivity - must connect / improve connection - between cities	4
1844. Long Term Rail Strategy - Connectivity - must connect / improve connection - Bradford	1
3912. Long Term Rail Strategy - Connectivity - must connect / improve connection - Brighouse	1
3922. Long Term Rail Strategy - Connectivity - must connect / improve connection - Calder Valley	1
1845. Long Term Rail Strategy - Connectivity - must connect / improve connection - Carlisle	1
3623. Long Term Rail Strategy - Connectivity - must connect / improve connection - Chester-le-Street	1
1846. Long Term Rail Strategy - Connectivity - must connect / improve connection - Cleethorpes	2
1847. Long Term Rail Strategy - Connectivity - must connect / improve connection - Clitheroe	1
1848. Long Term Rail Strategy - Connectivity - must connect / improve connection - Coast line	1
4448. Long Term Rail Strategy - Connectivity - must connect / improve connection - Cumbria	1

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1849. Long Term Rail Strategy - Connectivity - must connect / improve connection - Cumbria - will stimulate tourism	2
1850. Long Term Rail Strategy - Connectivity - must connect / improve connection - Doncaster Sheffield airport	9
1851. Long Term Rail Strategy - Connectivity - must connect / improve connection - East Anglia	1
4522. Long Term Rail Strategy - Connectivity - must connect / improve connection - East to West connectivity - for freight	0
4305. Long Term Rail Strategy - Connectivity - must connect / improve connection - Edinburgh	1
1852. Long Term Rail Strategy - Connectivity - must connect / improve connection - Europe / Channel Tunnel Rail / HS1	3
1853. Long Term Rail Strategy - Connectivity - must connect / improve connection - 'first and last mile' / end to end journey	5
1854. Long Term Rail Strategy - Connectivity - must connect / improve connection - Fleetwood	2
1855. Long Term Rail Strategy - Connectivity - must connect / improve connection - Furness	3
1856. Long Term Rail Strategy - Connectivity - must connect / improve connection - Glasgow	2
3822. Long Term Rail Strategy - Connectivity - must connect / improve connection - Guisborough	1
4098. Long Term Rail Strategy - Connectivity - must connect / improve connection - Habrough	1
3817. Long Term Rail Strategy - Connectivity - must connect / improve connection - Hadrian's Wall Country Line	1
4036. Long Term Rail Strategy - Connectivity - must connect / improve connection - Halifax	1
4330. Long Term Rail Strategy - Connectivity - must connect / improve connection - Harrogate	2
1857. Long Term Rail Strategy - Connectivity - must connect / improve connection - HS2 stations - Metrolink	1
4115. Long Term Rail Strategy - Connectivity - must connect / improve connection - Huddersfield	1
1858. Long Term Rail Strategy - Connectivity - must connect / improve connection - Hull	3
1859. Long Term Rail Strategy - Connectivity - must connect / improve connection - Humber	2
3998. Long Term Rail Strategy - Connectivity - must connect / improve connection - inter-regional connections	3
3556. Long Term Rail Strategy - Connectivity - must connect / improve connection - intra-city	2
1860. Long Term Rail Strategy - Connectivity - must connect / improve connection - Keswick	1
1861. Long Term Rail Strategy - Connectivity - must connect / improve connection - key business locations	7
3939. Long Term Rail Strategy - Connectivity - must connect / improve connection - Lancashire	2
1862. Long Term Rail Strategy - Connectivity - must connect / improve connection - Leeds Bradford Airport	7
1863. Long Term Rail Strategy - Connectivity - must connect / improve connection - Leeds Bradford Airport - will stimulate business / economic growth / create jobs	1
1864. Long Term Rail Strategy - Connectivity - must connect / improve connection - local people / communities	3
4152. Long Term Rail Strategy - Connectivity - must connect / improve connection - London	3
1865. Long Term Rail Strategy - Connectivity - must connect / improve connection - medium / large towns	5
4266. Long Term Rail Strategy - Connectivity - must connect / improve connection - Middlesbrough	1

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3914. Long Term Rail Strategy - Connectivity - must connect / improve connection - Mytholmroyd	1
3775. Long Term Rail Strategy - Connectivity - must connect / improve connection - national parks	3
1866. Long Term Rail Strategy - Connectivity - must connect / improve connection - Newcastle Airport	2
3625. Long Term Rail Strategy - Connectivity - must connect / improve connection - Northallerton	2
4393. Long Term Rail Strategy - Connectivity - must connect / improve connection - Northallerton	2
1867. Long Term Rail Strategy - Connectivity - must connect / improve connection - Northern Gateway - for freight	0
3988. Long Term Rail Strategy - Connectivity - must connect / improve connection - Northern Hub	1
3624. Long Term Rail Strategy - Connectivity - must connect / improve connection - Northumberland	1
4269. Long Term Rail Strategy - Connectivity - must connect / improve connection - Otley	1
1868. Long Term Rail Strategy - Connectivity - must connect / improve connection - Pickering - will benefit local people / communities	1
1869. Long Term Rail Strategy - Connectivity - must connect / improve connection - Pickering - will stimulate tourism	1
1870. Long Term Rail Strategy - Connectivity - must connect / improve connection - Port of Liverpool	1
4008. Long Term Rail Strategy - Connectivity - must connect / improve connection - Port of Liverpool to other ports	3
3864. Long Term Rail Strategy - Connectivity - must connect / improve connection - Preston	1
4331. Long Term Rail Strategy - Connectivity - must connect / improve connection - Ripon	1
4332. Long Term Rail Strategy - Connectivity - must connect / improve connection - road network / motorways	1
1871. Long Term Rail Strategy - Connectivity - must connect / improve connection - Scarborough	2
1873. Long Term Rail Strategy - Connectivity - must connect / improve connection - Skelmersdale	2
4092. Long Term Rail Strategy - Connectivity - must connect / improve connection - South Humberside	1
3637. Long Term Rail Strategy - Connectivity - must connect / improve connection - South Lakeland	1
3913. Long Term Rail Strategy - Connectivity - must connect / improve connection - Sowerby Bridge	1
3824. Long Term Rail Strategy - Connectivity - must connect / improve connection - Stokesley	1
4078. Long Term Rail Strategy - Connectivity - must connect / improve connection - Teesport	1
3886. Long Term Rail Strategy - Connectivity - must connect / improve connection - the North East	1
3823. Long Term Rail Strategy - Connectivity - must connect / improve connection - Thirsk	1
4306. Long Term Rail Strategy - Connectivity - must connect / improve connection - to freight interchanges / terminals	1
1872. Long Term Rail Strategy - Connectivity - must connect / improve connection - to ports	9
3476. Long Term Rail Strategy - Connectivity - must connect / improve connection - to ports - Barrow	2
4488. Long Term Rail Strategy - Connectivity - must connect / improve connection - to ports - Grimsby	0
4159. Long Term Rail Strategy - Connectivity - must connect / improve connection - to ports - Humber	3
3655. Long Term Rail Strategy - Connectivity - must connect / improve connection - to ports - Immingham	3

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3486. Long Term Rail Strategy - Connectivity - must connect / improve connection - to ports - Workington	2
1874. Long Term Rail Strategy - Connectivity - must connect / improve connection - to rural / less populated areas	5
2174. Long Term Rail Strategy - Connectivity - must connect / improve connection - Tyne Valley line	1
4329. Long Term Rail Strategy - Connectivity - must connect / improve connection - Wetherby	1
1876. Long Term Rail Strategy - Connectivity - must facilitate access to education / work	8
1875. Long Term Rail Strategy - Connectivity - must facilitate access to leisure / culture	2
1877. Long Term Rail Strategy - Connectivity - must improve / develop route - Altringham to Knutsford	1
1878. Long Term Rail Strategy - Connectivity - must improve / develop route - Blackburn to Manchester	1
4440. Long Term Rail Strategy - Connectivity - must improve / develop route - Boulby to Scarborough	1
4481. Long Term Rail Strategy - Connectivity - must improve / develop route - Brigg	0
3977. Long Term Rail Strategy - Connectivity - must improve / develop route - Calder Valley line to Manchester airport	1
1879. Long Term Rail Strategy - Connectivity - must improve / develop route - Calderdale line	2
1880. Long Term Rail Strategy - Connectivity - must improve / develop route - Carlisle to Edinburgh	2
1881. Long Term Rail Strategy - Connectivity - must improve / develop route - Carnforth to Leeds	1
4100. Long Term Rail Strategy - Connectivity - must improve / develop route - Cleethorpes to Nottingham	1
1882. Long Term Rail Strategy - Connectivity - must improve / develop route - Clitheroe to Hellifield	4
3942. Long Term Rail Strategy - Connectivity - must improve / develop route - Darlington to Middlesborough	1
1883. Long Term Rail Strategy - Connectivity - must improve / develop route - Doncaster to Lincoln line to Doncaster Sheffield airport	2
4431. Long Term Rail Strategy - Connectivity - must improve / develop route - Eaglescliffe to London	1
4075. Long Term Rail Strategy - Connectivity - must improve / develop route - Eaglescliffe to Stockton	1
1884. Long Term Rail Strategy - Connectivity - must improve / develop route - East Coast Mainline to Doncaster Sheffield airport	4
4445. Long Term Rail Strategy - Connectivity - must improve / develop route - East Coast Mainline to Middlesborough	1
1885. Long Term Rail Strategy - Connectivity - must improve / develop route - East to West	3
4379. Long Term Rail Strategy - Connectivity - must improve / develop route - East Yorkshire to North Yorkshire	1
4398. Long Term Rail Strategy - Connectivity - must improve / develop route - East Yorkshire to Scotland	1
4304. Long Term Rail Strategy - Connectivity - must improve / develop route - Furness to Manchester / Manchester airport	1
1887. Long Term Rail Strategy - Connectivity - must improve / develop route - Goyt Valley line	1
1886. Long Term Rail Strategy - Connectivity - must improve / develop route - Grimsby to Cleethorpes	2
4030. Long Term Rail Strategy - Connectivity - must improve / develop route - Halifax to Leeds	1
1888. Long Term Rail Strategy - Connectivity - must improve / develop route - Harrogate to Northallerton	6

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4455. Long Term Rail Strategy - Connectivity - must improve / develop route - Hartlepool to London	1
3585. Long Term Rail Strategy - Connectivity - must improve / develop route - Heart of Wales line	1
4355. Long Term Rail Strategy - Connectivity - must improve / develop route - Huddersfield to Marsden	1
1890. Long Term Rail Strategy - Connectivity - must improve / develop route - Hull to Leeds	1
1891. Long Term Rail Strategy - Connectivity - must improve / develop route - Hull to London	1
1889. Long Term Rail Strategy - Connectivity - must improve / develop route - Hull to Manchester / Manchester airport	1
4061. Long Term Rail Strategy - Connectivity - must improve / develop route - Immingham to Birmingham	1
1892. Long Term Rail Strategy - Connectivity - must improve / develop route - introduce new routes	2
1893. Long Term Rail Strategy - Connectivity - must improve / develop route - Leeds to Harrogate	2
4035. Long Term Rail Strategy - Connectivity - must improve / develop route - Leeds to Huddersfield	1
1894. Long Term Rail Strategy - Connectivity - must improve / develop route - Leeds to Windermere	0
3654. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester Sheffield and Lincolnshire Mainline	1
3659. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Accrington	1
4408. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Glossop	1
4033. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Huddersfield	2
4032. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Leeds	2
4081. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Selby	1
1895. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Sheffield	1
1896. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to Windermere	2
4356. Long Term Rail Strategy - Connectivity - must improve / develop route - Manchester to York	1
3593. Long Term Rail Strategy - Connectivity - must improve / develop route - Mid Cheshire line	1
1897. Long Term Rail Strategy - Connectivity - must improve / develop route - Middlesbrough to Whitby	1
4463. Long Term Rail Strategy - Connectivity - must improve / develop route - Middlesbrough to Workington	1
4090. Long Term Rail Strategy - Connectivity - must improve / develop route - Newcastle to Edinburgh	1
3754. Long Term Rail Strategy - Connectivity - must improve / develop route - North East to Liverpool - for freight	1
1898. Long Term Rail Strategy - Connectivity - must improve / develop route - North West to East Midlands	2
1899. Long Term Rail Strategy - Connectivity - must improve / develop route - North West to South Wales	1
4438. Long Term Rail Strategy - Connectivity - must improve / develop route - North Yorkshire Moors to Rillington	1
1900. Long Term Rail Strategy - Connectivity - must improve / develop route - Northern Rail network	0
4034. Long Term Rail Strategy - Connectivity - must improve / develop route - Preston to Huddersfield	1
1901. Long Term Rail Strategy - Connectivity - must improve / develop route - Preston to Southport	3

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4070. Long Term Rail Strategy - Connectivity - must improve / develop route - Preston to Yorkshire	1
1902. Long Term Rail Strategy - Connectivity - must improve / develop route - Roses line	1
3681. Long Term Rail Strategy - Connectivity - must improve / develop route - Rossendale Valley to Hyndburn	1
1903. Long Term Rail Strategy - Connectivity - must improve / develop route - routes to Manchester airport HS2 station	1
4525. Long Term Rail Strategy - Connectivity - must improve / develop route - Scarborough to Leeds	0
4093. Long Term Rail Strategy - Connectivity - must improve / develop route - Scunthorpe to Cleethorpes	1
4099. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to Doncaster	0
4087. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to East Anglia	1
4133. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to Leeds	1
4086. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to London	1
4091. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to Nottingham	1
1904. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to Stockbrigde	2
4088. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to the South	1
4089. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to the South West	1
4417. Long Term Rail Strategy - Connectivity - must improve / develop route - Sheffield to West Coast Mainline	1
4073. Long Term Rail Strategy - Connectivity - must improve / develop route - Stockton to Ferryhill	1
3941. Long Term Rail Strategy - Connectivity - must improve / develop route - Stockton to Newcastle	1
1905. Long Term Rail Strategy - Connectivity - must improve / develop route - Stockton to Yarm	1
1906. Long Term Rail Strategy - Connectivity - must improve / develop route - Sunderland routes	2
1907. Long Term Rail Strategy - Connectivity - must improve / develop route - Sunderland to Durham	1
1908. Long Term Rail Strategy - Connectivity - must improve / develop route - Sunderland to Northumberland	1
1909. Long Term Rail Strategy - Connectivity - must improve / develop route - Teeside to Newcastle	1
3923. Long Term Rail Strategy - Connectivity - must improve / develop route - Teeside to Tyne and Wear	2
3830. Long Term Rail Strategy - Connectivity - must improve / develop route - Teeside to Whitby	1
1910. Long Term Rail Strategy - Connectivity - must improve / develop route - Trans-Pennines route	6
1914. Long Term Rail Strategy - Connectivity - must improve / develop route - Wigan to Kirby	1
1915. Long Term Rail Strategy - Connectivity - must improve / develop route - Wigan to Southport	1
4003. Long Term Rail Strategy - Connectivity - must improve / develop route - York to Castleford	2
1911. Long Term Rail Strategy - Connectivity - must improve / develop route - York to Fleetwood	1
4508. Long Term Rail Strategy - Connectivity - must improve / develop route - York to Sheffield	0
1912. Long Term Rail Strategy - Connectivity - must improve / develop route - Yorkshire to Scotland	2
1913. Long Term Rail Strategy - Connectivity - must improve / develop route - Yorkshire to the South	1

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4320. Long Term Rail Strategy - Connectivity - must improve / develop routes - for freight - will stimulate business / economic growth / create jobs	0
4366. Long Term Rail Strategy - Connectivity - must improve connectivity	0
3626. Long Term Rail Strategy - Connectivity - must improve journey times	8
1916. Long Term Rail Strategy - Connectivity - must improve journey times - for freight	5
1917. Long Term Rail Strategy - Connectivity - must increase direct routes	1
1918. Long Term Rail Strategy - Connectivity - must provide a better access to trains / stations	5
1919. Long Term Rail Strategy - Connectivity - must relocate Trafford Park intermodal terminal	1
1920. Long Term Rail Strategy - Connectivity - must reopen closed lines	13
4435. Long Term Rail Strategy - Connectivity - must reopen closed lines - Appleby to Keswick	1
4292. Long Term Rail Strategy - Connectivity - must reopen closed lines - Arthington to Otley	1
1921. Long Term Rail Strategy - Connectivity - must reopen closed lines - Ashington to Blyth line	8
1922. Long Term Rail Strategy - Connectivity - must reopen closed lines - Ashington to Newcastle line	4
1923. Long Term Rail Strategy - Connectivity - must reopen closed lines - Barnetby to Brocklesby	2
4111. Long Term Rail Strategy - Connectivity - must reopen closed lines - Barnsley to Doncaster	4
4506. Long Term Rail Strategy - Connectivity - must reopen closed lines - Barnsley to Manchester	0
1924. Long Term Rail Strategy - Connectivity - must reopen closed lines - Borders railway	1
1925. Long Term Rail Strategy - Connectivity - must reopen closed lines - Bowling Junction to Laisterdyke	1
2577. Long Term Rail Strategy - Connectivity - must reopen closed lines - Buxton to Matlock	1
1926. Long Term Rail Strategy - Connectivity - must reopen closed lines - cheaper option	2
4025. Long Term Rail Strategy - Connectivity - must reopen closed lines - Crigglestone curve	2
4441. Long Term Rail Strategy - Connectivity - must reopen closed lines - Driffield to Malton	1
1927. Long Term Rail Strategy - Connectivity - must reopen closed lines - Durham to Sunderland	1
4476. Long Term Rail Strategy - Connectivity - must reopen closed lines - East Lincolnshire Line	0
1930. Long Term Rail Strategy - Connectivity - must reopen closed lines - Gainsborough to Brigg	1
3834. Long Term Rail Strategy - Connectivity - must reopen closed lines - Garsdale to Northallerton	2
4179. Long Term Rail Strategy - Connectivity - must reopen closed lines - Guiseley to Apperley	1
1928. Long Term Rail Strategy - Connectivity - must reopen closed lines - Hadfield to Penistone	1
1929. Long Term Rail Strategy - Connectivity - must reopen closed lines - Harrogate to Northallerton	4
3885. Long Term Rail Strategy - Connectivity - must reopen closed lines - Hellifield to Blackburn	1
1931. Long Term Rail Strategy - Connectivity - must reopen closed lines - Leamside line	6
1932. Long Term Rail Strategy - Connectivity - must reopen closed lines - Leeds to Wetherby	2

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1933. Long Term Rail Strategy - Connectivity - must reopen closed lines - less impact on the environment	1
1934. Long Term Rail Strategy - Connectivity - must reopen closed lines - Manchester to Derby line	2
1935. Long Term Rail Strategy - Connectivity - must reopen closed lines - Menston to Otley	2
4136. Long Term Rail Strategy - Connectivity - must reopen closed lines - Mexborough chord	1
4429. Long Term Rail Strategy - Connectivity - must reopen closed lines - Middlesbrough to Durham	1
4424. Long Term Rail Strategy - Connectivity - must reopen closed lines - Monk Bretton	1
1936. Long Term Rail Strategy - Connectivity - must reopen closed lines - Otley Branch	3
1937. Long Term Rail Strategy - Connectivity - must reopen closed lines - Peak Railway line	1
1938. Long Term Rail Strategy - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - North Midlands	1
1939. Long Term Rail Strategy - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - South Pennines	1
1940. Long Term Rail Strategy - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - West Pennines	1
3956. Long Term Rail Strategy - Connectivity - must reopen closed lines - Penistone line	3
4050. Long Term Rail Strategy - Connectivity - must reopen closed lines - Penrith to Darlington	0
4000. Long Term Rail Strategy - Connectivity - must reopen closed lines - Pickering to Malton	0
1941. Long Term Rail Strategy - Connectivity - must reopen closed lines - Rawtenstall to Manchester	1
4541. Long Term Rail Strategy - Connectivity - must reopen closed lines - Richmond branch	0
1942. Long Term Rail Strategy - Connectivity - must reopen closed lines - Salford to Southport	1
1943. Long Term Rail Strategy - Connectivity - must reopen closed lines - Sandbach to Northwich line	3
1944. Long Term Rail Strategy - Connectivity - must reopen closed lines - Scunthorpe to York	1
3878. Long Term Rail Strategy - Connectivity - must reopen closed lines - Skipton to Burnley	1
1945. Long Term Rail Strategy - Connectivity - must reopen closed lines - Skipton to Colne	10
4363. Long Term Rail Strategy - Connectivity - must reopen closed lines - Skipton to Grassington	3
4364. Long Term Rail Strategy - Connectivity - must reopen closed lines - Skipton to Halifax	1
4447. Long Term Rail Strategy - Connectivity - must reopen closed lines - Skipton to Ilkley	1
1946. Long Term Rail Strategy - Connectivity - must reopen closed lines - Spen Valley line	3
4062. Long Term Rail Strategy - Connectivity - must reopen closed lines - Stillington line	1
3487. Long Term Rail Strategy - Connectivity - must reopen closed lines - Waverly line	1
1947. Long Term Rail Strategy - Connectivity - must reopen closed lines - Wetherby to Cross Gates	1
1948. Long Term Rail Strategy - Connectivity - must reopen closed lines - Whitby to Scarborough line	1
1949. Long Term Rail Strategy - Connectivity - must reopen closed lines - Woodhead line	11

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3283. Long Term Rail Strategy - Connectivity - must reopen closed lines - other	0
1950. Long Term Rail Strategy - Connectivity - must reopen closed stations	6
4334. Long Term Rail Strategy - Connectivity - one train per hour in growing / more populated areas	0
3764. Long Term Rail Strategy - Connectivity - one train per hour in rural / less populated areas	2
1952. Long Term Rail Strategy - Connectivity - trains must be regular / on time	1
1951. Long Term Rail Strategy - Connectivity - other	10
3797. Long Term Rail Strategy - Environment - must deal with climate change	2
1953. Long Term Rail Strategy - Environment - must mitigate impact on the environment	4
1954. Long Term Rail Strategy - Environment - must reduce air pollution / emissions	7
1955. Long Term Rail Strategy - General - consult with experts	1
1956. Long Term Rail Strategy - General - fails to benchmark against current network performance	1
1957. Long Term Rail Strategy - General - fails to mention previous findings	1
4066. Long Term Rail Strategy - General - focus on passenger experience to promote rail travel	2
4513. Long Term Rail Strategy - General - freight should be a conditional output	0
1958. Long Term Rail Strategy - General - implement European Rail Traffic Management System	1
1959. Long Term Rail Strategy - General - local schemes should be developed instead of HS2	2
1960. Long Term Rail Strategy - General - mention of Newcastle metro extension	2
1961. Long Term Rail Strategy - General - must accommodate [more] freight	17
1963. Long Term Rail Strategy - General - must allow public ownership	1
1964. Long Term Rail Strategy - General - must balance freight and passengers services	5
1965. Long Term Rail Strategy - General - must balance short and long distance service	3
1966. Long Term Rail Strategy - General - must be a priority	1
1967. Long Term Rail Strategy - General - must be compatible with other rail strategies	2
1968. Long Term Rail Strategy - General - must be cost effective	12
1969. Long Term Rail Strategy - General - must be implemented quickly	4
1970. Long Term Rail Strategy - General - must be modelled on Thameslink	1
1971. Long Term Rail Strategy - General - must be sustainable	3
1972. Long Term Rail Strategy - General - must break up rail franchises	1
1973. Long Term Rail Strategy - General - must encourage / promote cycling to stations	5
3638. Long Term Rail Strategy - General - must encourage / promote public transport use to stations	1
1974. Long Term Rail Strategy - General - must encourage / promote rail over car use	7
1975. Long Term Rail Strategy - General - must encourage / promote walking to stations	5

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1976. Long Term Rail Strategy - General - must focus on social interaction / inclusion	4
3907. Long Term Rail Strategy - General - must follow Northern Electrification Task force recommendations	2
3415. Long Term Rail Strategy - General - must have more than 2 trains per hour aim	2
1977. Long Term Rail Strategy - General - must identify priorities	2
4346. Long Term Rail Strategy - General - must improve its evidence base	1
1978. Long Term Rail Strategy - General - must improve local services	10
1979. Long Term Rail Strategy - General - must improve standard of service / be of high standard	9
4155. Long Term Rail Strategy - General - must mitigate impact of construction	2
1980. Long Term Rail Strategy - General - must remove speed restriction	1
1962. Long Term Rail Strategy - General - must separate freight from passenger services	2
3603. Long Term Rail Strategy - General - must stimulate business / economic growth / create jobs - Warrington	1
4347. Long Term Rail Strategy - General - must stimulate tourism	1
1981. Long Term Rail Strategy - General - must support heritage lines	1
1982. Long Term Rail Strategy - General - must tie in with Community Rail	3
1983. Long Term Rail Strategy - General - must use new technologies	2
1984. Long Term Rail Strategy - General - must use new technologies - freight services	2
1985. Long Term Rail Strategy - General - must use new technologies - passenger services	1
1986. Long Term Rail Strategy - General - need better industrial relations	0
1987. Long Term Rail Strategy - General - needs clear delivery commitments	2
4208. Long Term Rail Strategy - General - provision for construction - transportation of aggregates / minerals / building materials	3
1989. Long Term Rail Strategy - General - rail travel must be affordable	7
1990. Long Term Rail Strategy - General - rail travel must be available	1
1991. Long Term Rail Strategy - General - rail travel must be efficient	2
1992. Long Term Rail Strategy - General - rail travel must be fast / faster	4
1993. Long Term Rail Strategy - General - rail travel must be reliable	9
1994. Long Term Rail Strategy - General - rail travel must be safe	4
1995. Long Term Rail Strategy - General - railways must not be nationalised	1
3734. Long Term Rail Strategy - General - requires more information - about conditional outputs	3
1996. Long Term Rail Strategy - General - will require commitments from franchises	3
1988. Long Term Rail Strategy - General - other	11
2049. Long Term Rail Strategy - HS2 - Crewe Hub - must be a priority	2

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3315. Long Term Rail Strategy - HS2 - must be re-routed - Leeds to Birmingham line	1
2050. Long Term Rail Strategy - HS2 - must improve rail freight capacity	2
3831. Long Term Rail Strategy - HS2 - must integrate with existing network	6
2051. Long Term Rail Strategy - HS2 - other	12
3722. Long Term Rail Strategy - Infrastructure - alternative route must have same capacity as standard route	1
2052. Long Term Rail Strategy - Infrastructure - bicycle transport in / on trains	3
3723. Long Term Rail Strategy - Infrastructure - build a bay platform - Dore and Totley	2
3618. Long Term Rail Strategy - Infrastructure - build a freight interchange / terminal - Port Salford	1
1997. Long Term Rail Strategy - Infrastructure - build a station - Deepcar	1
3611. Long Term Rail Strategy - Infrastructure - build a station - Doncaster Sheffield airport	3
1998. Long Term Rail Strategy - Infrastructure - build a station - Houghton-le-Spring	1
3828. Long Term Rail Strategy - Infrastructure - build a station - key business locations	1
2564. Long Term Rail Strategy - Infrastructure - build a station - Liverpool South Parkway	1
1999. Long Term Rail Strategy - Infrastructure - build a station - multi-modal terminals / hubs	3
4426. Long Term Rail Strategy - Infrastructure - build a station - New Mills	1
4490. Long Term Rail Strategy - Infrastructure - build a station - Oughtibridge	0
2000. Long Term Rail Strategy - Infrastructure - build a station - South Warrington	1
2001. Long Term Rail Strategy - Infrastructure - build a station - Stockbridge	1
2002. Long Term Rail Strategy - Infrastructure - build a station - Stubbins	0
2003. Long Term Rail Strategy - Infrastructure - build a station - Wadsley Bridge	1
2004. Long Term Rail Strategy - Infrastructure - build a station - Washington	1
2005. Long Term Rail Strategy - Infrastructure - build bridges / level crossings	1
2006. Long Term Rail Strategy - Infrastructure - build combined road + rail routes	1
2007. Long Term Rail Strategy - Infrastructure - build new stations	7
2008. Long Term Rail Strategy - Infrastructure - build Park and Rides / parkway stations	5
4291. Long Term Rail Strategy - Infrastructure - consider using TramTrain rolling stock	2
3993. Long Term Rail Strategy - Infrastructure - freight interchanges / terminals - to be next to rail line	1
2010. Long Term Rail Strategy - Infrastructure - must address future / additional needs / long term solution	5
2011. Long Term Rail Strategy - Infrastructure - must be updated / modernised	14
2012. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Ardwick to Guide Bridge	1
2013. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Bishop line	2
2014. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Castlefield corridor	1

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2015. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Cheshire lines	1
2016. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Cumbria	1
2732. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Cumbrian Coast line	5
4344. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Dore Valley line	1
2017. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Durham Coast Line	4
2018. Long Term Rail Strategy - Infrastructure - must be updated / modernised - East Coast Mainline	7
2019. Long Term Rail Strategy - Infrastructure - must be updated / modernised - East Leeds line	0
3829. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Esk Valley line	1
2020. Long Term Rail Strategy - Infrastructure - must be updated / modernised - freight rail	4
2021. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Hope Valley line	5
2022. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Hull to Selby line	2
2023. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Lakes line	3
4040. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Lancashire	1
4397. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Manchester	1
3586. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Merseyrail network	4
4084. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Midland Mainline	1
4321. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Northallerton to Middlesbrough	0
4323. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Northallerton to Teesport	0
2025. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Ordsall Lane junction	1
4433. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Preston	1
2026. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification	21
2027. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Atherton to Salford line	1
2028. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Calder Valley line	4
2029. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Carlisle to Kerwick line	1
2031. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Carnforth to Leeds line	0
2030. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Coast line	1
3417. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Diggle line	1
2733. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Furness line	3
4295. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Harrogate line	1

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4113. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Huddersfield line	2
2032. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Hull to Liverpool	1
2033. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Lakes line	4
3446. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Liverpool to Manchester	1
3447. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Liverpool to Newcastle	0
2034. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Midland Mainline	4
2035. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - suburban service	1
2036. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Trans-Pennines route	5
2037. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - use electric fuel cell method	2
2038. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - West Cumbria line	0
2039. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Wigan to Lostock line	1
4430. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Wigan to Manchester	1
2040. Long Term Rail Strategy - Infrastructure - must be updated / modernised - requires electrification - Windermere line	3
2041. Long Term Rail Strategy - Infrastructure - must be updated / modernised - rolling stock	12
2042. Long Term Rail Strategy - Infrastructure - must be updated / modernised - rolling stock - Lakes line	3
2043. Long Term Rail Strategy - Infrastructure - must be updated / modernised - South Fylde line	1
4353. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations	1
2735. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Carlisle	1
3827. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Chester	1
3858. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Dore & Totley	1
3917. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Halifax	1
4308. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Lancaster	1
4524. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Manchester Oxford Road	0
2024. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Manchester Piccadilly	3
3673. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Newcastle Central	1
4444. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Northallerton	1

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2950. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Oxenholme	3
2739. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Penrith	1
4307. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Preston	1
3656. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Retford	1
4228. Long Term Rail Strategy - Infrastructure - must be updated / modernised - stations - Selby	1
2053. Long Term Rail Strategy - Infrastructure - must be updated / modernised - weather resilience	2
2044. Long Term Rail Strategy - Infrastructure - must be updated / modernised - West Coast Mainline	6
4038. Long Term Rail Strategy - Infrastructure - must be updated / modernised - West Yorkshire	1
4434. Long Term Rail Strategy - Infrastructure - must be updated / modernised - Wigan to PrestOn	1
2045. Long Term Rail Strategy - Infrastructure - must use / develop existing infrastructure	7
2046. Long Term Rail Strategy - Infrastructure - must use / develop light rail / tram	9
2047. Long Term Rail Strategy - Infrastructure - must use / develop roll-on / roll-off trains	2
3932. Long Term Rail Strategy - Infrastructure - reopen stations - Midge Hall station	1
4500. Long Term Rail Strategy - Infrastructure - station upgrade - Darlington	1
4501. Long Term Rail Strategy - Infrastructure - station upgrade - Middlesbrough	1
4428. Long Term Rail Strategy- Infrastructure - must be updated / modernised - Upper Don Valley	0
2048. Long Term Rail Strategy - Infrastructure - other	13
Q3F3 - MAJOR ROAD NETWORK for the NORTH	
MAJOR ROAD NETWORK for the NORTH - SUPPORT	
2054. Major Road Network for the North - Capacity - support	2
2055. Major Road Network for the North - Connectivity - support - 'first and last mile' / end to end journey	9
2164. Major Road Network for the North - Connectivity - support - Sheffield to Manchester route	3
3861. Major Road Network for the North - Connectivity - support - will improve connection - A595	1
2056. Major Road Network for the North - Connectivity - support - will improve connection - Durham	1
3640. Major Road Network for the North - Connectivity - support - will improve connection - Kendal	1
3695. Major Road Network for the North - Connectivity - support - will improve connection - Lancashire	1
2057. Major Road Network for the North - Connectivity - support - will improve connection - M65	0
2059. Major Road Network for the North - Connectivity - support - will improve connection - to airports	1
2060. Major Road Network for the North - Connectivity - support - will improve connection - to ports	0
2058. Major Road Network for the North - Environment - support - improving air quality strategy	2
4171. Major Road Network for the North - Environment - support - preserving / enhancing Peak District National Park	1
4037. Major Road Network for the North - Environment - support - preserving / enhancing the environment	2

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2061. Major Road Network for the North - Environment - support - use of electric vehicles	3
2062. Major Road Network for the North - General - conditional support	14
2063. Major Road Network for the North - General - support	22
2064. Major Road Network for the North - General - support - including A690 corridor	0
3488. Major Road Network for the North - General - support - including local roads	2
3594. Major Road Network for the North - General - support - is based on future economic growth locations	1
2065. Major Road Network for the North - General - support - is needed / necessary / overdue	15
2066. Major Road Network for the North - General - support - opportunity to deliver sustainable solutions	1
2069. Major Road Network for the North - General - support - will address future / additional needs / long term solution	1
2070. Major Road Network for the North - General - support - will ensure consistency in network quality	1
2067. Major Road Network for the North - General - support - will facilitate access to education / work	1
2068. Major Road Network for the North - General - support - will improve freight transport	4
2071. Major Road Network for the North - General - support - will stimulate business / economic growth / create jobs	13
2072. Major Road Network for the North - General - support - will stimulate business / economic growth / create jobs - as per National Industrial Strategy	1
2073. Major Road Network for the North - General - support - other	4
4076. Major Road Network for the North - Infrastructure - support - A64 route upgrade	1
2074. Major Road Network for the North - Infrastructure - support - alternative options to Trans-Pennine tunnel	4
2075. Major Road Network for the North - Infrastructure - support - Trans-Pennine route / tunnel	5
MAJOR ROAD NETWORK for the NORTH - CONCERNS	0
2076. Major Road Network for the North - Capacity - concern - lack of space for new roads - South Yorkshire	0
2077. Major Road Network for the North - Capacity - concern - lack of vision / provision for problem areas - A19	1
2078. Major Road Network for the North - Capacity - concern - lack of vision / provision for problem areas - Gateshead Western Bypass	1
2079. Major Road Network for the North - Capacity - concern - lack of vision / provision for problem areas - Lofthouse Interchange	1
2080. Major Road Network for the North - Capacity - concern - lack of vision / provision for problem areas - trunk roads	1
2081. Major Road Network for the North - Capacity - concern - will increase congestion	19
3792. Major Road Network for the North - Capacity - concern - will increase congestion - national parks	3
2082. Major Road Network for the North - Capacity - concern - will increase congestion - Pennines	3
2083. Major Road Network for the North - Capacity - concern - will increase road freight	5
3847. Major Road Network for the North - Capacity - concern - will not solve long term problems	1
2084. Major Road Network for the North - Communities - concern - will impact on local people / communities	7

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2085. Major Road Network for the North - Communities - concern - will impact on quality of life / health and well-being	7
4370. Major Road Network for the North - Connectivity - concern - 'first and last mile' / end to end journey	1
2086. Major Road Network for the North - Connectivity - concern - lack of vision / provision for routes - A637	2
2087. Major Road Network for the North - Connectivity - concern - lack of vision / provision for routes - Sheffield to Manchester	1
3770. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - Blackpool	1
2088. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - Bradford	1
2089. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - Cumbria	1
2090. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - Scarborough	1
2091. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - South Yorkshire	1
3669. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - the North East	1
2092. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - West Yorkshire	1
2093. Major Road Network for the North - Connectivity - concern - lack of vision / provision for towns / places - Whitby	1
4352. Major Road Network for the North - Connectivity - concern - will impact on local road network	1
2094. Major Road Network for the North - Connectivity - concern - other	2
4170. Major Road Network for the North - Environment - concern - noise	2
3919. Major Road Network for the North - Environment - concern - Trans-Pennines tunnel - will impact on the environment	6
4511. Major Road Network for the North - Environment - concern - use of electric vehicles is too expensive / not cost effective	0
2095. Major Road Network for the North - Environment - concern - will impact on green / open spaces / countryside	6
2098. Major Road Network for the North - Environment - concern - will impact on the environment	11
3790. Major Road Network for the North - Environment - concern - will impact on the environment - national parks	1
2099. Major Road Network for the North - Environment - concern - will impact on the environment - Peak District National Park	7
4342. Major Road Network for the North - Environment - concern - will impact on the environment - Trans-Pennine Trail	1
3851. Major Road Network for the North - Environment - concern - will impact on wildlife / habitats	2
2096. Major Road Network for the North - Environment - concern - will increase air pollution / emissions	25
2097. Major Road Network for the North - Environment - concern - will increase air pollution / emissions - during construction	3
2100. Major Road Network for the North - General - concern - confusion / discrepancies with Department for Transport's Strategic Road Network	7
2101. Major Road Network for the North - General - concern - fails to address transport equality issues	1

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4042. Major Road Network for the North - General - concern - is flawed	1
2102. Major Road Network for the North - General - concern - is not needed / necessary	2
2103. Major Road Network for the North - General - concern - lack of ambition / more should be done / not wide reaching enough	4
2104. Major Road Network for the North - General - concern - lack of information - about projects - priority	1
2105. Major Road Network for the North - General - concern - lack of information - about targeted investments	1
4164. Major Road Network for the North - General - concern - lack of information - about the Manchester North West Quadrant	1
4402. Major Road Network for the North - General - concern - lack of information - impact on national parks	1
2106. Major Road Network for the North - General - concern - lack of vision / provision for freight	1
4071. Major Road Network for the North - General - concern - maintenance - too expensive / not cost effective	1
2107. Major Road Network for the North - General - concern - oppose	10
3895. Major Road Network for the North - General - concern - oppose connectivity to airports by road network	1
3966. Major Road Network for the North - General - concern - oppose relief roads - Darlington	1
3965. Major Road Network for the North - General - concern - oppose relief roads - Durham City	1
4160. Major Road Network for the North - General - concern - road safety	3
2108. Major Road Network for the North - General - concern - too much emphasis on East to West corridor	1
4128. Major Road Network for the North - General - concern - too much emphasis on journey times / speed	1
2109. Major Road Network for the North - General - concern - too much emphasis on Leeds	1
2110. Major Road Network for the North - General - concern - too much emphasis on Manchester	1
2111. Major Road Network for the North - General - concern - too much emphasis on the North West	1
2112. Major Road Network for the North - General - concern - Trans-Pennines route	8
2113. Major Road Network for the North - General - concern - Trans-Pennines tunnel - too expensive / not cost effective	5
2114. Major Road Network for the North - General - concern - unsustainable	3
4287. Major Road Network for the North - General - concern - will stimulate business / economy / create jobs	1
2115. Major Road Network for the North - General - concern - will take too long / 30 years	1
4388. Major Road Network for the North - Infrastructure - concern - A1079 upgrade - too expensive / not cost effective	1
3987. Major Road Network for the North - Infrastructure - concern - A5036 upgrade	1
4188. Major Road Network for the North - Infrastructure - concern - A591 upgrade	1
4190. Major Road Network for the North - Infrastructure - concern - A595 upgrade	1
2116. Major Road Network for the North - Infrastructure - concern - A628 upgrade	4
4453. Major Road Network for the North - Infrastructure - concern - A66 upgrade	1
2117. Major Road Network for the North - Infrastructure - concern - M6	1

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2118. Major Road Network for the North - Infrastructure - concern - M62	2
4421. Major Road Network for the North - Infrastructure - concern - Manchester North West Quadrant	1
4178. Major Road Network for the North - Infrastructure - concern - Mottram bypass	1
2119. Major Road Network for the North - Infrastructure - concern - new East Leeds Orbital road	0
2120. Major Road Network for the North - Infrastructure - concern - new road through Peak District National Park	9
3937. Major Road Network for the North - Infrastructure - concern - new road through Rimrose Valley	2
4140. Major Road Network for the North - Infrastructure - concern - new roads through national parks	1
3819. Major Road Network for the North - Infrastructure - concern - A66 - dual carriage way - impact on green / open spaces / countryside	2
MAJOR ROAD NETWORK for the NORTH - OTHER COMMENTS	0
4220. Major Road Network for the North - Capacity - control number of competing service vehicles	1
3619. Major Road Network for the North - Capacity - must improve capacity	2
4480. Major Road Network for the North - Capacity - must improve capacity - M62	0
2121. Major Road Network for the North - Capacity - must reduce congestion	9
2122. Major Road Network for the North - Capacity - must reduce congestion - Liverpool	1
2123. Major Road Network for the North - Capacity - must reduce congestion - Manchester	3
4252. Major Road Network for the North - Capacity - must reduce congestion - Thelwall Viaduct	2
4077. Major Road Network for the North - Capacity - must reduce lorry usage - efficient freight carriage / full loads	1
3905. Major Road Network for the North - Capacity - must reduce lorry usage - M62 - would reduce congestion	1
2124. Major Road Network for the North - Capacity - will require motorway enhancement	3
2125. Major Road Network for the North - Capacity - will require new dual carriageway - A590	0
2126. Major Road Network for the North - Capacity - will require new dual carriageway - A595	3
2127. Major Road Network for the North - Capacity - will require new dual carriageway - A628	1
2128. Major Road Network for the North - Capacity - will require new dual carriageway - A66	2
2129. Major Road Network for the North - Capacity - will require new dual carriageway - M67	1
4001. Major Road Network for the North - Communities - impacts should be mitigated - on local people / communities	1
2130. Major Road Network for the North - Connectivity - must be compatible with other road network schemes	4
2140. Major Road Network for the North - Connectivity - must connect / improve connection - to airports - Leeds airport	2
2131. Major Road Network for the North - Connectivity - must connect / improve connection - Barrow	4
2132. Major Road Network for the North - Connectivity - must connect / improve connection - Bradford	1
2133. Major Road Network for the North - Connectivity - must connect / improve connection - Bridlington	1
4485. Major Road Network for the North - Connectivity - must connect / improve connection - Calderdale	0

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3298. Major Road Network for the North - Connectivity - must connect / improve connection - Clayton	1
2134. Major Road Network for the North - Connectivity - must connect / improve connection - East Anglia	0
2135. Major Road Network for the North - Connectivity - must connect / improve connection - economic centres	3
2136. Major Road Network for the North - Connectivity - must connect / improve connection - Fleetwood	1
2137. Major Road Network for the North - Connectivity - must connect / improve connection - Furness	2
2138. Major Road Network for the North - Connectivity - must connect / improve connection - Glasgow	0
4466. Major Road Network for the North - Connectivity - must connect / improve connection - Grimsby	0
2139. Major Road Network for the North - Connectivity - must connect / improve connection - housing developments / growth	2
3320. Major Road Network for the North - Connectivity - must connect / improve connection - Hull	0
4478. Major Road Network for the North - Connectivity - must connect / improve connection - Humber	0
4110. Major Road Network for the North - Connectivity - must connect / improve connection - key business locations	1
4484. Major Road Network for the North - Connectivity - must connect / improve connection - Kirklees	0
4310. Major Road Network for the North - Connectivity - must connect / improve connection - Lake District National Park	1
3297. Major Road Network for the North - Connectivity - must connect / improve connection - Mexborough	1
2142. Major Road Network for the North - Connectivity - must connect / improve connection - ports	3
2143. Major Road Network for the North - Connectivity - must connect / improve connection - Preston	2
4449. Major Road Network for the North - Connectivity - must connect / improve connection - Scotland	0
2145. Major Road Network for the North - Connectivity - must connect / improve connection - South Lakes	1
2144. Major Road Network for the North - Connectivity - must connect / improve connection - Southport	1
4499. Major Road Network for the North - Connectivity - must connect / improve connection - Teesport	0
4503. Major Road Network for the North - Connectivity - must connect / improve connection - to airports	1
3662. Major Road Network for the North - Connectivity - must connect / improve connection - To airports - Newcastle airport	2
4462. Major Road Network for the North - Connectivity - must connect / improve connection - Yorkshire	0
2153. Major Road Network for the North - Connectivity - must connect / improve route - West Cumbria - Carlisle	1
2154. Major Road Network for the North - Connectivity - must connect / improve route - West Cumbria - Scotland	1
3665. Major Road Network for the North - Connectivity - must improve / develop route - Carlisle to Newcastle	1
2146. Major Road Network for the North - Connectivity - must improve / develop route - Cumbria	3
2147. Major Road Network for the North - Connectivity - must improve / develop route - East to West	3
3368. Major Road Network for the North - Connectivity - must improve / develop route - Hull to Liverpool - must be a priority	0
3370. Major Road Network for the North - Connectivity - must improve / develop route - Humber Bridge to the docks	0

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2148. Major Road Network for the North - Connectivity - must improve / develop route - Leeds to Windermere	0
3849. Major Road Network for the North - Connectivity - must improve / develop route - M65 to A59	1
4251. Major Road Network for the North - Connectivity - must improve / develop route - Manchester to Leeds	1
2149. Major Road Network for the North - Connectivity - must improve / develop route - Manchester to Sheffield	2
3666. Major Road Network for the North - Connectivity - must improve / develop route - Scotch Corner	1
2150. Major Road Network for the North - Connectivity - must improve / develop route - South Yorkshire to Greater Manchester	1
2151. Major Road Network for the North - Connectivity - must improve / develop route - South Yorkshire to Greater Manchester - for freight	1
2152. Major Road Network for the North - Connectivity - must improve / develop route - South Yorkshire to Greater Manchester - will stimulate business / economic growth / create jobs	1
2155. Major Road Network for the North - Connectivity - must improve / develop route - Yorkshire to Scotland	0
2156. Major Road Network for the North - Connectivity - must improve connectivity	2
2157. Major Road Network for the North - Connectivity - must improve journey times	8
3808. Major Road Network for the North - Connectivity - must not impact on local road network	2
2158. Major Road Network for the North - Environment - impacts should be mitigated - air pollution / emissions	5
2159. Major Road Network for the North - Environment - impacts should be mitigated - green / open spaces / countryside	3
3954. Major Road Network for the North - Environment - impacts should be mitigated - national parks	1
3938. Major Road Network for the North - Environment - impacts should be mitigated - National Trust / World / English heritage sites	1
2160. Major Road Network for the North - Environment - impacts should be mitigated - noise pollution	3
4005. Major Road Network for the North - Environment - impacts should be mitigated - the environment	2
2161. Major Road Network for the North - Environment - impacts should be mitigated - wildlife / natural habitat	1
4082. Major Road Network for the North - Environment - requires more information - about environment enhancement	2
3490. Major Road Network for the North - General - 'first and last mile' / end to end journey shouldn't be a priority	5
2162. Major Road Network for the North - General - implement smart motorways	3
2163. Major Road Network for the North - General - must accommodate freight	4
3639. Major Road Network for the North - General - must align with local economic / transport plans	2
2165. Major Road Network for the North - General - must be a higher priority	3
2166. Major Road Network for the North - General - must be a lower priority	7
3771. Major Road Network for the North - General - must be balanced / not serve some cities / regions more than others	2
2167. Major Road Network for the North - General - must be fair	1
4139. Major Road Network for the North - General - must be implemented quickly	1

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3489. Major Road Network for the North - General - must be resilient	3
3803. Major Road Network for the North - General - must be spread equitably	1
2168. Major Road Network for the North - General - must be well planned	1
2169. Major Road Network for the North - General - must consider all road users	2
2170. Major Road Network for the North - General - must consider electric vehicle charging	4
4131. Major Road Network for the North - General - must consider planning restrictions / constraints	1
2171. Major Road Network for the North - General - must consider tunnels / tunneling	2
2172. Major Road Network for the North - General - must encourage / promote cycling / safe cycling	8
2173. Major Road Network for the North - General - must encourage / promote modal shift	6
3955. Major Road Network for the North - General - must encourage / promote modal shift - for freight	3
2175. Major Road Network for the North - General - must focus on road safety	4
2176. Major Road Network for the North - General - must focus on the 'first and last mile' / end to end journey	10
4372. Major Road Network for the North - General - must have clear signage	1
2178. Major Road Network for the North - General - must implement short / medium term projects	2
2177. Major Road Network for the North - General - must implement toll charges - all major motorways	1
3818. Major Road Network for the North - General - must include smaller schemes	2
2179. Major Road Network for the North - General - must integrate urban / inter-urban network	2
2180. Major Road Network for the North - General - must limit freight traffic	2
2181. Major Road Network for the North - General - must mitigate impact on road network during construction	1
2183. Major Road Network for the North - General - must reduce road traffic	3
2184. Major Road Network for the North - General - must use new technologies	2
2186. Major Road Network for the North - General - priority should be given to local journeys over long distance	1
4239. Major Road Network for the North - General - separate lane for freight	1
2185. Major Road Network for the North - General - other	6
2187. Major Road Network for the North - Infrastructure - build a third major route - Yorkshire	1
3300. Major Road Network for the North - Infrastructure - build free-flow interchanges	0
2188. Major Road Network for the North - Infrastructure - build Park and Rides / parkway stations	3
2189. Major Road Network for the North - Infrastructure - improve bus services	6
4442. Major Road Network for the North - Infrastructure - improve bus services - Trans-Pennines	1
2190. Major Road Network for the North - Infrastructure - must address future / additional needs / long term solution	2
2191. Major Road Network for the North - Infrastructure - must be updated / modernised - A roads	1
2192. Major Road Network for the North - Infrastructure - must be updated / modernised - A1	6

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3511. Major Road Network for the North - Infrastructure - must be updated / modernised - A1052	1
2193. Major Road Network for the North - Infrastructure - must be updated / modernised - A1079	1
3516. Major Road Network for the North - Infrastructure - must be updated / modernised - A114	1
3535. Major Road Network for the North - Infrastructure - must be updated / modernised - A1148	1
2194. Major Road Network for the North - Infrastructure - must be updated / modernised - A15	2
2195. Major Road Network for the North - Infrastructure - must be updated / modernised - A166	1
2196. Major Road Network for the North - Infrastructure - must be updated / modernised - A166 - would reduce congestion	1
4459. Major Road Network for the North - Infrastructure - must be updated / modernised - A180	0
3509. Major Road Network for the North - Infrastructure - must be updated / modernised - A182	1
3510. Major Road Network for the North - Infrastructure - must be updated / modernised - A183	1
3512. Major Road Network for the North - Infrastructure - must be updated / modernised - A184	1
3533. Major Road Network for the North - Infrastructure - must be updated / modernised - A186	1
3531. Major Road Network for the North - Infrastructure - must be updated / modernised - A189	1
3671. Major Road Network for the North - Infrastructure - must be updated / modernised - A19	2
3532. Major Road Network for the North - Infrastructure - must be updated / modernised - A191	1
3534. Major Road Network for the North - Infrastructure - must be updated / modernised - A192	1
3514. Major Road Network for the North - Infrastructure - must be updated / modernised - A324	1
2197. Major Road Network for the North - Infrastructure - must be updated / modernised - A34	1
2198. Major Road Network for the North - Infrastructure - must be updated / modernised - A46	0
2199. Major Road Network for the North - Infrastructure - must be updated / modernised - A50	1
4530. Major Road Network for the North - Infrastructure - must be updated / modernised - A500	0
2200. Major Road Network for the North - Infrastructure - must be updated / modernised - A5092	1
3590. Major Road Network for the North - Infrastructure - must be updated / modernised - A5300	1
4529. Major Road Network for the North - Infrastructure - must be updated / modernised - A558	0
2202. Major Road Network for the North - Infrastructure - must be updated / modernised - A56	3
3704. Major Road Network for the North - Infrastructure - must be updated / modernised - A570	1
2203. Major Road Network for the North - Infrastructure - must be updated / modernised - A58	1
3711. Major Road Network for the North - Infrastructure - must be updated / modernised - A585	2
2204. Major Road Network for the North - Infrastructure - must be updated / modernised - A59	3
2205. Major Road Network for the North - Infrastructure - must be updated / modernised - A590	4
3223. Major Road Network for the North - Infrastructure - must be updated / modernised - A591	4

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2206. Major Road Network for the North - Infrastructure - must be updated / modernised - A595	5
2207. Major Road Network for the North - Infrastructure - must be updated / modernised - A6	1
2208. Major Road Network for the North - Infrastructure - must be updated / modernised - A628	4
2209. Major Road Network for the North - Infrastructure - must be updated / modernised - A63	1
3649. Major Road Network for the North - Infrastructure - must be updated / modernised - A631	1
2210. Major Road Network for the North - Infrastructure - must be updated / modernised - A64	2
2211. Major Road Network for the North - Infrastructure - must be updated / modernised - A65	1
2212. Major Road Network for the North - Infrastructure - must be updated / modernised - A66	6
2213. Major Road Network for the North - Infrastructure - must be updated / modernised - A66 - upgrade to motorway	2
4285. Major Road Network for the North - Infrastructure - must be updated / modernised - A660	1
2214. Major Road Network for the North - Infrastructure - must be updated / modernised - A69	7
2215. Major Road Network for the North - Infrastructure - must be updated / modernised - A69 - upgrade to motorway	1
3513. Major Road Network for the North - Infrastructure - must be updated / modernised - A694	1
3670. Major Road Network for the North - Infrastructure - must be updated / modernised - A696	2
2727. Major Road Network for the North - Infrastructure - must be updated / modernised - Carlisle Southern Link Road	2
3296. Major Road Network for the North - Infrastructure - must be updated / modernised - Dearne Towns Link Road	1
3689. Major Road Network for the North - Infrastructure - must be updated / modernised - Dearne Valley Built Up Area	1
3364. Major Road Network for the North - Infrastructure - must be updated / modernised - Kendal Northern Development Route	3
2216. Major Road Network for the North - Infrastructure - must be updated / modernised - Kirkby Stephen bypass -	1
2217. Major Road Network for the North - Infrastructure - must be updated / modernised - Leeds City Region NW Quadrant link	2
2231. Major Road Network for the North - Infrastructure - must be updated / modernised - local road network	9
4487. Major Road Network for the North - Infrastructure - must be updated / modernised - local road network - Warrington	0
2218. Major Road Network for the North - Infrastructure - must be updated / modernised - M1	3
2219. Major Road Network for the North - Infrastructure - must be updated / modernised - M180	1
3589. Major Road Network for the North - Infrastructure - must be updated / modernised - M57	1
3588. Major Road Network for the North - Infrastructure - must be updated / modernised - M58	1
2220. Major Road Network for the North - Infrastructure - must be updated / modernised - M6	6
2221. Major Road Network for the North - Infrastructure - must be updated / modernised - M60	1
2222. Major Road Network for the North - Infrastructure - must be updated / modernised - M606	2
2223. Major Road Network for the North - Infrastructure - must be updated / modernised - M61	1

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2224. Major Road Network for the North - Infrastructure - must be updated / modernised - M62	11
3668. Major Road Network for the North - Infrastructure - must be updated / modernised - M621	1
2225. Major Road Network for the North - Infrastructure - must be updated / modernised - M65	8
2226. Major Road Network for the North - Infrastructure - must be updated / modernised - M66	2
2227. Major Road Network for the North - Infrastructure - must be updated / modernised - M67	2
3609. Major Road Network for the North - Infrastructure - must be updated / modernised - Manchester North West Quadrant	1
4276. Major Road Network for the North - Infrastructure - must be updated / modernised - motorways	1
2228. Major Road Network for the North - Infrastructure - must be updated / modernised - roads maintenance	5
2229. Major Road Network for the North - Infrastructure - must be updated / modernised - roads to intermodal terminals	2
2230. Major Road Network for the North - Infrastructure - must be updated / modernised - roads to Manchester airport HS2 station	1
2232. Major Road Network for the North - Infrastructure - must be updated / modernised - speed cameras	1
2233. Major Road Network for the North - Infrastructure - must be updated / modernised - Stamford Bridge bypass	1
2234. Major Road Network for the North - Infrastructure - must be updated / modernised - Stamford Bridge bypass - will stimulate business / economic growth / create jobs	1
2235. Major Road Network for the North - Infrastructure - must be updated / modernised - Trans-Pennine route	3
3539. Major Road Network for the North - Infrastructure - must be updated / modernised - Ulverston bypass	3
3587. Major Road Network for the North - Infrastructure - must build a new motorway - M51 Chester to Stoke-on-Trent	1
3591. Major Road Network for the North - Infrastructure - must build a new motorway - M59 North of Liverpool	1
2236. Major Road Network for the North - Infrastructure - must build relief roads	1
4169. Major Road Network for the North - Infrastructure - must build relief roads - Ponteland	1
2536. Major Road Network for the North - Infrastructure - must build relief roads - Whitehaven	3
3774. Major Road Network for the North - Infrastructure - must provide parking for heavy goods vehicles / lorries	1
2182. Major Road Network for the North - Infrastructure - must restrict car parking in town centres	3
2237. Major Road Network for the North - Infrastructure - other	4
Q3F4 - INTEGRATED & SMART TRAVEL	
INTEGRATED & SMART TRAVEL - SUPPORT	
2238. Integrated and Smart Travel - General - support	34
2239. Integrated and Smart Travel - General - support - conditional support	8
2240. Integrated and Smart Travel - General - support - is needed / necessary / overdue	30
2241. Integrated and Smart Travel - General - support - public transport plans	4
3963. Integrated and Smart Travel - General - support - quick implementation	1

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2242. Integrated and Smart Travel - General - support - smart ticketing	7
3605. Integrated and Smart Travel - General - support - will encourage modal shift	3
2243. Integrated and Smart Travel - General - support - will ensure consistency	5
3643. Integrated and Smart Travel - General - support - will facilitate access to airports	3
2244. Integrated and Smart Travel - General - support - will facilitate access to education / work	2
2245. Integrated and Smart Travel - General - support - will facilitate access to leisure / culture	1
3798. Integrated and Smart Travel - General - support - will improve connectivity	1
2247. Integrated and Smart Travel - General - support - will improve efficiency	6
2246. Integrated and Smart Travel - General - support - will improve passenger experience	9
4006. Integrated and Smart Travel - General - support - will improve services	2
2248. Integrated and Smart Travel - General - support - will integrate all modes of transport	5
2249. Integrated and Smart Travel - General - support - will provide simpler / seamless journey	22
2250. Integrated and Smart Travel - General - support - will provide travel updates	1
2251. Integrated and Smart Travel - General - support - will reduce car / road usage	5
2252. Integrated and Smart Travel - General - support - will reduce congestion	2
2253. Integrated and Smart Travel - General - support - will reduce transport costs	6
2254. Integrated and Smart Travel - General - support - will stimulate business / economic growth / create jobs	9
3642. Integrated and Smart Travel - General - support - will stimulate tourism	2
INTEGRATED & SMART TRAVEL - CONCERNS	0
2255. Integrated and Smart Travel - General - concern - autonomous	1
4127. Integrated and Smart Travel - General - concern - cost of teaching how smart travel works	1
3804. Integrated and Smart Travel - General - concern - cost to local authorities	1
4328. Integrated and Smart Travel - General - concern - fails to address long term benefits	1
2256. Integrated and Smart Travel - General - concern - fails to consider competition between transport companies	1
2257. Integrated and Smart Travel - General - concern - fails to consider poor quality of transport	2
2258. Integrated and Smart Travel - General - concern - is not a priority	4
2259. Integrated and Smart Travel - General - concern - lack of confidence in delivery of the Integrated and Smart Travel	2
2260. Integrated and Smart Travel - General - concern - lack of information - about costs	0
3323. Integrated and Smart Travel - General - concern - lack of information - about integration with local networks	3
3674. Integrated and Smart Travel - General - concern - lack of information - about integration with other parts of the UK	1

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2261. Integrated and Smart Travel - General - concern - lack of information - about modes of transport included in the scheme	0
2262. Integrated and Smart Travel - General - concern - lack of information - about operators included in the scheme	0
3562. Integrated and Smart Travel - General - concern - lack of information - about roll out timescales	3
2263. Integrated and Smart Travel - General - concern - lack of information - about smart cards	1
4427. Integrated and Smart Travel - General - concern - smart ticketing - lack of vision / provision for people with disabilities / visually impaired	1
2265. Integrated and Smart Travel - General - concern - system is too complex	1
2266. Integrated and Smart Travel - General - concern - won't help for mobility issues	1
2264. Integrated and Smart Travel - General - concern - other	2
INTEGRATED & SMART TRAVEL - OTHER COMMENTS	0
2267. Integrated and Smart Travel - Connectivity - must focus on the 'first and last mile' / end to end journey	3
2268. Integrated and Smart Travel - General - access to real time information	10
3736. Integrated and Smart Travel - General - additional research needed	2
4244. Integrated and Smart Travel - General - avoid planning restrictions / constraints	1
2269. Integrated and Smart Travel - General - both smart and traditional payment methods must be accessible	7
2270. Integrated and Smart Travel - General - both smart and traditional payment methods must be accessible - allow resilience	2
4241. Integrated and Smart Travel - General - consolidate deliveries	2
2271. Integrated and Smart Travel - General - consult with integrated / smart travel experts	2
2272. Integrated and Smart Travel - General - contactless bank cards instead of travel card	1
2273. Integrated and Smart Travel - General - dual ticket across all networks / providers	1
2274. Integrated and Smart Travel - General - higher discount for frequent travellers	1
4396. Integrated and Smart Travel - General - information system to include sustainable travel routes	1
4144. Integrated and Smart Travel - General - implement free car parking for rail users	1
2275. Integrated and Smart Travel - General - integrated travel must be a priority over smart travel	2
2276. Integrated and Smart Travel - General - introduce multi-journey tickets	1
2277. Integrated and Smart Travel - General - must address future / additional needs / long term solution - mobility as a service	8
2278. Integrated and Smart Travel - General - must allow online top-up	1
2279. Integrated and Smart Travel - General - must be a priority	1
2280. Integrated and Smart Travel - General - must be contactless	1
3761. Integrated and Smart Travel - General - must be flexible	1
2281. Integrated and Smart Travel - General - must be modelled on London / foreign cities / Oyster card system	12

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3760. Integrated and Smart Travel - General - must be written in new franchises agreements	1
2282. Integrated and Smart Travel - General - must cover all public transport	9
2283. Integrated and Smart Travel - General - must cross administrative boundaries	4
2284. Integrated and Smart Travel - General - must ensure delays are covered	1
2285. Integrated and Smart Travel - General - must improve access to Eurostar tickets	1
4175. Integrated and Smart Travel - General - must improve access to national parks	2
2286. Integrated and Smart Travel - General - must include all travel operators	1
2287. Integrated and Smart Travel - General - must include bike hire	2
2288. Integrated and Smart Travel - General - must include bus network	7
3984. Integrated and Smart Travel - General - must include / parking / electric charging facilities	1
2289. Integrated and Smart Travel - General - must include coaches	1
3217. Integrated and Smart Travel - General - must include ferries / transport by waterways	0
2290. Integrated and Smart Travel - General - must join up / be consistent with other schemes	3
3641. Integrated and Smart Travel - General - must be rolled out equitably	1
2291. Integrated and Smart Travel - General - open data platform for fares / journey planning	3
2293. Integrated and Smart Travel - General - public transport - must be accessible	3
2294. Integrated and Smart Travel - General - public transport - must be affordable	11
3925. Integrated and Smart Travel - General - public transport - must be convenient	3
4023. Integrated and Smart Travel - General - public transport - must be convenient - for tourists / foreigners	1
2295. Integrated and Smart Travel - General - public transport - must be efficient	2
2296. Integrated and Smart Travel - General - public transport - must be encouraged	3
3964. Integrated and Smart Travel - General - public transport - must be fast	1
2297. Integrated and Smart Travel - General - public transport - must be free - for people with disabilities	1
2298. Integrated and Smart Travel - General - public transport - must be reliable	3
4018. Integrated and Smart Travel - General - public transport - remove peak restrictions - bus	0
4027. Integrated and Smart Travel - General - public transport - remove peak restrictions - light rail / tram	0
2299. Integrated and Smart Travel - General - public transport - remove peak restrictions - rail	1
2300. Integrated and Smart Travel - General - rail and bus should be controlled by the same organisation	2
4165. Integrated and Smart Travel - General - smartphone integration for journey sharing	1
2301. Integrated and Smart Travel - General - smartphone integration for ticket purchase	4
2292. Integrated and Smart Travel - General - other	8

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2302. Integrated and Smart Travel - Infrastructure - must update / modernise infrastructure before implementing smart travel	1
2303. Integrated and Smart Travel - Infrastructure - must use / develop light rail / tram	3
Q3F5 - STRATEGIC DEVELOPMENT CORRIDORS	
STRATEGIC DEVELOPMENT CORRIDORS - SUPPORT	
3334. Development Corridors Overall - Communities - will benefit local people / communities	1
4074. Development Corridors Overall - Connectivity - support - is comprehensive / overarching	1
2304. Development Corridors Overall - Connectivity - support - will improve access to airports	3
2305. Development Corridors Overall - Connectivity - support - will improve access to ports	4
2306. Development Corridors Overall - Connectivity - support - will improve access to towns / places - to Cumbria	1
2307. Development Corridors Overall - Connectivity - support - will improve access to towns / places - to Tees Valley	1
2309. Development Corridors Overall - Connectivity - support - will improve connectivity	2
2308. Development Corridors Overall - Connectivity - support - will stimulate business / economic growth / create jobs	7
2310. Development Corridors Overall - General - conditional support	11
2312. Development Corridors Overall - General - support - are needed / necessary	4
2313. Development Corridors Overall - General - support - follow rail freight routes	1
2424. Development Corridors Overall - General - support - specific strategy for different part of the North	2
2314. Development Corridors Overall - General - support - will make the North more attractive / competitive	2
2311. Development Corridors Overall - General - support	23
STRATEGIC DEVELOPMENT CORRIDORS - CONCERNS	0
4727. Development Corridors Overall - Connectivity - concern - lack of a corridor - Merseyside to East Coast Mainline	1
2315. Development Corridors Overall - Connectivity - concern - lack of a corridor - Scotland to Midlands via West Coast	3
2316. Development Corridors Overall - Connectivity - concern - lack of a corridor - to the South	0
2317. Development Corridors Overall - Connectivity - concern - lack of diagonal corridors	1
2318. Development Corridors Overall - Connectivity - concern - lack of diagonal corridors - North West to East Midlands	1
2319. Development Corridors Overall - Connectivity - concern - lack of diagonal corridors - West Yorkshire to Cumbria	1
4326. Development Corridors Overall - Connectivity - concern - lack of diagonal corridors - West Yorkshire to South Yorkshire	0
2320. Development Corridors Overall - Connectivity - concern - lack of diagonal corridors - Yorkshire to West Midlands	0
2321. Development Corridors Overall - Connectivity - concern - lack of information	5
2322. Development Corridors Overall - Connectivity - concern - lack of information - about corridors boundaries	1
2323. Development Corridors Overall - Connectivity - concern - lack of vision / provision - for Bradford	1
2324. Development Corridors Overall - Connectivity - concern - lack of vision / provision - for Derbyshire	1

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3344. Development Corridors Overall - Connectivity - concern - lack of vision / provision - for Manchester / Manchester airport	1
2326. Development Corridors Overall - Connectivity - concern - lack of vision / provision - for Peak District National Park	1
2327. Development Corridors Overall - Connectivity - concern - lack of vision / provision - for rural / less populated areas	1
2325. Development Corridors Overall - Connectivity - concern - lack of vision / provision - for Yorkshire	2
2328. Development Corridors Overall - Connectivity - concern - lack of vision / provision - the East Midlands	1
2329. Development Corridors Overall - Connectivity - concern - too much emphasis on North-South corridor	1
2330. Development Corridors Overall - Connectivity - concern - too much emphasis on Southern Pennines	1
2331. Development Corridors Overall - Environment - concern - impact on the environment	3
4192. Development Corridors Overall - Environment - concern - impact on the environment - national parks	1
4348. Development Corridors Overall - Environment - concern - impact on the environment - Trans-Pennine Trail	1
2332. Development Corridors Overall - Environment - concern - lack of information - environmental impacts	1
2333. Development Corridors Overall - Environment - concern - will increase air pollution / emissions	1
3432. Development Corridors Overall - General - concern - based on traffic patterns instead of development patterns	1
2334. Development Corridors Overall - General - concern - increase in car use	1
2335. Development Corridors Overall - General - concern - increase of spread out developments	1
4232. Development Corridors Overall - General - concern - is flawed	2
2336. Development Corridors Overall - General - concern - lack of ambition / more should be done / not wide reaching enough	3
3684. Development Corridors Overall - General - concern - lack of information - about housing growth areas	1
3565. Development Corridors Overall - General - concern - lack of information - about timescales	1
4404. Development Corridors Overall - General - concern - lack of information - about transport by waterways	1
4146. Development Corridors Overall - General - concern - lack of vision	1
2337. Development Corridors Overall - General - concern - lack of vision / provision for freight	2
2338. Development Corridors Overall - General - concern - shouldn't be tied to legacy routes	2
4141. Development Corridors Overall - General - concern - spatial planning	1
3564. Development Corridors Overall - General - concern - too broad	1
2339. Development Corridors Overall - General - concern - too confusing / unclear	4
4191. Development Corridors Overall - General - concern - too expensive / not cost effective	1
2340. Development Corridors Overall - General - concern - too many corridors	2
2341. Development Corridors Overall - General - concern - too much emphasis on cities / city centres / bigger towns	1
2342. Development Corridors Overall - General - concern - too rigid	1
2343. Development Corridors Overall - General - concern - topography constraints	2

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2344. Development Corridors Overall - Infrastructure - concern - lack of plans for new ferries	0
STRATEGIC DEVELOPMENT CORRIDORS - OTHER COMMENTS	0
2345. Development Corridors Overall - Capacity - must increase rail capacity	1
2346. Development Corridors Overall - Capacity - must reduce congestion	2
4196. Development Corridors Overall - Communities - must focus on local people / communities	1
2347. Development Corridors Overall - Connectivity - add corridor	1
2348. Development Corridors Overall - Connectivity - add corridor Manchester to East Midlands	1
2349. Development Corridors Overall - Connectivity - Bradford to Dewsbury line should be direct	1
2350. Development Corridors Overall - Connectivity - corridors must be interconnected	1
2351. Development Corridors Overall - Connectivity - must connect / improve connection - Europe / Channel Tunnel Rail / HS1	1
2352. Development Corridors Overall - Connectivity - must connect / improve connection - Europe / Channel Tunnel Rail / HS1 - to stimulate tourism	1
2353. Development Corridors Overall - Connectivity - must connect / improve connection - Heathrow	1
2354. Development Corridors Overall - Connectivity - must connect / improve connection - all major cities	3
2356. Development Corridors Overall - Connectivity - must connect / improve connection - Cheshire	1
2355. Development Corridors Overall - Connectivity - must connect / improve connection - medium / large towns	1
2357. Development Corridors Overall - Connectivity - must connect / improve connection - to airports	2
3343. Development Corridors Overall - Connectivity - must connect / improve connection - to ports	1
2358. Development Corridors Overall - Connectivity - must improve journey times	2
4083. Development Corridors Overall - Environment - must align with the National Character Area profiles	1
4197. Development Corridors Overall - Environment - preserve / enhance the environment	1
2359. Development Corridors Overall - General - improvement schemes must be implemented as a programme / not isolated	2
2360. Development Corridors Overall - General - must address future / additional needs / long term solution	1
4126. Development Corridors Overall - General - must align with local economic / transport plans	1
4194. Development Corridors Overall - General - must be cheaper / cost effective	1
2361. Development Corridors Overall - General - must be spread equitably	2
3566. Development Corridors Overall - General - must consider multi-modal transport	2
3340. Development Corridors Overall - General - must focus on needs / local needs	2
3338. Development Corridors Overall - General - must focus on quick wins	1
4234. Development Corridors Overall - General - must focus on the 'first and last mile' / end to end journey	1
2362. Development Corridors Overall - General - must increase benefit to cost ratio	2

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3341. Development Corridors Overall - General - must not be based on politics	1
2363. Development Corridors Overall - General - must reduce car usage - increase parking fees / implement charges	1
2364. Development Corridors Overall - General - must stimulate business / economic growth / create jobs	2
2365. Development Corridors Overall - General - must stimulate growth near hubs	2
2366. Development Corridors Overall - General - priority should be given to least developed areas / areas most in need of regeneration	2
2367. Development Corridors Overall - General - priority should be given to Liverpool / Manchester conurbation	1
3563. Development Corridors Overall - General - should be call Strategic Connectivity Corridors	1
3568. Development Corridors Overall - General - the Pennines corridors should be one	0
3644. Development Corridors Overall - General - other	2
4193. Development Corridors Overall - Infrastructure - must be as sustainable as possible	1
2368. Development Corridors Overall - Infrastructure - must be updated / modernised - A1	1
2369. Development Corridors Overall - Infrastructure - must be updated / modernised - Bradford to Dewsbury road link	1
2370. Development Corridors Overall - Infrastructure - must be updated / modernised - railway	2
2371. Development Corridors Overall - Infrastructure - must consider tunnels / tunneling	1
2372. Development Corridors Overall - Infrastructure - other	2
Q3F6 - CONNECTING THE ENERGY COASTS	
CONNECTING THE ENERGY COASTS - SUPPORT	
2373. Connecting the Energy Coasts - Capacity - support - will ease congestion	1
2374. Connecting the Energy Coasts - Connectivity - support - will improve connection - Durham	0
4301. Connecting the Energy Coasts - Connectivity - support - will improve connection - Furness	1
3634. Connecting the Energy Coasts - Connectivity - support - will improve connection - Kendal	1
2376. Connecting the Energy Coasts - Connectivity - support - will improve journey times	1
2378. Connecting the Energy Coasts - General - support - is needed / necessary	1
2379. Connecting the Energy Coasts - General - support - will facilitate exchange of knowledge	1
2380. Connecting the Energy Coasts - General - support - will improve driving experience	1
2381. Connecting the Energy Coasts - General - support - will improve rail experience	1
2382. Connecting the Energy Coasts - General - support - will stimulate business / economic growth / create jobs	5
2377. Connecting the Energy Coasts - General - support	13
2383. Connecting the Energy Coasts - Infrastructure - support - dual carriageway - A66	1
2384. Connecting the Energy Coasts - Infrastructure - support - dual carriageway - A69	3
CONNECTING THE ENERGY COASTS - CONCERNS	0

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2385. Connecting the Energy Coasts - Connectivity - concern - lack of ambition / more should be done / not wide reaching enough	0
2386. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Barrow	1
2387. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Carlisle	1
2388. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Cumbria	2
2389. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Duddon estuary	1
2390. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Lake District	4
2391. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Morecambe Bay	1
2392. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - North Fylde peninsula	3
2393. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Sunderland	0
2394. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Tees Valley	1
4273. Connecting the Energy Coasts - Connectivity - concern - lack of vision / provision for towns / places - Yorkshire Dales	1
4209. Connecting the Energy Coasts - Environment - will impact on National Trust / World / English heritage sites	1
4210. Connecting the Energy Coasts - Environment - will impact on the environment	1
4203. Connecting the Energy Coasts - Environment - will impact on the environment - Hadrian's Wall	1
4202. Connecting the Energy Coasts - Environment - will impact on the environment - Peak District National Park	1
4275. Connecting the Energy Coasts - Environment - will impact on wildlife / habitats	1
2395. Connecting the Energy Coasts - General - concern - corridor doesn't include Humber	1
2396. Connecting the Energy Coasts - General - concern - corridor doesn't make sense	1
2397. Connecting the Energy Coasts - General - concern - corridor shouldn't be a priority	1
2398. Connecting the Energy Coasts - General - concern - is not needed / necessary	2
2399. Connecting the Energy Coasts - General - concern - lack of benefit	1
4200. Connecting the Energy Coasts - General - concern - lack of information	2
3525. Connecting the Energy Coasts - General - concern - too much emphasis on energy	1
2400. Connecting the Energy Coasts - General - concern - too much emphasis on secondary mainline rail	1
4201. Connecting the Energy Coasts - General - concern - topography constraints	1
4212. Connecting the Energy Coasts - Infrastructure - concern - dual carriageway - A66	2
2401. Connecting the Energy Coasts - Infrastructure - concern - dual carriageway - A69 - will be too expensive / not cost effective	0
2402. Connecting the Energy Coasts - Infrastructure - concern - lack of vision / provision for railways	1

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2403. Connecting the Energy Coasts - Infrastructure - concern - lack of vision / provision for road network	1
2404. Connecting the Energy Coasts - Infrastructure - concern - lack of vision / provision for towns / places - Middlesbrough	0
CONNECTING THE ENERGY COASTS - OTHER COMMENTS	0
2405. Connecting the Energy Coasts - Capacity - must reduce congestion	2
2406. Connecting the Energy Coasts - Connectivity - HS2 should extend to Cumbria	2
2407. Connecting the Energy Coasts - Connectivity - improve bus network	1
2408. Connecting the Energy Coasts - Connectivity - improve railways links	2
2409. Connecting the Energy Coasts - Connectivity - improve railways links - Cumbria to Tyne Valley	1
3491. Connecting the Energy Coasts - Connectivity - improve railways links - Cumbrian Coast line	3
2410. Connecting the Energy Coasts - Connectivity - improve railways links - fast train Carlisle to Newcastle	4
2411. Connecting the Energy Coasts - Connectivity - improve railways links - Hull to Liverpool - must be a priority	1
4516. Connecting the Energy Coasts - Connectivity - improve railways links - Newcastle to Middlesbrough	1
2412. Connecting the Energy Coasts - Connectivity - improve railways links - to Carlisle	2
2413. Connecting the Energy Coasts - Connectivity - improve railways links - to Carnforth	1
2414. Connecting the Energy Coasts - Connectivity - improve railways links - to Cumbria	3
2415. Connecting the Energy Coasts - Connectivity - improve railways links - to Lancaster	1
2416. Connecting the Energy Coasts - Connectivity - improve railways links - to Tyneside	1
2417. Connecting the Energy Coasts - Connectivity - improve railways links - to West Cumbria	1
3339. Connecting the Energy Coasts - Connectivity - improve railways links - Whitehaven to Carlisle - for freight	0
3540. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Barrow	1
2418. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Blackpool / Blackpool airport	1
2419. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Carlisle airport	1
2420. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Cumbria	3
3543. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Cumbria to Manchester / Manchester airport	1
2421. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Durham	1
4257. Connecting the Energy Coasts - Connectivity - must connect / improve connection - East to West	0
2422. Connecting the Energy Coasts - Connectivity - must connect / improve connection - economic centres	1
2423. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Kendal	1
3709. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Lancashire	1
3875. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Manchester	1

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2425. Connecting the Energy Coasts - Connectivity - must connect / improve connection - medium / large towns	1
3713. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Morecambe Bay	2
4181. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Newcastle to Carlisle	0
2427. Connecting the Energy Coasts - Connectivity - must connect / improve connection - South Lake	1
4281. Connecting the Energy Coasts - Connectivity - must connect / improve connection - to airports	1
2426. Connecting the Energy Coasts - Connectivity - must connect / improve connection - to ports	2
3541. Connecting the Energy Coasts - Connectivity - must connect / improve connection - West Cumbria	1
2428. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Wyre district	1
3874. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Yorkshire	1
2429. Connecting the Energy Coasts - Connectivity - must connect / improve connection - Yorkshire Dales	1
2430. Connecting the Energy Coasts - Connectivity - must facilitate access to education / work / attract / retain talent	3
2431. Connecting the Energy Coasts - Connectivity - must facilitate access to education / work / attract / retain talent - Barrow	1
2432. Connecting the Energy Coasts - Connectivity - must facilitate access to education / work / attract / retain talent - Cumbria	3
2433. Connecting the Energy Coasts - Connectivity - must improve / develop route - East to West	2
4451. Connecting the Energy Coasts - Connectivity - must improve / develop route - Lancaster to Barrow	1
2434. Connecting the Energy Coasts - Connectivity - must improve / develop route - Lancaster to Newcastle	0
2435. Connecting the Energy Coasts - Connectivity - must improve / develop route - Settle to Carlisle	5
2436. Connecting the Energy Coasts - Connectivity - must improve access to Wyre district - will stimulate business / economic growth / create jobs	1
2437. Connecting the Energy Coasts - Connectivity - must include Furness Line	3
2438. Connecting the Energy Coasts - Connectivity - must reopen closed line - Barrow to Coniston	1
2439. Connecting the Energy Coasts - Connectivity - must reopen closed line - Penrith to Keswick	4
4543. Connecting the Energy Coasts - Connectivity - must reopen closed line - Penrith to Workington	0
4542. Connecting the Energy Coasts - Connectivity - must reopen closed line - Stainmore line	0
2440. Connecting the Energy Coasts - Connectivity - must reopen closed line - Teeside to Blackpool	1
3832. Connecting the Energy Coasts - Connectivity - must reopen closed lines - Wensleydale Railway line	1
4461. Connecting the Energy Coasts - Connectivity - other	1
4206. Connecting the Energy Coasts - Environment - impacts should be mitigated - National Trust / World / English heritage sites	2
4207. Connecting the Energy Coasts - Environment - must focus on environmental enhancement	1
2441. Connecting the Energy Coasts - General - corridor should be named North Pennine Crossings	1

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4259. Connecting the Energy Coasts - General - Middlesbrough should be a Strategic Economic Centre	1
2442. Connecting the Energy Coasts - General - must be extended / include a larger area	2
2443. Connecting the Energy Coasts - General - must be in line with energy cluster plans / work with energy sectors	3
3537. Connecting the Energy Coasts - General - must encourage public transport	1
2444. Connecting the Energy Coasts - General - must stimulate business / economic growth / create jobs	1
3710. Connecting the Energy Coasts - General - must stimulate business / economic growth / create jobs	1
2445. Connecting the Energy Coasts - General - must stimulate tourism	8
4260. Connecting the Energy Coasts - General - Sunderland should be a Strategic Economic Centre	1
2446. Connecting the Energy Coasts - General - tangible proposal needed	1
2581. Connecting the Energy Coasts - General - will benefit from Liverpool airport	1
2447. Connecting the Energy Coasts - Infrastructure - build a barrage - Humber	1
2448. Connecting the Energy Coasts - Infrastructure - build a barrage - Morecambe Bay	1
2449. Connecting the Energy Coasts - Infrastructure - build a barrage - Morecambe Bay - sustainable power supply	1
2450. Connecting the Energy Coasts - Infrastructure - build a barrage - Morecambe Bay - would connect Barrow to Morecambe	1
2451. Connecting the Energy Coasts - Infrastructure - build a barrage - Morecambe Bay - would improve journey times	1
2452. Connecting the Energy Coasts - Infrastructure - build a barrage - River Mersey	1
4450. Connecting the Energy Coasts - Infrastructure - build a tunnel - Morecambe Bay	1
3538. Connecting the Energy Coasts - Infrastructure - build Park and Rides / parkway stations - Windermere	1
3712. Connecting the Energy Coasts - Infrastructure - integration with Blackpool tram	2
2453. Connecting the Energy Coasts - Infrastructure - must be updated / modernised	3
2454. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - A1079	0
2455. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - A59	1
2456. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - A65	1
2457. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - dual carriageway - A66 - is needed / necessary / overdue	2
2458. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - dual carriageway - A69 - is needed / necessary / overdue	2
2459. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - existing network - Tyne and Wear metro	3
2460. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - railway	1
3542. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - railway - Carlisle to Whitehaven	1

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2461. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - railway - Newcastle to Carlisle line	1
2462. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - railway - Tyne Valley line	2
2463. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - railway - West Coast Mainline - to integrate with HS2 / Northern Powerhouse Rail	3
2464. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - requires electrification	1
3872. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - requires electrification - Blackpool	1
3667. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - requires electrification - Tyne Valley line	1
2465. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - road network	1
2466. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - stations	1
3715. Connecting the Energy Coasts - Infrastructure - must be updated / modernised - stations - Preston station	2
2467. Connecting the Energy Coasts - Infrastructure - must build a bridge - Morecambe Bay / Duddon Estuary	2
2468. Connecting the Energy Coasts - Infrastructure - must build a relief road - Durham	1
2469. Connecting the Energy Coasts - Infrastructure - must build a relief road - Kendal	1
2470. Connecting the Energy Coasts - Infrastructure - must build a station - Spectrum Business Park - will stimulate business / economic growth / create jobs	1
2471. Connecting the Energy Coasts - Infrastructure - must updated / modernised - Barrow docks - will stimulate business / economic growth / create jobs	1
Q3F7 - WEST & WALES	
WEST & WALES - SUPPORT	
2472. West & Wales - Capacity - support - will improve capacity	0
2474. West & Wales - Connectivity - support - will improve connection	0
3949. West & Wales - Connectivity - support - will improve connection - Cheshire	1
3951. West & Wales - Connectivity - support - will improve connection - Liverpool	2
3952. West & Wales - Connectivity - support - will improve connection - Manchester	1
2473. West & Wales - Connectivity - support - will improve connection - to seaports	1
3953. West & Wales - Connectivity - support - will improve connection - Wales	2
2475. West & Wales - General - support	5
2476. West & Wales - General - support - cross boundaries with Wales	2
2477. West & Wales - General - support - will improve access to education / work	1
2478. West & Wales - General - support - will stimulate business / economic growth / create jobs	4
WEST & WALES - CONCERNS	0
2479. West & Wales - Connectivity - concern - lack of vision / provision for railway links - Liverpool to North Wales	2

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3595. West & Wales - Connectivity - concern - lack of vision / provision for towns / places - Cheshire East	1
2480. West & Wales - Connectivity - concern - lack of vision / provision for towns / places - North Wales	1
2481. West & Wales - Connectivity - concern - lack of vision / provision for towns / places - Skelmersdale	3
2482. West & Wales - Connectivity - concern - lack of vision / provision for towns / places - Southport	3
2483. West & Wales - Connectivity - concern - lack of vision / provision for towns / places - West Coast	3
2484. West & Wales - Connectivity - concern - too much emphasis - on Manchester airport	2
2485. West & Wales - General - concern - is not needed / necessary	1
2486. West & Wales - General - concern - lack of information	1
WEST & WALES - OTHER COMMENTS	0
3686. West & Wales - Connectivity - must connect / improve connection - Cheshire West	1
2487. West & Wales - Connectivity - must connect / improve connection - Crewe	3
2488. West & Wales - Connectivity - must connect / improve connection - Deeside	1
3688. West & Wales - Connectivity - must connect / improve connection - HS2	1
2489. West & Wales - Connectivity - must connect / improve connection - Liverpool / Liverpool airport	4
3825. West & Wales - Connectivity - must connect / improve connection - London	1
3598. West & Wales - Connectivity - must connect / improve connection - Manchester / Manchester airport	4
4464. West & Wales - Connectivity - must connect / improve connection - Manchester Orbital Route	1
4526. West & Wales - Connectivity - must connect / improve connection - Port of Warrington	0
2490. West & Wales - Connectivity - must connect / improve connection - Wrexham	1
2491. West & Wales - Connectivity - must connect / improve route - Liverpool to Southport corridor	1
2492. West & Wales - Connectivity - must improve / develop route - Macclesfield to North Wales	1
2493. West & Wales - Connectivity - must improve / develop route - Wrexham to Bidston line	1
3826. West & Wales - Connectivity - must improve / develop route - Wrexham to Liverpool line	1
2494. West & Wales - Connectivity - must improve access to education / work	1
2495. West & Wales - Connectivity - must improve access to leisure / culture	1
2496. West & Wales - Connectivity - must improve intra-regional connections - Mersey Valley	2
4411. West & Wales - Connectivity - must improve / develop route - Sheffield to North Wales	1
3777. West & Wales - General - must align with local economic / transport plans	1
3596. West & Wales - General - Knutsford should be a Strategic Economic Centre	1
3597. West & Wales - General - Wilmslow should be a Strategic Economic Centre	1
2497. West & Wales - General - must be aligned with housing development / growth	1
2498. West & Wales - General - must be developed as a single entity	1

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3776. West & Wales - General - must stimulate business / economic growth / create jobs	1
3821. West & Wales - General - other	1
2499. West & Wales - Infrastructure - build a barrage - River Dee - sustainable power supply	1
2500. West & Wales - Infrastructure - build a barrage - River Dee - would improve journey times	1
2501. West & Wales - Infrastructure - build a bridge - River Dee	1
2502. West & Wales - Infrastructure - build a bridge - River Ribble	2
2503. West & Wales - Infrastructure - build a metro	2
2504. West & Wales - Infrastructure - build a station - Beeston	2
2505. West & Wales - Infrastructure - build a station - South Warrington	1
2506. West & Wales - Infrastructure - build a tram	1
2507. West & Wales - Infrastructure - build more stations - Crewe to Chester line	2
2508. West & Wales - Infrastructure - design infrastructure around active modes of transport - Crewe	1
3444. West & Wales - Infrastructure - must be updated / modernised - airports - Liverpool airport	1
2509. West & Wales - Infrastructure - must be updated / modernised - local infrastructure	1
2510. West & Wales - Infrastructure - must be updated / modernised - railway - Halton Curve	1
2511. West & Wales - Infrastructure - must be updated / modernised - requires electrification - Crewe to Chester line	2
Q3F8 - CENTRAL PENNINES	
CENTRAL PENNINES - SUPPORT	
3699. Central Pennines - Capacity - support - will reduce congestion	1
2512. Central Pennines - Connectivity - support - will improve connectivity - A64	3
2513. Central Pennines - Connectivity - support - will improve connectivity - East to West	7
2515. Central Pennines - Connectivity - support - will improve connectivity - Lancashire	0
2514. Central Pennines - Connectivity - support - will improve connectivity - Lancashire to Yorkshire	2
2516. Central Pennines - Connectivity - support - will improve connectivity - M62	3
2517. Central Pennines - Connectivity - support - will improve connectivity - M65	6
2518. Central Pennines - Connectivity - support - will improve connectivity - M66	0
2519. Central Pennines - Connectivity - support - will improve connectivity - North Yorkshire	1
2520. Central Pennines - Connectivity - support - will improve connectivity - rail network	3
2521. Central Pennines - Connectivity - support Bradford City Centre station - will stimulate business / economic growth / create jobs	3
2522. Central Pennines - Connectivity - support Bradford Route	3
3700. Central Pennines - Environment - support - will reduce air pollution / emissions	2

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2523. Central Pennines - General - support	12
2524. Central Pennines - General - support - is needed / necessary / overdue	6
3870. Central Pennines - General - support - is needed / necessary / overdue - rail network	1
3335. Central Pennines - General - support - multi modal transport	1
2530. Central Pennines - General - support - Trans-Pennines route	1
2525. Central Pennines - General - support - will facilitate access to education / work	1
2526. Central Pennines - General - support - will stimulate business / economic growth / create jobs	4
2527. Central Pennines - General - support - will stimulate business / economic growth / create jobs - Lancashire	1
3841. Central Pennines - General - support - will stimulate business / economic growth / create jobs - Pendle	1
2528. Central Pennines - General - support - will stimulate business / economic growth / create jobs - Scarborough	1
2529. Central Pennines - General - support - will stimulate business / economic growth / create jobs - Yorkshire	0
3857. Central Pennines - General - support - will stimulate tourism	1
2531. Central Pennines - Infrastructure - support - Manchester North West Quadrant	3
2532. Central Pennines - Infrastructure - support - Northern Pennines roads	1
2533. Central Pennines - Infrastructure - support - Trans-Pennines tunnel	1
CENTRAL PENNINES - CONCERNS	0
2534. Central Pennines - Connectivity - concern - lack of a corridor - Lancashire to Yorkshire	1
4216. Central Pennines - Connectivity - concern - lack of information - about project - Leeds to Manchester route	1
2535. Central Pennines - Connectivity - concern - lack of information - about the reopening of Skipton to Colne line	3
4215. Central Pennines - Connectivity - concern - lack of information about projects - Leeds to Bradford route	1
4213. Central Pennines - Connectivity - concern - lack of vision / provision - national parks	1
2537. Central Pennines - Connectivity - concern - lack of vision / provision for local areas	1
2538. Central Pennines - Connectivity - concern - lack of vision / provision for railway links - Clitheroe to Hellifield	1
2539. Central Pennines - Connectivity - concern - lack of vision / provision for railway links - Preston to Liverpool	0
2540. Central Pennines - Connectivity - concern - lack of vision / provision for road network - Bradford to Leeds	1
2541. Central Pennines - Connectivity - concern - lack of vision / provision for road network - M62	1
3852. Central Pennines - Connectivity - concern - lack of vision / provision for road network - M65	1
2542. Central Pennines - Connectivity - concern - lack of vision / provision for routes - Sheffield to Manchester	1
2543. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Aire Valley Enterprise Zone	1
2544. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Blackburn	1
2545. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Blackpool	1

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2546. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Bradford	0
2547. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Burscough	0
2548. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Calderdale	2
2549. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - East Yorkshire	0
3929. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Halifax	1
2550. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Harrogate	1
3434. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Humber	0
2551. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Kirklees	1
2552. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Lancaster	1
2553. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - North East Yorkshire	0
2554. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - North Fylde peninsula	1
3805. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - North Lincolnshire	1
2555. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - North Yorkshire	2
2556. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Ormskirk	0
3433. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Pontrefact	0
2557. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Preston	2
2558. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Rossendale	0
2559. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Scarborough	1
3524. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Sheffield	2
2560. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Skelmersdale	0
2561. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Southport	2
2562. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - Wakefield	1
2563. Central Pennines - Connectivity - concern - lack of vision / provision for towns / places - West Lancashire	1
4405. Central Pennines - Connectivity - concern - lack of vision / provision for transport by waterways	1
2565. Central Pennines - General - concern - lack of ambition / more should be done / not wide reaching enough	0
4211. Central Pennines - General - concern - lack of information	1
2566. Central Pennines - General - concern - lack of information - about Bradford / Bradford station	0
3716. Central Pennines - General - concern - too much emphasis on this corridor	2
2568. Central Pennines - Infrastructure - concern - lack of plans for new tram - Liverpool	1
CENTRAL PENNINES - OTHER COMMENTS	0
2569. Central Pennines - Capacity - must reduce congestion	3
2570. Central Pennines - Communities - must invest in Bradford - will benefit local people / communities	0

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2571. Central Pennines - Connectivity - corridor should be an alternative to M62	3
2572. Central Pennines - Connectivity - improve rail network	5
2573. Central Pennines - Connectivity - improve rail network - to Bradford	2
2574. Central Pennines - Connectivity - improve road network	2
2576. Central Pennines - Connectivity - must connect / improve connection - all major cities	1
2578. Central Pennines - Connectivity - must connect / improve connection - Blackpool / Blackpool airport	1
2579. Central Pennines - Connectivity - must connect / improve connection - Bradford - outside of the Northern Powerhouse Rail	0
2580. Central Pennines - Connectivity - must connect / improve connection - Calderdale	0
2582. Central Pennines - Connectivity - must connect / improve connection - Craven	0
3935. Central Pennines - Connectivity - must connect / improve connection - Greenfield	1
2584. Central Pennines - Connectivity - must connect / improve connection - Keighley	0
2585. Central Pennines - Connectivity - must connect / improve connection - Lancashire	3
2586. Central Pennines - Connectivity - must connect / improve connection - Leeds Bradford airport	2
2587. Central Pennines - Connectivity - must connect / improve connection - Malton	1
2588. Central Pennines - Connectivity - must connect / improve connection - Marsden	1
3702. Central Pennines - Connectivity - must connect / improve connection - Rossendale Valley	2
2591. Central Pennines - Connectivity - must connect / improve connection - Skelmersdale	1
2592. Central Pennines - Connectivity - must connect / improve connection - Slaithwaite	1
2593. Central Pennines - Connectivity - must connect / improve connection - to ports	1
4475. Central Pennines - Connectivity - must connect / improve connection - to ports - Grimsby	0
4474. Central Pennines - Connectivity - must connect / improve connection - to ports - Immingham	0
4527. Central Pennines - Connectivity - must connect / improve connection - to ports - Warrington	0
4403. Central Pennines - Connectivity - must connect / improve connection - to waterways	1
2594. Central Pennines - Connectivity - must connect / improve connection - Wyre district	1
2595. Central Pennines - Connectivity - must improve / develop route - Beverley to York	3
3850. Central Pennines - Connectivity - must improve / develop route - Colne to Preston	1
2596. Central Pennines - Connectivity - must improve / develop route - Colne to Yorkshire	1
2598. Central Pennines - Connectivity - must improve / develop route - East Lancashire to the coast	1
3854. Central Pennines - Connectivity - must improve / develop route - East Lancashire to Yorkshire	2
2599. Central Pennines - Connectivity - must improve / develop route - East to West	2
2600. Central Pennines - Connectivity - must improve / develop route - Goole to Leeds	1

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2601. Central Pennines - Connectivity - must improve / develop route - Harrogate to York	2
2602. Central Pennines - Connectivity - must improve / develop route - Hull to Liverpool	0
2603. Central Pennines - Connectivity - must improve / develop route - Hull to Manchester / Manchester airport	1
2597. Central Pennines - Connectivity - must improve / develop route - Lancashire to Yorkshire	3
4237. Central Pennines - Connectivity - must improve / develop route - Leeds to Selby	1
3706. Central Pennines - Connectivity - must improve / develop route - Ormskirk to Preston	4
3855. Central Pennines - Connectivity - must improve / develop route - Pendle to Skipton	1
3705. Central Pennines - Connectivity - must improve / develop route - Preston to Liverpool	1
3707. Central Pennines - Connectivity - must improve / develop route - Southport to Wigan	2
4420. Central Pennines - Connectivity - must improve / develop route - Wakefield Kirkgate	1
4238. Central Pennines - Connectivity - must improve / develop route - Wakefield to Selby	1
2604. Central Pennines - Connectivity - must improve access to Wyre district - will stimulate business / economic growth / create jobs	1
2605. Central Pennines - Connectivity - must improve journey times	2
2606. Central Pennines - Connectivity - must reopen closed lines - Bentham line	2
2607. Central Pennines - Connectivity - must reopen closed lines - Burscough curve	4
2608. Central Pennines - Connectivity - must reopen closed lines - Hull to York line	1
3703. Central Pennines - Connectivity - must reopen closed lines - Rawstenstall to Manchester	2
2609. Central Pennines - Connectivity - must reopen closed lines - Skipton to Colne	8
3773. Central Pennines - Connectivity - must reopen closed lines - Skipton to Gannow Top	1
2610. Central Pennines - Connectivity - must reopen closed lines - Woodhead line	2
2611. Central Pennines - Environment - impacts should be mitigated	1
2612. Central Pennines - Environment - impacts should be mitigated - noise pollution - M62	1
3622. Central Pennines - General - corridor should include Doncaster Sheffield airport	1
3599. Central Pennines - General - corridor should include Manchester / Manchester airport	1
2613. Central Pennines - General - Malton should be a Strategic Economic Centre	1
4377. Central Pennines - General - must improve social interaction / inclusion	1
2614. Central Pennines - General - must invest in Bradford - build a City Centre Station	0
2615. Central Pennines - General - must prioritise the biggest cities	1
2616. Central Pennines - General - must separate regular and high speed lines	2
2617. Central Pennines - General - must stimulate business / economic growth / create jobs	3
2618. Central Pennines - General - must stimulate tourism	3

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2619. Central Pennines - General - must undertake more research - Trans-Pennines tunnel	1
2620. Central Pennines - General - rail must accommodate [more] freight	1
4236. Central Pennines - General - Selby should be a Strategic Economic Centre	1
3887. Central Pennines - Infrastructure - build a metro - Leeds	1
3708. Central Pennines - Infrastructure - build a station - Skelmersdale	3
2622. Central Pennines - Infrastructure - build a station - South Warrington	1
2623. Central Pennines - Infrastructure - build a transport hub - Bradford	1
2624. Central Pennines - Infrastructure - build Park and Rides / parkway stations	2
2625. Central Pennines - Infrastructure - must be updated / modernised - A59	2
2626. Central Pennines - Infrastructure - must be updated / modernised - bus network	1
2627. Central Pennines - Infrastructure - must be updated / modernised - junctions - M602/M60	1
2628. Central Pennines - Infrastructure - must be updated / modernised - junctions - M621/M62	1
3329. Central Pennines - Infrastructure - must be updated / modernised - M62	1
2629. Central Pennines - Infrastructure - must be updated / modernised - M65	4
2630. Central Pennines - Infrastructure - must be updated / modernised - railway	1
3701. Central Pennines - Infrastructure - must be updated / modernised - requires electrification	3
3871. Central Pennines - Infrastructure - must be updated / modernised - requires electrification - Blackpool	1
3810. Central Pennines - Infrastructure - must be updated / modernised - requires electrification - Preston to Liverpool line	1
2631. Central Pennines - Infrastructure - must be updated / modernised - road network	1
2632. Central Pennines - Infrastructure - must be updated / modernised - rolling stock - Bradford	1
2633. Central Pennines - Infrastructure - must be updated / modernised - Whitehall junction	0
2634. Central Pennines - Infrastructure - must use / develop existing infrastructure	1
2635. Central Pennines - other	2
Q3F9 - SOUTHERN PENNINES	
SOUTHERN PENNINES - SUPPORT	
4446. Southern Pennines - Connectivity - support connection to Doncaster Sheffield airport	1
2636. Southern Pennines - Connectivity - support East to West corridor	4
2637. Southern Pennines - Connectivity - support North-South corridor	1
4362. Southern Pennines - Connectivity - support	1
2638. Southern Pennines - General - conditional support	3
2639. Southern Pennines - General - support	1

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2640. Southern Pennines - General - support - Buxton to Manchester rail route	1
3601. Southern Pennines - General - support - East Cheshire inclusion	1
2641. Southern Pennines - General - support - Sheffield to Manchester rail route	1
2642. Southern Pennines - General - support - is needed / necessary / overdue	1
2643. Southern Pennines - General - support - is needed / necessary / overdue - rail network	1
2644. Southern Pennines - General - support - is needed / necessary / overdue - road network	2
2645. Southern Pennines - General - support - improve Trans-Pennine route	0
3943. Southern Pennines - General - support - multi modal transport	2
4339. Southern Pennines - General - support - will improve resilience	1
2646. Southern Pennines - General - support - will stimulate business / economic growth / create jobs	3
2647. Southern Pennines - General - support - will stimulate business / economic growth / create jobs - Lancashire	2
2648. Southern Pennines - General - support - will stimulate business / economic growth / create jobs - Yorkshire	2
3451. Southern Pennines - Infrastructure - support - Trans-Pennines rail route	2
2649. Southern Pennines - Infrastructure - support - Trans-Pennines tunnel	1
2650. Southern Pennines - Infrastructure - update / improvement - Mottram bypass - conditional support	1
SOUTHERN PENNINES - CONCERNS	0
2651. Southern Pennines - Connectivity - concern - Hope Valley upgrade - will not improve journey times	3
2652. Southern Pennines - Connectivity - concern - lack of vision / provision for towns / places - Merseyside	0
2653. Southern Pennines - Connectivity - concern - too much emphasis - on Manchester airport	2
2654. Southern Pennines - Environment - concern - national parks	2
4218. Southern Pennines - Environment - concern - Peak District National Park	2
3714. Southern Pennines - General - concern - alternative line investigated if concerns regarding costs - Hope Valley Line	2
2655. Southern Pennines - General - concern - lack of information - about projects - Trans-Pennine route	2
4069. Southern Pennines - General - concern - lack of information - about projects - Trans-Pennine tunnel	1
4419. Southern Pennines - General - concern - lack of information - about sustainability	1
2656. Southern Pennines - General - concern - lack of vision / provision for bus network	1
2657. Southern Pennines - General - concern - lack of vision / provision for freight	2
2658. Southern Pennines - General - concern - lack of vision / provision for freight - Liverpool port	1
2659. Southern Pennines - General - concern - lack of vision / provision for towns / places - Doncaster	1
2660. Southern Pennines - General - concern - lack of vision / provision for towns / places - FARRRS road	1
2661. Southern Pennines - General - concern - lack of vision / provision for towns / places - Hollingsworth	1

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4472. Southern Pennines - General - concern - lack of vision / provision for towns / places - North East Lincolnshire	0
2662. Southern Pennines - General - concern - lack of vision / provision for towns / places - North Lincolnshire	0
2663. Southern Pennines - General - concern - lack of vision / provision for towns / places - Tintwistle	1
4223. Southern Pennines - General - concern - road traffic	1
2665. Southern Pennines - General - concern - topography constraints	1
2664. Southern Pennines - General - concern - other	1
4222. Southern Pennines - Infrastructure - concern - Hope Valley line upgrade	2
2666. Southern Pennines - Infrastructure - concern - Mottram bypass	2
2667. Southern Pennines - Infrastructure - concern - oppose Trans-Pennines tunnel	1
SOUTHERN PENNINES - OTHER COMMENTS	0
2668. Southern Pennines - Capacity - build dual carriageway - A500/A51	1
2669. Southern Pennines - Capacity - build dual carriageway - M6/J25a to M61/J5	0
2670. Southern Pennines - Capacity - must reduce congestion	1
2671. Southern Pennines - Capacity - must reduce congestion - implement limited access roads	1
2672. Southern Pennines - Capacity - must reduce congestion - implement road charging	1
2673. Southern Pennines - Connectivity - must connect / improve connection - East Midlands	2
2674. Southern Pennines - Connectivity - must connect / improve connection - East Midlands - would improve connectivity to ports	0
2675. Southern Pennines - Connectivity - must connect / improve connection - improve rail network	1
2676. Southern Pennines - Connectivity - must connect / improve connection - improve road network	1
3600. Southern Pennines - Connectivity - must connect / improve connection - Manchester airport	3
2677. Southern Pennines - Connectivity - must connect / improve connection - medium / large towns	1
2678. Southern Pennines - Connectivity - must connect / improve connection - to airports - Doncaster Sheffield airport	2
3757. Southern Pennines - Connectivity - must connect / improve connection - to ports - Hull	1
3758. Southern Pennines - Connectivity - must connect / improve connection - to ports - Humber	1
4528. Southern Pennines - Connectivity - must connect / improve connection - to ports - Warrington	0
2679. Southern Pennines - Connectivity - must improve / develop route - Leeds to Preston	2
2680. Southern Pennines - Connectivity - must improve / develop route - Manchester to Lincolnshire	1
2681. Southern Pennines - Connectivity - must improve / develop route - Manchester to Stockport	2
4354. Southern Pennines - Connectivity - must improve / develop route - Sheffield to Manchester	1
2682. Southern Pennines - Connectivity - must improve intra-regional connections - Manchester / Manchester airport	1
2683. Southern Pennines - Connectivity - must reopen closed lines	1

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2684. Southern Pennines - Connectivity - must reopen closed lines - Hadfield to Sheffield	1
2685. Southern Pennines - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - North Midlands	1
2686. Southern Pennines - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - South Pennines	1
2687. Southern Pennines - Connectivity - must reopen closed lines - Peak Railway line - will stimulate business / economic growth / create jobs - West Pennines	1
2688. Southern Pennines - Connectivity - must reopen closed lines - Woodhead line	4
2689. Southern Pennines - Connectivity - must reopen closed lines - Woodhead line - improve Barnsley to Manchester route	1
3422. Southern Pennines - Connectivity - must reopen closed lines - Woodhead line - will benefit the environment	0
3421. Southern Pennines - Connectivity - must reopen closed lines - Woodhead line - will stimulate business / economic growth / create jobs	0
4314. Southern Pennines - Connectivity - other	1
4219. Southern Pennines - Environment - impacts should be mitigated - National Trust / World / English heritage sites	2
2690. Southern Pennines - General - covers two corridors	1
2691. Southern Pennines - General - Doncaster should be a Strategic Economic Centre	4
2692. Southern Pennines - General - must include Humber	0
2693. Southern Pennines - General - must prioritise passenger travel	2
4224. Southern Pennines - General - must reduce road traffic	1
3751. Southern Pennines - General - must stimulate business / economic growth / create jobs	1
2694. Southern Pennines - General - new roads must link to other schemes	1
3423. Southern Pennines - Infrastructure - build a new Trans-Pennines rail line	1
2695. Southern Pennines - Infrastructure - build a station - South Warrington	1
2696. Southern Pennines - Infrastructure - build six lane motorway - will be cost effective	0
2697. Southern Pennines - Infrastructure - build six lane motorway - will improve connectivity	0
2698. Southern Pennines - Infrastructure - build traditional rail / not high-speed rail - Leeds to Hull	0
2699. Southern Pennines - Infrastructure - build traditional rail / not high-speed rail - Leeds to York	0
2700. Southern Pennines - Infrastructure - build traditional rail / not high-speed rail - Liverpool to Manchester	0
4465. Southern Pennines - Infrastructure - improve bus network	1
3445. Southern Pennines - Infrastructure - must be updated / modernised - airports - Liverpool airport	1
3475. Southern Pennines - Infrastructure - must be updated / modernised - airports - Manchester airport	0
3650. Southern Pennines - Infrastructure - must be updated / modernised - carparking at stations - Gainsborough	1
3651. Southern Pennines - Infrastructure - must be updated / modernised - carparking at stations - Market Rasen	1

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2701. Southern Pennines - Infrastructure - must be updated / modernised - M60/J24	1
2702. Southern Pennines - Infrastructure - must be updated / modernised - rail network	1
2703. Southern Pennines - Infrastructure - must be updated / modernised - railways - Grimsby	0
2704. Southern Pennines - Infrastructure - must be updated / modernised - railways - Scunthorpe	0
2705. Southern Pennines - Infrastructure - must be updated / modernised - requires electrification	2
2706. Southern Pennines - Infrastructure - must be updated / modernised - rolling stock	0
2707. Southern Pennines - Infrastructure - must be updated / modernised - Woodhead Pass	2
2708. Southern Pennines - Infrastructure - must use / develop roll-on / roll-off trains	2
2709. Southern Pennines - Infrastructure - Trans-Pennines tunnel should start at M67	1
2710. Southern Pennines - other	2
Q3F10 - NORTH WEST to SHEFFIELD CITY REGION	
NORTH WEST to SHEFFIELD CITY REGION - SUPPORT	
2711. North West to Sheffield City Region - Capacity - support - will ease congestion	1
2712. North West to Sheffield City Region - Capacity - support - will ease congestion - from freight	1
3527. North West to Sheffield City Region - Connectivity - support - will improve connection - Barrow	1
3526. North West to Sheffield City Region - Connectivity - support - will improve connection - Cumbria to Manchester / Manchester airport	1
3633. North West to Sheffield City Region - Connectivity - support - will improve connection - Kendal	1
3646. North West to Sheffield City Region - Connectivity - support - will improve connection - Lake District National Park	1
3647. North West to Sheffield City Region - Connectivity - support - will improve connection - Peak District National Park	1
3772. North West to Sheffield City Region - Connectivity - support - will improve connection - South Fylde	1
3528. North West to Sheffield City Region - Connectivity - support - will improve connection - Windermere	1
2713. North West to Sheffield City Region - Connectivity - support - will improve frequency	1
2714. North West to Sheffield City Region - Connectivity - support - will improve journey times	1
2715. North West to Sheffield City Region - Connectivity - support - will improve railway links	3
2716. North West to Sheffield City Region - General - support	8
2717. North West to Sheffield City Region - General - support - is needed / necessary / overdue	2
2718. North West to Sheffield City Region - General - support - Meadowhall route	1
2719. North West to Sheffield City Region - General - support - Trans-Pennines route	1
3698. North West to Sheffield City Region - General - support - will benefit Lancashire	1
2720. North West to Sheffield City Region - General - support - will stimulate business / economic growth / create jobs	5

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2721. North West to Sheffield City Region - Infrastructure - support - Trans-Pennines tunnel	2
2722. North West to Sheffield City Region - Infrastructure - update / improvement - Mottram bypass	1
NORTH WEST to SHEFFIELD CITY REGION - CONCERNS	0
2723. North West to Sheffield City Region - Capacity - will not reduce congestion - M67	1
3493. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for railway - West Coast Mainline	2
2724. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for road network - Kendal	1
2725. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for routes - Sheffield to Manchester	1
2728. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - Burnley	2
2730. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - Cumbria	1
2731. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - East Lancashire	1
2734. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - Lake District	2
2736. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - Morecambe Bay	1
2737. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - North Fylde peninsula	1
2738. North West to Sheffield City Region - Connectivity - concern - lack of vision / provision for towns / places - Pendle	3
2740. North West to Sheffield City Region - General - concern - afterthought	0
2741. North West to Sheffield City Region - General - concern - corridor isn't topographically correct	1
2742. North West to Sheffield City Region - General - concern - corridor overlaps with others	1
2743. North West to Sheffield City Region - General - concern - is not needed / necessary	4
3305. North West to Sheffield City Region - General - concern - lack of ambition / more should be done / not wide reaching enough	2
2744. North West to Sheffield City Region - General - concern - lack of vision / provision - for local areas	0
2745. North West to Sheffield City Region - General - concern - too much emphasis - on Manchester	1
3331. North West to Sheffield City Region - General - concern - will not stimulate business / economic growth / create jobs in the North	0
3306. North West to Sheffield City Region - Infrastructure - concern - Hope Valley line upgrade	1
2746. North West to Sheffield City Region - Infrastructure - concern - Trans-Pennines routes	2
NORTH WEST to SHEFFIELD CITY REGION - OTHER COMMENTS	0
4534. North West to Sheffield City Region - Connectivity - must connect / improve connection - Derby	0

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4412. North West to Sheffield City Region - Connectivity - must connect / improve connection - Bolton	1
2747. North West to Sheffield City Region - Connectivity - must connect / improve connection - East Lancashire	1
4536. North West to Sheffield City Region - Connectivity - must connect / improve connection - Manchester	0
4520. North West to Sheffield City Region - Connectivity - must connect / improve connection - Nottingham	0
2748. North West to Sheffield City Region - Connectivity - must connect / improve connection - Ribble Vallley	1
4535. North West to Sheffield City Region - Connectivity - must connect / improve connection - Sheffield	0
2749. North West to Sheffield City Region - Connectivity - must connect / improve connection - to ports - Barrow	1
2750. North West to Sheffield City Region - Connectivity - must connect / improve connection - Warrington	1
4414. North West to Sheffield City Region - Connectivity - must connect / improve connection - Salford	1
2751. North West to Sheffield City Region - Connectivity - must connect / improve connection - Sheffield / Sheffield airport	0
4415. North West to Sheffield City Region - Connectivity - must connect / improve connection - Swinton	1
4413. North West to Sheffield City Region - Connectivity - must connect / improve connection - Wigan	1
3648. North West to Sheffield City Region - Connectivity - must connect / improve route - Lake District to Yorkshire Dales National Parks	1
2752. North West to Sheffield City Region - Connectivity - must improve / develop route - Lancashire to Cumbria	1
2753. North West to Sheffield City Region - Connectivity - must improve / develop route - Manchester to Sheffield	1
2754. North West to Sheffield City Region - Connectivity - must improve / develop route - Settle to Carlisle	6
3881. North West to Sheffield City Region - Connectivity - improve railways links - to Cumbria	1
2755. North West to Sheffield City Region - Connectivity - must reopen closed line - Penrith to Keswick	4
2756. North West to Sheffield City Region - Connectivity - must reopen closed lines - Rawtenstall to Manchester	1
2757. North West to Sheffield City Region - Connectivity - must reopen closed lines - Woodhead line	5
3958. North West to Sheffield City Region - Connectivity - must reopen closed lines - Woodhead line - electrification	1
2758. North West to Sheffield City Region - Connectivity - other	4
2759. North West to Sheffield City Region - Environment - impacts should be mitigated - on the Pennines	1
4533. North West to Sheffield City Region - General - must integrate with existing network - Hope Valley line	0
3530. North West to Sheffield City Region - General - HS2 connect to Cumbria	1
4531. North West to Sheffield City Region - General - must accommodate freight	0
2760. North West to Sheffield City Region - General - must accommodate freight trains	1
3697. North West to Sheffield City Region - General - must be implemented quickly	3
2761. North West to Sheffield City Region - General - must consider tunnels / tunneling	1
2762. North West to Sheffield City Region - General - must consider tunnels / tunneling - Hope Valley line	1
2763. North West to Sheffield City Region - General - must implement short / medium term projects	1

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2764. North West to Sheffield City Region - General - must include Cumbria	2
3492. North West to Sheffield City Region - General - must include Southern Scotland	2
3494. North West to Sheffield City Region - General - must integrate better with Northern Powerhouse Rail	2
2765. North West to Sheffield City Region - General - must mitigate impact on road network during construction	1
2766. North West to Sheffield City Region - General - must stimulate business / economic growth / create jobs	1
3750. North West to Sheffield City Region - General - must stimulate business / economic growth / create jobs - Dearne Valley	1
3879. North West to Sheffield City Region - General - must stimulate tourism	1
3883. North West to Sheffield City Region - General - will benefit from Liverpool airport	1
2767. North West to Sheffield City Region - General - other	2
2768. North West to Sheffield City Region - Infrastructure - build a Crossrail Manchester	1
2769. North West to Sheffield City Region - Infrastructure - must update / modernise infrastructure	1
2770. North West to Sheffield City Region - Infrastructure - must update / modernise infrastructure - A56	1
3652. North West to Sheffield City Region - Infrastructure - must be updated / modernised - car parking at stations - Gainsborough	1
3653. North West to Sheffield City Region - Infrastructure - must be updated / modernised - car parking at stations - Market Rasen	1
2771. North West to Sheffield City Region - Infrastructure - must update / modernise infrastructure - M66	1
2772. North West to Sheffield City Region - Infrastructure - must update / modernise infrastructure - motorways	2
2773. North West to Sheffield City Region - Infrastructure - must update / modernise infrastructure - weather resilience	3
3873. North West to Sheffield City Region - Infrastructure - must be updated / modernised - requires electrification - Blackpool	1
Q3F11 - EAST COAST to SCOTLAND	
EAST COAST to SCOTLAND - SUPPORT	
2775. East Coast to Scotland - Connectivity - support - will improve connection - to ports - Port of Tyne	1
4225. East Coast to Scotland - General - conditional support	1
3567. East Coast to Scotland - General - support	2
3332. East Coast to Scotland - General - support - quick projects implementation	0
2774. East Coast to Scotland - General - support - will benefit from HS2	1
2776. East Coast to Scotland - General - support - will stimulate business / economic growth / create jobs	2
2777. East Coast to Scotland - Infrastructure - support - Darlington station upgrade	1
2778. East Coast to Scotland - Infrastructure - support - will improve the East Coast Mainline infrastructure	2
EAST COAST to SCOTLAND - CONCERNS	0

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3801. East Coast to Scotland - Connectivity - concern - lack of vision / provision for airports - Humberside airport	1
3967. East Coast to Scotland - Connectivity - concern - lack of vision / provision for rail network	1
2779. East Coast to Scotland - Connectivity - concern - lack of vision / provision for route - East Coast to West Scotland	1
2780. East Coast to Scotland - Connectivity - concern - lack of vision / provision for town / places - Coastal regions	2
2781. East Coast to Scotland - Connectivity - concern - lack of vision / provision for towns / places - Esk Valley	1
3800. East Coast to Scotland - Connectivity - concern - lack of vision / provision for towns / places - South Humber Gateway	1
2782. East Coast to Scotland - Connectivity - concern - lack of vision / provision for towns / places - Sunderland	0
2783. East Coast to Scotland - Connectivity - concern - lack of vision / provision for towns / places - Tees Valley	1
4230. East Coast to Scotland - Environment - concern - green / open spaces / countryside	1
4229. East Coast to Scotland - Environment - concern - National Trust / World / English heritage sites	1
3968. East Coast to Scotland - General - concern - too much emphasis on road network / road users	1
2784. East Coast to Scotland - Infrastructure - concern - lack of vision / provision for towns / places - Middlesbrough	0
EAST COAST to SCOTLAND - OTHER COMMENTS	0
2785. East Coast to Scotland - Connectivity - must be fast / faster	2
2786. East Coast to Scotland - Connectivity - must connect / improve connection - key business locations	1
4467. East Coast to Scotland - Connectivity - must connect / improve connection - Northumberland	1
2787. East Coast to Scotland - Connectivity - must connect / improve connection - Yorkshire	1
2788. East Coast to Scotland - Connectivity - must improve access to education / work	1
2789. East Coast to Scotland - Connectivity - must improve access to this corridor	1
4518. East Coast to Scotland - Connectivity - must improve railways links - Newcastle to Middlesbrough	1
2790. East Coast to Scotland - Connectivity - must reopen closed lines - Durham line	1
2791. East Coast to Scotland - Connectivity - must reopen closed lines - Leamside line	3
4327. East Coast to Scotland - General - combine with the East Coast to Scotland corridor	1
4263. East Coast to Scotland - General - Middlesbrough should be a Strategic Economic Centre	1
2792. East Coast to Scotland - General - must be cheaper	1
2793. East Coast to Scotland - General - must be extended / include the whole area	1
2794. East Coast to Scotland - General - must stimulate tourism	1
3218. East Coast to Scotland - General - Scunthorpe should be a Strategic Economic Centre	1
4265. East Coast to Scotland - General - Sunderland should be a Strategic Economic Centre	1
4231. East Coast to Scotland - Infrastructure - must be as sustainable as possible	1
2797. East Coast to Scotland - Infrastructure - must be updated / modernised - Bishop line	1

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2798. East Coast to Scotland - Infrastructure - must be updated / modernised - East Coast Mainline	4
2799. East Coast to Scotland - Infrastructure - must be updated / modernised - rolling stock	1
2795. East Coast to Scotland - Infrastructure - must improve railway links	1
2796. East Coast to Scotland - Infrastructure - must improve road network - A1	1
2800. East Coast to Scotland - other	2
Q3F12 - YORKSHIRE to SCOTLAND	
YORKSHIRE to SCOTLAND - SUPPORT	
2801. Yorkshire to Scotland - Connectivity - support - will improve connection - Bradford to Scotland	1
2802. Yorkshire to Scotland - Connectivity - support - will improve connection - Durham	0
2803. Yorkshire to Scotland - Connectivity - support - will improve connection - to airports	1
2804. Yorkshire to Scotland - Connectivity - support - will improve connection - to ports	1
2805. Yorkshire to Scotland - Connectivity - support - will improve connection - to ports - Port of Tyne	1
2806. Yorkshire to Scotland - General - support	2
3333. Yorkshire to Scotland - General - support - quick projects implementation	0
2807. Yorkshire to Scotland - General - support - will join up the UK	1
2808. Yorkshire to Scotland - General - support - will stimulate business / economic growth / create jobs	3
2809. Yorkshire to Scotland - Infrastructure - support - no new road require	1
YORKSHIRE to SCOTLAND - CONCERNS	0
3970. Yorkshire to Scotland - Connectivity - concern - lack of vision / provision - for rail network	1
2810. Yorkshire to Scotland - Connectivity - concern - lack of vision / provision for railway links - to York	1
3924. Yorkshire to Scotland - Connectivity - concern - lack of vision / provision for towns / places - Calder Valley	1
4537. Yorkshire to Scotland - Connectivity - concern - lack of vision / provision for towns / places - Scotland	0
3307. Yorkshire to Scotland - General - concern - is not needed / necessary	2
2811. Yorkshire to Scotland - General - concern - lack of ambition / more should be done / not wide reaching enough	1
4221. Yorkshire to Scotland - General - concern - road traffic	1
3342. Yorkshire to Scotland - General - concern - shouldn't be a priority	0
2812. Yorkshire to Scotland - General - concern - similar to the East Coast to Scotland corridor	2
3960. Yorkshire to Scotland - General - concern - too much emphasis on road network / road users	2
2813. Yorkshire to Scotland - Infrastructure - concern - lack of vision / provision for towns / places - Middlesbrough	0
3308. Yorkshire to Scotland - Infrastructure - concern - new route - expensive / not cost effective	1
YORKSHIRE to SCOTLAND - OTHER COMMENTS	0
2814. Yorkshire to Scotland - Connectivity - HS2 should extend to Edinburgh	1

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4519. Yorkshire to Scotland - Connectivity - improve railways links - Newcastle to Middlesbrough	1
2815. Yorkshire to Scotland - Connectivity - must connect / improve connection - Europe / Channel Tunnel Rail / HS1	1
2816. Yorkshire to Scotland - Connectivity - must connect / improve connection - Glasgow	1
2817. Yorkshire to Scotland - Connectivity - must improve / develop route - Bradford to Scotland	1
2818. Yorkshire to Scotland - Connectivity - must improve / develop route - Leeds to Carlisle	2
2819. Yorkshire to Scotland - Connectivity - must improve / develop route - Leeds to Northallerton	1
2820. Yorkshire to Scotland - Connectivity - must improve / develop route - Manchester to Halifax	1
4468. Yorkshire to Scotland - Connectivity - must improve / develop route - Settle to Carlisle	1
4335. Yorkshire to Scotland - Connectivity - must improve / develop route - York to Northallerton	1
2822. Yorkshire to Scotland - Connectivity - trains must be fast / faster	2
2821. Yorkshire to Scotland - Connectivity - other	2
2823. Yorkshire to Scotland - General - corridor should be wider	1
3962. Yorkshire to Scotland - General - must consider multi-modal transport	1
2824. Yorkshire to Scotland - General - must stimulate business / economic growth / create jobs	1
2825. Yorkshire to Scotland - General - transport corridor is poor at the moment	1
3888. Yorkshire to Scotland - Infrastructure - build a metro - Leeds	1
2826. Yorkshire to Scotland - Infrastructure - must be updated / modernised - A66	1
2827. Yorkshire to Scotland - Infrastructure - must be updated / modernised - existing network - East Coast Mainline	2
2828. Yorkshire to Scotland - Infrastructure - must be updated / modernised - requires electrification	1
2829. Yorkshire to Scotland - Infrastructure - must be updated / modernised - road network	1
2830. Yorkshire to Scotland - Infrastructure - must focus on the 'first and last mile' / end to end journey	1
Q4B - SEVEN DELIVERY STRANDS	
SEVEN DELIVERY STRANDS - GENERAL - SUPPORT	
2831. Seven Delivery Strands - support the 7 strands / are important / essential	19
2832. Seven Delivery Strands - support - are interdependent	2
2833. Seven Delivery Strands - support - are comprehensive / overarching	1
3388. Seven Delivery Strands - support - shared economy of service provision	1
2834. Seven Delivery Strands - support - will improve transport in the North	2
SEVEN DELIVERY STRANDS - GENERAL - CONCERNS	0
3365. Seven Delivery Strands - concern - conflict between strategic and local interests	2
2835. Seven Delivery Strands - concern - lack of ambition / more should be done / not wide reaching enough	2
2836. Seven Delivery Strands - concern - lack of confidence in delivery of the strands	4

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2837. Seven Delivery Strands - concern - lack of information	2
2838. Seven Delivery Strands - concern - lack of information - about priorities	1
2839. Seven Delivery Strands - concern - lack of information - about timescales	1
SEVEN DELIVERY STRANDS - GENERAL - OTHER COMMENTS	0
2840. Seven Delivery Strands - active travel should be a strand	1
2842. Seven Delivery Strands - decisions must be made quickly	1
2843. Seven Delivery Strands - methodologies tailored to the North	1
2844. Seven Delivery Strands - must be applied rigorously	1
2845. Seven Delivery Strands - must be balanced / not serve some cities / regions more than others	1
2846. Seven Delivery Strands - must be fair	1
3362. Seven Delivery Strands - must include more information about international connectivity	1
3363. Seven Delivery Strands - must facilitate access to / from coast	1
2847. Seven Delivery Strands - reduce the need to travel [online working / shopping...]	3
GOVERNANCE & ACCOUNTABILITY - SUPPORT	0
3347. Governance & Accountability - support - franchising	3
2848. Governance & Accountability - support - is important / essential	9
2849. Governance & Accountability - support - Partnership Board	1
2850. Governance & Accountability - support - statutory body	12
GOVERNANCE & ACCOUNTABILITY - CONCERN	0
3355. Governance & Accountability - concern - HS2 on Transport for the North board	1
2851. Governance & Accountability - concern - lack of District Councils representation	1
3381. Governance & Accountability - concern - lack of information - about accountability	1
3394. Governance & Accountability - concern - lack of information - about outcomes	1
3679. Governance & Accountability - concern - lack of information - about Combined authorities role / engagement	2
3352. Governance & Accountability - concern - lack of information - about Department for Transport role / engagement	1
3089. Governance & Accountability - concern - lack of information - about local authorities role / engagement	2
2852. Governance & Accountability - concern - lack of private sector representation	1
2853. Governance & Accountability - concern - lack of representation for the rural / less populated areas	1
GOVERNANCE & ACCOUNTABILITY - OTHER COMMENTS	0
3378. Governance & Accountability - devolution of powers to key regions	1
3356. Governance & Accountability - HS2 role should be advisory	1
3357. Governance & Accountability - must avoid conflict of interest / be unbiased	1

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2854. Governance & Accountability - must be clear / transparent	4
2855. Governance & Accountability - must be clear / transparent - decisions should be made in public	2
2856. Governance & Accountability - must be clear / transparent - have accountable Key Performance Indicators / targets	2
3358. Governance & Accountability - must facilitate regional / local engagement	1
2857. Governance & Accountability - must be managed by experts	1
2858. Governance & Accountability - must be managed efficiently - have one governing body	1
2859. Governance & Accountability - must be managed efficiently - minimal Department for Transport involvement	1
2860. Governance & Accountability - must be reviewed periodically to enhance outcomes	2
3371. Governance & Accountability - must include more information	1
3376. Governance & Accountability - must involve elected representatives	1
3327. Governance & Accountability - must involve the Combined Authorities / County Councils	6
2861. Governance & Accountability - must not be based on politics / managed by politicians	2
2862. Governance & Accountability - must oversee Transport for the North policies / delivery	0
2863. Governance & Accountability - must take housing development / demand into account	9
2864. Governance & Accountability - operators must be accountable of delivery failings	0
2866. Governance & Accountability - strong leadership required	2
3675. Governance & Accountability - Transport for the North's board members must have technical skills	1
3676. Governance & Accountability - Transport for the North must build confidence	1
2867. Governance & Accountability - Transport for the North must have tangible powers / influence / a strong voice	4
2868. Governance & Accountability - Transport for the North must have tangible powers / influence / a strong voice - funding allocation	4
2869. Governance & Accountability - Transport for the North must have tangible powers / influence / a strong voice - investments priorities	4
2870. Governance & Accountability - Transport for the North must have tangible powers / influence / a strong voice - transport policies	2
2865. Governance & Accountability - other	1
STRONGER PARTNERSHIPS - SUPPORT	0
2871. Stronger Partnerships - support - cross boundary partnerships - increase potential of West & Wales corridor	1
3284. Stronger Partnerships - support - engagement with - Department for Transport	1
3552. Stronger Partnerships - support - engagement with - Independent Economic Review	4
4514. Stronger Partnerships - support - engagement with - local authorities	0
3833. Stronger Partnerships - support - engagement with - Non-governmental organizations	1
3387. Stronger Partnerships - support - incorporation of Rail North	1

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2872. Stronger Partnerships - support - is important / essential	30
2873. Stronger Partnerships - support - is important / essential - to establish funding	2
2874. Stronger Partnerships - support - is important / essential - to establish impact assessment	1
2875. Stronger Partnerships - support - is important / essential - to establish projects priorities	1
2876. Stronger Partnerships - support - is important / essential - to mitigate strategic gaps	1
3389. Stronger Partnerships - support - link with spatial planning	9
2877. Stronger Partnerships - support - partnership with local transport plans / authorities	8
STRONGER PARTNERSHIPS - OTHER COMMENTS	0
2878. Stronger Partnerships - engagement required - for investments decisions	1
2879. Stronger Partnerships - engagement required - for policy making	2
4272. Stronger Partnerships - engagement required - with Access for All UK	1
2880. Stronger Partnerships - engagement required - with all travel operators	1
4284. Stronger Partnerships - engagement required - with Areas of National Beauty partnerships	1
2881. Stronger Partnerships - engagement required - with businesses / businesses representatives	3
2882. Stronger Partnerships - engagement required - with businesses / businesses representatives - overseas	0
2883. Stronger Partnerships - engagement required - with Central government	7
4103. Stronger Partnerships - engagement required - with Chartered Institution of Highways and Transportation	1
3615. Stronger Partnerships - engagement required - with Civil Aviation Authority	1
3375. Stronger Partnerships - engagement required - with Civil Engineer Contractos Association	1
4283. Stronger Partnerships - engagement required - with contractors	0
2884. Stronger Partnerships - engagement required - with Cross Country franchise	2
2885. Stronger Partnerships - engagement required - with Department for Transport	8
2886. Stronger Partnerships - engagement required - with financial organisations	0
3996. Stronger Partnerships - engagement required - with health and well-being boards	1
2887. Stronger Partnerships - engagement required - with Highways England	5
2888. Stronger Partnerships - engagement required - with Home for the North	1
2889. Stronger Partnerships - engagement required - with HS2	1
2890. Stronger Partnerships - engagement required - with Institute of Economic Development	0
3997. Stronger Partnerships - engagement required - with Local Authority Directors of Public Health	2
2891. Stronger Partnerships - engagement required - with local government / authorities	14
2892. Stronger Partnerships - engagement required - with local people / communities	2
4182. Stronger Partnerships - engagement required - with local transport authorities	2

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2893. Stronger Partnerships - engagement required - with Midlands Connect	3
2894. Stronger Partnerships - engagement required - with Midlands engine	0
2895. Stronger Partnerships - engagement required - with Moors for the Future Partnership	1
3495. Stronger Partnerships - engagement required - with motorists affected by air quality plans	1
3793. Stronger Partnerships - engagement required - with National Parks Authority	3
2896. Stronger Partnerships - engagement required - with Network Rail	4
2897. Stronger Partnerships - engagement required - with NHS England	2
3846. Stronger Partnerships - engagement required - with Non-Governmental Organisations	1
2898. Stronger Partnerships - engagement required - with North Rail franchise	1
2899. Stronger Partnerships - engagement required - with Northern Forest Partners	1
3799. Stronger Partnerships - engagement required - with Northern Powerhouse Partnership	1
4004. Stronger Partnerships - engagement required - with Open Access Operators	1
3577. Stronger Partnerships - engagement required - with other environmental projects	1
3351. Stronger Partnerships - engagement required - with other strategic transport plans	3
3554. Stronger Partnerships - engagement required - with partners / local partners [not specified]	2
2900. Stronger Partnerships - engagement required - with people with disabilities	1
2901. Stronger Partnerships - engagement required - with Public Health England	4
2902. Stronger Partnerships - engagement required - with Station Friends groups	1
2904. Stronger Partnerships - engagement required - with the Chamber of Commerce	2
2906. Stronger Partnerships - engagement required - with the Community Rail Partnerships	4
3350. Stronger Partnerships - engagement required - with the Environment Agency	1
2907. Stronger Partnerships - engagement required - with the local enterprise partnerships	4
4479. Stronger Partnerships - engagement required - with the National Infrastructure Commission	0
2908. Stronger Partnerships - engagement required - with the private sector	4
2909. Stronger Partnerships - engagement required - with the public sector	2
4158. Stronger Partnerships - engagement required - with the Scottish Government	1
2905. Stronger Partnerships - engagement required - with the third sector	2
3737. Stronger Partnerships - engagement required - with the Welsh Government	3
4538. Stronger Partnerships - engagement required - with train operating companies	0
2910. Stronger Partnerships - engagement required - with Trans Pennine Express franchise	1
4271. Stronger Partnerships - engagement required - with Trans Pennine Trail	1
4400. Stronger Partnerships - engagement required - with Transport 4	1

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2903. Stronger Partnerships - engagement required - with Transport Focus	1
3373. Stronger Partnerships - engagement required - with Transport for Greater Manchester	1
3738. Stronger Partnerships - engagement required - with Transport for Scotland	2
2911. Stronger Partnerships - engagement required - with universities	1
2912. Stronger Partnerships - engagement required - with West Coast Partnership franchise	1
2913. Stronger Partnerships - engagement required - within a Northern Infrastructure Strategy	1
2914. Stronger Partnerships - engagement required - other	1
INNOVATION - SUPPORT	0
4010. Innovation - support - data sharing	1
2915. Innovation - support - digital railway / infrastructure	6
2918. Innovation - support - integrated and smart travel	1
2916. Innovation - support - is important / essential	20
3367. Innovation - support - multi-modal transport	3
4343. Innovation - support - multi-modal transport - for freight	1
4007. Innovation - support - use of electric vehicles	1
2917. Innovation - support - use of new technologies	5
3348. Innovation - support - use of new technologies - carbon-neutral technologies	2
3349. Innovation - support - use of waste processing	1
4540. Innovation - support - will improve passenger experience	0
3503. Innovation - support - will stimulate business / economic growth / create jobs	1
INNOVATION - CONCERN	0
3353. Innovation - concern - autonomous cars	4
3384. Innovation - concern - exclusion of digital	2
3906. Innovation - concern - digital railway - will not solve capacity problems on its own	1
3314. Innovation - concern - lack of information - about attracting new technologies	0
2919. Innovation - concern - shouldn't be a priority	6
2920. Innovation - concern - shouldn't be interfere with the Plan delivery	3
3316. Innovation - concern - use of LNG / LPG / Hydrogen Fuel Cell / future fuel technology	1
3382. Innovation - concern - too much emphasis on road network / road users	1
4458. Innovation - concern - use of new technology - insufficient / impractical	1
2921. Innovation - concern - other	1
INNOVATION - OTHER COMMENTS	0

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3380. Innovation - early contractors engagement required	1
2922. Innovation - facilitate use of LNG / LPG / Hydrogen Fuel Cell / future fuel technology	5
3501. Innovation - facilitate use of LNG / LPG / Hydrogen Fuel Cell / future fuel technology - retrofit schemes [taxis / vans...]	2
2923. Innovation - flexibility is key	1
4357. Innovation - must consider - alternative sustainable modes of transport	1
3502. Innovation - must consider / manufacture low emissions vehicle	3
2924. Innovation - must consider autonomous vehicle	3
2925. Innovation - must licence autonomous vehicle	1
3395. Innovation - must reduce long distance travel needs	1
3397. Innovation - Transport for the North must have tangible powers / influence / a strong voice	2
2926. Innovation - use of new management concepts	1
2927. Innovation - use of new operational concepts	1
2928. Innovation - use of new technologies	5
2929. Innovation - use of new technologies - bus hailing	1
4297. Innovation - use of new technologies - digital connectivity will improve Northern economy	1
4296. Innovation - use of new technologies - digital connectivity will improve sustainability	1
4116. Innovation - use of new technologies - digital connectivity will negate the need to build more infrastructure	1
4114. Innovation - use of new technologies - digital connectivity will negate the need to travel	1
2930. Innovation - use of new technologies - for asset management	1
2931. Innovation - use of new technologies - for communication	1
3569. Innovation - use of new technologies - for demand management	3
2932. Innovation - use of new technologies - for drainage	1
2933. Innovation - use of new technologies - for people with disabilities	1
2934. Innovation - use of new technologies - for rail signalling	2
2935. Innovation - use of new technologies - for road surfacing	1
2936. Innovation - use of new technologies - for up to date travel information	1
2937. Innovation - use of new technologies - should be an objective / more prominent in the Plan	1
2938. Innovation - use of new technologies - should be costed for at an early stage	0
2939. Innovation - use of new technologies - to improve capacity	0
2940. Innovation - use of new technologies - to improve existing infrastructure	1
3550. Innovation - use of new technologies - to reduce air pollution / emissions	2

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2941. Innovation - working with young people towards innovation	1
NORTHERN TRANSPORT SKILLS - SUPPORT	0
2942. Northern Transport Skills - support - is important / essential	17
2943. Northern Transport Skills - support - transport sector education - is important / essential	3
4009. Northern Transport Skills - support - will stimulate business / economic growth / create jobs	1
NORTHERN TRANSPORT SKILLS - CONCERNS	0
3677. Northern Transport Skills - lack of information	1
3782. Northern Transport Skills - lack of supply chain / skills for delivery the Plan	2
NORTHERN TRANSPORT SKILLS - OTHER COMMENTS	0
2944. Northern Transport Skills - expand search to wider / national talent pool	3
3572. Northern Transport Skills - include more information about Transport for the North's role	1
2945. Northern Transport Skills - maintain number of rail staff / address future skills shortage	0
2946. Northern Transport Skills - needed to delivery the strategy	0
2947. Northern Transport Skills - transport sector education - create transport specialist training centres	1
FUNDING & FINANCING - SUPPORT	0
2949. Funding & Financing - support - alternative funding sources	2
4011. Funding & Financing - support - funding from Central Government	1
4012. Funding & Financing - support - funding from Vehicle Excise Duty	1
4013. Funding & Financing - support - funding from Workplace parking Levies	1
2948. Funding & Financing - support - is important / essential	18
2951. Funding & Financing - support - land value capture approach	4
2952. Funding & Financing - support - long term finance solutions	2
3856. Funding & Financing - support - National Road Fund	2
3522. Funding & Financing - support - to redress economy gap	4
3521. Funding & Financing - support - to redress productivity gap	1
FUNDING & FINANCING - CONCERNS	0
2953. Funding & Financing - concern - amount of funding / lack of funding	14
3836. Funding & Financing - concern - competition with local transport plans for public funding	4
3806. Funding & Financing - concern - cost to local authorities	3
2954. Funding & Financing - concern - finding private investors	0
2955. Funding & Financing - concern - indicated capital expenditure is insufficient	1
2956. Funding & Financing - concern - lack of balance / some cities / regions are better served than others	4

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4180. Funding & Financing - concern - lack of balance - too much focus on inter-city links	2
2957. Funding & Financing - concern - lack of funding - has hindered development / progress in the past	2
2958. Funding & Financing - concern - lack of information	8
2959. Funding & Financing - concern - land value capture	3
3620. Funding & Financing - concern - overstating benefits of early schemes	1
FUNDING & FINANCING - OTHER COMMENTS	0
3621. Funding & Financing - build on the Rebalancing Toolkit	2
2960. Funding & Financing - case for investment must be made	14
3617. Funding & Financing - coordinate rail and road investment - to attract private investment	1
4204. Funding & Financing - could align with Housing Infrastructure Fund	1
2961. Funding & Financing - could come from infrastructure bonds with interest for investors	1
2962. Funding & Financing - could come from interest free loan from Bank of England	1
2963. Funding & Financing - could come from local taxes	1
2964. Funding & Financing - investment / funding / financing commitments needed	4
3193. Funding & Financing - investment / funding / financing commitments needed - from a Community Infrastructure Levy	1
4288. Funding & Financing - investment / funding / financing commitments needed - for bus network	1
4336. Funding & Financing - investment / funding / financing commitments needed - for cities / city centres	1
3345. Funding & Financing - investment / funding / financing commitments needed - for Greater Manchester	0
3366. Funding & Financing - investment / funding / financing commitments needed - for infrastructure	2
3889. Funding & Financing - investment / funding / financing commitments needed - for integrated and smart ticketing	1
4365. Funding & Financing - investment / funding / financing commitments needed - for ports	1
2965. Funding & Financing - investment / funding / financing commitments needed - for rail freight	3
2966. Funding & Financing - investment / funding / financing commitments needed - for rail network	2
3614. Funding & Financing - investment / funding / financing commitments needed - for surface access to airports	3
3613. Funding & Financing - investment / funding / financing commitments needed - for surface access to ports	2
3663. Funding & Financing - investment / funding / financing commitments needed - for the North East	2
4358. Funding & Financing - investment / funding / financing commitments needed - for waterways	1
2976. Funding & Financing - investment / funding / financing commitments needed - from Central Government	18
2967. Funding & Financing - investment / funding / financing commitments needed - from private investors	3
3399. Funding & Financing - investment / funding / financing commitments needed - inward / foreign investment	4
3661. Funding & Financing - investment / funding / financing commitments needed - ring-fenced budget from Department from Transport	1

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2968. Funding & Financing - lack of funding - for road network	1
3602. Funding & Financing - land value capture will require full consultation	2
3753. Funding & Financing - more information is required	4
2969. Funding & Financing - must be based on local needs	6
2970. Funding & Financing - must be clear / transparent	2
2973. Funding & Financing - must be comprehensive / overarching	1
2971. Funding & Financing - must be managed efficiently / provide value for money / don't waste funding	4
3346. Funding & Financing - must be modelled on Transport for London's financing structure	2
2974. Funding & Financing - must be secured fast	1
2975. Funding & Financing - must be spread equitably	5
2972. Funding & Financing - must find alternative sources of investment / funding / financing	9
2977. Funding & Financing - must prioritise actual expenditure	1
2979. Funding & Financing - should go towards improving existing network	1
3398. Funding & Financing - should not impact on businesses	1
3781. Funding & Financing - should not impact on local projects	2
2980. Funding & Financing - Transport for the North must demand for greater parity in funding	1
2981. Funding & Financing - Transport for the North should be enabled to raise its own capital	2
2982. Funding & Financing - use of innovative funding models	1
2978. Funding & Financing - other	7
APPRAISAL & ANALYSIS - SUPPORT	0
4015. Appraisal & Analysis - support - consider effects on employment	1
4016. Appraisal & Analysis - support - consider land use change	1
3573. Appraisal & Analysis - support - forecasting approach	2
3392. Appraisal & Analysis - support - Independent Integrated Sustainability Appraisal - is important / essential	1
2983. Appraisal & Analysis - support - is important / essential	14
3740. Appraisal & Analysis - support - is thorough / robust / substantial	1
3369. Appraisal & Analysis - support - link with economic growth	1
2984. Appraisal & Analysis - support - will improve confidence in costs of the Plan	1
APPRAISAL & ANALYSIS - CONCERNS	0
3743. Appraisal & Analysis - concern - analysis in relation to investments	1
3744. Appraisal & Analysis - concern - impacts of dilution of investments	1
1086. Appraisal & Analysis - concern - lack of ambition / more should be done / not wide reaching enough	1

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2985. Appraisal & Analysis - concern - lack of information	2
3974. Appraisal & Analysis - concern - lack of vision / provision - for access to education / work	1
3976. Appraisal & Analysis - concern - lack of vision / provision - for access to services	1
3971. Appraisal & Analysis - concern - lack of vision / provision - for quality of life / health / well-being	2
3969. Appraisal & Analysis - concern - lack of vision / provision - for reducing air pollution / emissions	1
4367. Appraisal & Analysis - concern - lack of vision / provision - for sustainable modes of transport	1
3973. Appraisal & Analysis - concern - lack of vision / provision - for the environment	2
3972. Appraisal & Analysis - concern - lack of vision / provision - for wildlife / habitats	1
3360. Appraisal & Analysis - concern - targets revised to produce a solution	2
APPRAISAL & ANALYSIS - OTHER COMMENTS	0
3742. Appraisal & Analysis - review the Independent Economic Review for analysis work	2
3361. Appraisal & Analysis - must assess the benefits of individual schemes / programmes	3
2986. Appraisal & Analysis - must assess the benefits of small projects versus big projects	1
4315. Appraisal & Analysis - must assess the cost effectivess / value for money of individual projects	1
4378. Appraisal & Analysis - must balance environmental / social and economic factors	1
2987. Appraisal & Analysis - must be clear / transparent	3
2988. Appraisal & Analysis - must be clear / transparent - internal audits are important / essential	1
2989. Appraisal & Analysis - must be spread equitably	1
2990. Appraisal & Analysis - must be thorough / robust / substantial	5
3517. Appraisal & Analysis - must consider environmental context	3
4017. Appraisal & Analysis - must consider local needs	1
3518. Appraisal & Analysis - must consider social context	2
3741. Appraisal & Analysis - must emphasis on redressing the economy gap	1
2991. Appraisal & Analysis - must include / assess economic goals / gains	3
2992. Appraisal & Analysis - must include community safety assessment	1
2993. Appraisal & Analysis - must include cycling	1
2994. Appraisal & Analysis - must include equalities assessment	1
2995. Appraisal & Analysis - must include health impact assessment	1
4422. Appraisal & Analysis - must include Peak district National Park	1
2996. Appraisal & Analysis - must include social value of rail assessment	1
2997. Appraisal & Analysis - must include walking	1
4274. Appraisal & Analysis - must study other countries practices	1

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3574. Appraisal & Analysis - other	2
SUSTAINABLE INVESTMENT - SUPPORT	0
4020. Sustainable investment - support - building on Clean Growth Strategy	2
2998. Sustainable investment - support - commitment to mitigate impacts on conservation sites	2
4019. Sustainable investment - support - emphasis on circular economy	1
2999. Sustainable investment - support - is important / essential	11
3000. Sustainable investment - support - modal shift	8
SUSTAINABLE INVESTMENT - CONCERNS	0
3385. Sustainable investment - concern - lacks credibility	2
3001. Sustainable investment - concern - lack of vision / provision for ancient woodland	2
4361. Sustainable investment - concern - lack of vision / provision for sustainable modes of transport	1
3002. Sustainable investment - concern - lack of vision / provision for sustainable transport	1
3003. Sustainable investment - concern - lack of vision / provision for rail network	1
3004. Sustainable investment - concern - Peel Group involvment	1
3005. Sustainable investment - concern - too much emphasis on road network / road users	1
3006. Sustainable investment - concern - too much dependency on technological solutions	1
3386. Sustainable investment - concern - Trans-Pennines tunnel	1
SUSTAINABLE INVESTMENT - OTHER COMMENTS	0
3007. Sustainable investment - cost of low / zero carbon vehicle	1
3008. Sustainable investment - infrastructure must be as sustainable as possible	1
3009. Sustainable investment - must be compatible with government's Clean Growth Strategy	3
3010. Sustainable investment - must focus on energy management / saving	2
4022. Sustainable investment - must focus on network maintenance	2
3011. Sustainable investment - must focus on people's health	1
3961. Sustainable investment - must focus on the 'first and last mile' / end to end journey - for freight	1
4021. Sustainable investment - must include more information	1
3012. Sustainable investment - must include more information on investment periods	1
3013. Sustainable investment - must mitigate impacts on ancient woodland	1
3014. Sustainable investment - must mitigate impacts on wildlife / natural habitats	1
3015. Sustainable investment - must plan for investments on shorter timescale	1
4254. Sustainable investment - promote a comprehensive / overarching approach across the North	1
3390. Sustainable investment - promote best practice to local authorities	2

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3016. Sustainable investment - reconsider public-private partnership	1
3017. Sustainable investment - strand could be combined with Funding & Financing strand	1
3575. Sustainable investment - stronger leadership required - from Transport for the North	3
4469. Sustainable investment - other	1
Q5C - DRAFT STRATEGIC TRANSPORT PLAN	
DRAFT STRATEGIC TRANSPORT PLAN - SUPPORT	
3018. Draft Strategic Transport Plan - Communities - support - will benefit local people / communities	3
3019. Draft Strategic Transport Plan - Communities - support - will improve quality of life / health and well-being	4
3020. Draft Strategic Transport Plan - Connectivity - support	5
3021. Draft Strategic Transport Plan - Connectivity - support - 'first and last mile' / end to end journey	6
3437. Draft Strategic Transport Plan - Connectivity - support - will improve connection - between urban and rural centres	3
3022. Draft Strategic Transport Plan - Connectivity - support - will improve connection - East to West	6
3023. Draft Strategic Transport Plan - Connectivity - support - will improve international connectivity	4
3024. Draft Strategic Transport Plan - Connectivity - support - will improve journey times	0
3319. Draft Strategic Transport Plan - Environment - support - commitment to reducing air pollution / emission	3
3038. Draft Strategic Transport Plan - Environment - support - mitigates impact on wildlife / natural habitats	1
3025. Draft Strategic Transport Plan - Environment - support - preserving the environment	5
3026. Draft Strategic Transport Plan - General - conditional support	45
3027. Draft Strategic Transport Plan - General - support	73
3029. Draft Strategic Transport Plan - General - support - addresses the transport needs of the North	4
3544. Draft Strategic Transport Plan - General - support - aligns with strategic economic / transport plan	4
3030. Draft Strategic Transport Plan - General - support - crosses boundaries with other parts of the UK	5
3126. Draft Strategic Transport Plan - General - support - focus on airports	1
3551. Draft Strategic Transport Plan - General - support - focus on capabilities	2
3820. Draft Strategic Transport Plan - General - support - focus on ports	2
4341. Draft Strategic Transport Plan - General - support - focus on rail franchises	1
3028. Draft Strategic Transport Plan - General - support - improve frequency / 2 trains per hour aim	6
3031. Draft Strategic Transport Plan - General - support - is clear / well presented / thought out	11
3035. Draft Strategic Transport Plan - General - support - is comprehensive / overarching	10
3032. Draft Strategic Transport Plan - General - support - is evidence based	4
3033. Draft Strategic Transport Plan - General - support - is forward thinking / ambitious	13

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3034. Draft Strategic Transport Plan - General - support - is needed / necessary / overdue	21
3036. Draft Strategic Transport Plan - General - support - is well balanced	1
3037. Draft Strategic Transport Plan - General - support - makes case for investment	9
3039. Draft Strategic Transport Plan - General - support - multi modal transport	7
3040. Draft Strategic Transport Plan - General - support - periodic review process	1
3041. Draft Strategic Transport Plan - General - support - policy and plans scenario 1	1
3042. Draft Strategic Transport Plan - General - support - policy and plans scenario 2	0
3043. Draft Strategic Transport Plan - General - support - policy and plans scenario 3	0
3044. Draft Strategic Transport Plan - General - support - rolling programme process	1
3131. Draft Strategic Transport Plan - General - support - use of Northern Transport Demand Model	1
3045. Draft Strategic Transport Plan - General - support - will address future / additional needs / long term solution	3
3739. Draft Strategic Transport Plan - General - support - will benefit the London / the South East	1
3046. Draft Strategic Transport Plan - General - support - will benefit the North	8
3047. Draft Strategic Transport Plan - General - support - will benefit the North West	1
3048. Draft Strategic Transport Plan - General - support - will enable investment priorities	3
3049. Draft Strategic Transport Plan - General - support - will encourage a less parochial approach / create a united voice for the North	1
3980. Draft Strategic Transport Plan - General - support - will encourage active travel	1
3690. Draft Strategic Transport Plan - General - support - will encourage businesses to invest in the North	6
3982. Draft Strategic Transport Plan - General - support - will improve road safety	1
4247. Draft Strategic Transport plan - General - support - will make the North more attractive / competitive	1
3050. Draft Strategic Transport Plan - General - support - will stimulate business / economic growth / create jobs	36
3051. Draft Strategic Transport Plan - Infrastructure - support - will improve infrastructure	6
DRAFT STRATEGIC TRANSPORT PLAN - CONCERNS	0
3052. Draft Strategic Transport Plan - Capacity - concern - fails to address congestion	7
3795. Draft Strategic Transport Plan - Communities - concern - fails to address impact on local people / communities	2
4371. Draft Strategic Transport Plan - Communities - concern - fails to quality of life / health and well-being	1
3054. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for cycling	6
3055. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for people with disabilities	4
3056. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for railway links - East Coast Mainline	1
3057. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for railway links - Europe / Channel Tunnel Rail / HS1	1

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4394. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for railway links - Yorkshire	1
3058. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for rural / less populated areas	6
3059. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for towns / places - local level	10
3060. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for towns / places - medium / large towns	1
3061. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for towns / places - the far North East	2
3062. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for towns / places - the North East	4
3063. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision for walking	3
3053. Draft Strategic Transport Plan - Connectivity - concern - lack of vision / provision - other	4
3064. Draft Strategic Transport Plan - Connectivity - concern - too much emphasis on access to London	1
3065. Draft Strategic Transport Plan - Connectivity - concern - too much emphasis on East to West corridor	1
3328. Draft Strategic Transport Plan - Connectivity - concern - too much emphasis on existing / well developed schemes	1
3066. Draft Strategic Transport Plan - Connectivity - concern - too much emphasis on road network / road users	11
3067. Draft Strategic Transport Plan - Connectivity - concern - too much emphasis on the North West	2
3068. Draft Strategic Transport Plan - Connectivity - concern - too much emphasis on the Northern Powerhouse Rail	1
3069. Draft Strategic Transport Plan - Connectivity - concern - will not improve connectivity	1
3915. Draft Strategic Transport Plan - Environment - concern - fails to address impact on the environment	3
3070. Draft Strategic Transport Plan - Environment - concern - is not sustainable	4
3519. Draft Strategic Transport Plan - Environment - concern - lack of vision / provision - for historic environment	3
3071. Draft Strategic Transport Plan - Environment - concern - fails to address reducing air pollution / emissions	8
4317. Draft Strategic Transport Plan - Environment - concern - will impact on climate change	1
3072. Draft Strategic Transport Plan - Environment - concern - will impact on green / open spaces / countryside	6
3073. Draft Strategic Transport Plan - Communities - concern - will impact on quality of life / health and well-being	5
3074. Draft Strategic Transport Plan - Environment - concern - will impact on the environment	5
3075. Draft Strategic Transport Plan - Environment - concern - will impact on wildlife / natural habitats	3
3880. Draft Strategic Transport Plan - Environment - concern - will not reduce air pollution / emissions / achieve targets	7
3077. Draft Strategic Transport Plan - General - concern - 2 trains per hour - Whitby	1
3076. Draft Strategic Transport Plan - General - concern - conflict between slow and fast trains	1
3078. Draft Strategic Transport Plan - General - concern - fails to address transport data sharing	1
3959. Draft Strategic Transport Plan - General - concern - fails to align with local economic / transport plans	1
3682. Draft Strategic Transport Plan - General - concern - housing assessment not adequate for the North	2

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3079. Draft Strategic Transport Plan - General - concern - is flawed	11
3080. Draft Strategic Transport Plan - General - concern - is motivated by economics / greed / profits	4
3081. Draft Strategic Transport Plan - General - concern - is unrealistic	2
3082. Draft Strategic Transport Plan - General - concern - lack of ambition / more should be done / not wide reaching enough	12
3083. Draft Strategic Transport Plan - General - concern - lack of balance / some cities / regions are better served than others	15
3084. Draft Strategic Transport Plan - General - concern - lack of basis to attract support - from Central Government	1
3085. Draft Strategic Transport Plan - General - concern - lack of basis to attract support - from Stakeholders	1
3086. Draft Strategic Transport Plan - General - concern - lack of confidence in delivery of the Plan	12
3862. Draft Strategic Transport Plan - General - concern - lack of consultation - with Peak Park Authority	1
3087. Draft Strategic Transport Plan - General - concern - lack of information	9
3766. Draft Strategic Transport Plan - General - concern - lack of information - about active travel	2
3515. Draft Strategic Transport Plan - General - concern - lack of information - about alternative modes of transport	2
3088. Draft Strategic Transport Plan - General - concern - lack of information - about costs / funding	12
3767. Draft Strategic Transport Plan - General - concern - lack of information - about current transport commitments	2
3678. Draft Strategic Transport Plan - General - concern - lack of information - about Investment and Enterprise	2
4505. Draft Strategic Transport Plan - General - concern - lack of information - about land use	1
3090. Draft Strategic Transport Plan - General - concern - lack of information - about modal shift	4
3091. Draft Strategic Transport Plan - General - concern - lack of information - about outcomes	3
3092. Draft Strategic Transport Plan - General - concern - lack of information - about outcomes for businesses	1
3093. Draft Strategic Transport Plan - General - concern - lack of information - about outcomes for passengers	0
3094. Draft Strategic Transport Plan - General - concern - lack of information - about political powers needed to deliver the Plan	1
3095. Draft Strategic Transport Plan - General - concern - lack of information - about projects	8
3096. Draft Strategic Transport Plan - General - concern - lack of information - about projects - implementation / development	10
3097. Draft Strategic Transport Plan - General - concern - lack of information - about projects - priority	8
3098. Draft Strategic Transport Plan - General - concern - lack of information - about the impact of HS2 on local services	0
3099. Draft Strategic Transport Plan - General - concern - lack of information - about the need to manage demand	1
3504. Draft Strategic Transport Plan - General - concern - lack of information - about the partnerships	1
4439. Draft Strategic Transport Plan - General - concern - lack of information - about the prime capabilities	0
3783. Draft Strategic Transport Plan - General - concern - lack of information - about the role of local transport bodies	1
3100. Draft Strategic Transport Plan - General - concern - lack of information - about timescales	9

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3101. Draft Strategic Transport Plan - General - concern - lack of information - about Transport for the North's role	3
3311. Draft Strategic Transport Plan - General - concern - lack of information - on reducing air pollution / emissions	5
3102. Draft Strategic Transport Plan - General - concern - lack of information - on reducing travel needs	0
4504. Draft Strategic Transport Plan - General - concern - lack of information - about spatial planning	1
4264. Draft Strategic Transport Plan - General - concern - lack of information - about sustainable modes of transport	1
4473. Draft Strategic Transport Plan - General - concern - lack of information - about route planning	1
3103. Draft Strategic Transport Plan - General - concern - lack of innovation	2
3104. Draft Strategic Transport Plan - General - concern - lack of short / medium term projects	3
3105. Draft Strategic Transport Plan - General - concern - lack of vision / provision - for bus network / coaches	10
3604. Draft Strategic Transport Plan - General - concern - lack of vision / provision - for freight	1
4351. Draft Strategic Transport Plan - General - concern - lacks credibility	1
3106. Draft Strategic Transport Plan - General - concern - needs revisiting	5
3107. Draft Strategic Transport Plan - General - concern - oppose the Plan	6
3630. Draft Strategic Transport Plan - General - concern - pre-dates the HS2 preferred routes	1
3313. Draft Strategic Transport Plan - General - concern - reliance on old technologies	1
3109. Draft Strategic Transport Plan - General - concern - too ambitious / complex / broad	3
3110. Draft Strategic Transport Plan - General - concern - too confusing	1
3111. Draft Strategic Transport Plan - General - concern - too expensive / not cost effective	2
3112. Draft Strategic Transport Plan - General - concern - too much emphasis on cities / city centres / bigger towns	6
4322. Draft Strategic Transport Plan - General - concern - will impact on local economy / local businesses	1
3113. Draft Strategic Transport Plan - General - concern - will not encourage businesses to invest in the North	2
3628. Draft Strategic Transport Plan - General - concern - will not facilitate / improve social interaction	2
3115. Draft Strategic Transport Plan - General - concern - will not help redress the North / South divide	1
3114. Draft Strategic Transport Plan - General - concern - will not improve journey times sufficiently / meet journey times targets	2
3116. Draft Strategic Transport Plan - General - concern - will not provide benefits / be beneficial	2
3117. Draft Strategic Transport Plan - General - concern - will not stimulate business / economic growth / create jobs	8
3118. Draft Strategic Transport Plan - General - concern - will take too long / 30 years	8
3119. Draft Strategic Transport Plan - General - concern - will take too long / 30 years - will increase North / South divide	0
3120. Draft Strategic Transport Plan - General - concern - will take too long / 30 years - will lose momentum	1
3108. Draft Strategic Transport Plan - General - concern - other	2

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3863. Draft Strategic Transport Plan - Infrastructure - concern - fails to address future / additional needs / long term solution	3
3436. Draft Strategic Transport Plan - Infrastructure - concern - lack of vision / provision for airports improvements / aviation	1
3121. Draft Strategic Transport Plan - Infrastructure - concern - lack of vision / provision for electric vehicle charging	0
DRAFT STRATEGIC TRANSPORT PLAN - OTHER COMMENTS	0
4253. Draft Strategic Transport Plan - Environment - must align with local environmental / transport plans	1
3122. Draft Strategic Transport Plan - Capacity - must reduce congestion	5
3123. Draft Strategic Transport Plan - Communities - must mitigate impact on local people / communities	5
3124. Draft Strategic Transport Plan - Connectivity - must connect / improve connection - industrial parks	1
3125. Draft Strategic Transport Plan - Connectivity - must connect / improve connection - international connectivity	9
3127. Draft Strategic Transport Plan - Connectivity - must connect / improve connection - national parks	7
3128. Draft Strategic Transport Plan - Connectivity - must connect / improve connection - National Trust / World / English heritage sites	3
3129. Draft Strategic Transport Plan - Connectivity - must connect / improve connection - sites of Special Scientific Interest	1
3130. Draft Strategic Transport Plan - Connectivity - must connect / improve connection - to rural / less populated areas	7
4173. Draft Strategic Transport Plan - Connectivity - must improve connection - between urban and rural centres	2
3132. Draft Strategic Transport Plan - Connectivity - must improve / develop route - Leeds to Windermere	0
3897. Draft Strategic Transport Plan - Connectivity - must focus on integration of all modes of transport	6
3133. Draft Strategic Transport Plan - Connectivity - other	2
4278. Draft Strategic Transport Plan - Environment - must commit to sustainable green modes of transport	2
3134. Draft Strategic Transport Plan - Environment - must follow Committee on Climate Change recommendations	7
3135. Draft Strategic Transport Plan - Environment - must mitigate impact on the environment	11
3508. Draft Strategic Transport Plan - Environment - must mitigate impact on the historical environment	1
4026. Draft Strategic Transport Plan - Environment - must mitigate impact of noise pollution	1
3902. Draft Strategic Transport Plan - Environment - must mitigate impact on air pollution / emissions	7
3136. Draft Strategic Transport Plan - Environment - other	3
3137. Draft Strategic Transport Plan - General - decisions should be made in public	1
3138. Draft Strategic Transport Plan - General - focus on Councils economic growth and ambitions	1
3139. Draft Strategic Transport Plan - General - is a work in progress / will evolve / be amended / must be flexible	10
4309. Draft Strategic Transport Plan - General - model-based testing is needed	2
3140. Draft Strategic Transport Plan - General - must attract support - from Central Government	8
3141. Draft Strategic Transport Plan - General - must be achievable / realistic / straightforward	3

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3407. Draft Strategic Transport Plan - General - must add enabling capabilities to the prime capabilities map	1
3142. Draft Strategic Transport Plan - General - must align with government projections / policies	7
3900. Draft Strategic Transport Plan - General - must align with government projections / policies - Environment	6
4199. Draft Strategic Transport Plan - General - must align with housing development / growth	2
3523. Draft Strategic Transport Plan - General - must balance economic growth and environment	6
4107. Draft Strategic Transport Plan - General - must balance road building and environment	2
3143. Draft Strategic Transport Plan - General - must be balanced / not serve some cities / regions more than others	2
3144. Draft Strategic Transport Plan - General - must be cheaper / cost effective	2
4502. Draft Strategic Transport Plan - General - must be cheaper / cost effective - freight	0
3145. Draft Strategic Transport Plan - General - must be clearer	9
3146. Draft Strategic Transport Plan - General - must be core to the Northern Powerhouse project	1
3310. Draft Strategic Transport Plan - General - must be delivered on time / on budget	1
3147. Draft Strategic Transport Plan - General - must be fairer	1
3148. Draft Strategic Transport Plan - General - must be implemented quickly	4
3149. Draft Strategic Transport Plan - General - must be a review / every 2 / 3 years / 5 years interval is too long	2
3150. Draft Strategic Transport Plan - General - must be unbiased / stay overarching	2
4302. Draft Strategic Transport Plan - General - must be sustainable	3
3151. Draft Strategic Transport Plan - General - must be well planned	2
3152. Draft Strategic Transport Plan - General - must cross boundaries with other parts of the UK	4
3153. Draft Strategic Transport Plan - General - must encourage / promote active travel	13
3154. Draft Strategic Transport Plan - General - must encourage / promote bus franchising	0
3309. Draft Strategic Transport Plan - General - must encourage / promote cleaner forms of transport	3
3155. Draft Strategic Transport Plan - General - must encourage / promote cycling	21
3156. Draft Strategic Transport Plan - General - must encourage / promote private investment	0
3157. Draft Strategic Transport Plan - General - must encourage / promote walking	17
3158. Draft Strategic Transport Plan - General - must focus on airports / aviation	4
3159. Draft Strategic Transport Plan - General - must focus on current issues	7
4294. Draft Strategic Transport Plan - General - must focus on demand management	4
3160. Draft Strategic Transport Plan - General - must focus on integrating with economic planning	3
3161. Draft Strategic Transport Plan - General - must focus on integrating with infrastructure schemes	2
3162. Draft Strategic Transport Plan - General - must focus on integrating with local transport planning	11
3163. Draft Strategic Transport Plan - General - must focus on integrating with spatial planning	17

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3840. Draft Strategic Transport Plan - General - must focus on multi-modal transport	2
3164. Draft Strategic Transport Plan - General - must focus on quality of life / health and well-being	6
4051. Draft Strategic Transport Plan - General - must focus on car parking	2
4369. Draft Strategic Transport Plan - General - must focus on ports	2
3165. Draft Strategic Transport Plan - General - must focus on public transport	21
3325. Draft Strategic Transport Plan - General - must focus on public transport - bus network	25
3166. Draft Strategic Transport Plan - General - must focus on public transport - accessible public transport	2
3167. Draft Strategic Transport Plan - General - must focus on public transport - affordable public transport	6
3414. Draft Strategic Transport Plan - General - must focus on public transport - easy to use	1
3168. Draft Strategic Transport Plan - General - must focus on public transport - efficient public transport	1
4267. Draft Strategic Transport Plan - General - must focus on public transport - accommodate cycles / scooters / pushchairs / wheelchairs etc	2
3169. Draft Strategic Transport Plan - General - must focus on public transport - light rail / tram	12
3869. Draft Strategic Transport Plan - General - must focus on public transport - modern public transport	1
3326. Draft Strategic Transport Plan - General - must focus on public transport - Park and Rides	5
3170. Draft Strategic Transport Plan - General - must focus on public transport - reliability of transport network	1
3171. Draft Strategic Transport Plan - General - must focus on public transport - safe public transport	3
3172. Draft Strategic Transport Plan - General - must focus on quick wins	2
3173. Draft Strategic Transport Plan - General - must focus on road safety	5
3174. Draft Strategic Transport Plan - General - must focus on small rail projects	2
3175. Draft Strategic Transport Plan - General - must focus on smaller schemes	4
3176. Draft Strategic Transport Plan - General - must focus on the 'first and last mile' / end to end journey	9
3177. Draft Strategic Transport Plan - General - must help redress the North / South divide	6
3178. Draft Strategic Transport Plan - General - must identify all parties involved	1
3179. Draft Strategic Transport Plan - General - must identify constraints - availability of funding	2
3180. Draft Strategic Transport Plan - General - must identify constraints - human resources	1
3181. Draft Strategic Transport Plan - General - must identify constraints - interaction with other developments	2
3182. Draft Strategic Transport Plan - General - must identify individual projects - cost	2
3183. Draft Strategic Transport Plan - General - must identify individual projects - priorities	8
3184. Draft Strategic Transport Plan - General - must identify individual projects - source of funding	3
3185. Draft Strategic Transport Plan - General - must identify individual projects - timeline / status / risk management etc...	3
3186. Draft Strategic Transport Plan - General - must identify strategy managers	3

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3187. Draft Strategic Transport Plan - General - must implement short / medium term projects	5
3188. Draft Strategic Transport plan - General - must improve access to leisure / culture	1
3553. Draft Strategic Transport Plan - General - must improve its evidence base	6
3189. Draft Strategic Transport plan - General - must improve services	0
3190. Draft Strategic Transport plan - General - must improve transport routes	0
3474. Draft Strategic Transport Plan - General - must include a Technology strategy	0
3580. Draft Strategic Transport Plan - General - must include an Investment Programme / Plan	2
3191. Draft Strategic Transport Plan - General - must include Humber	0
3406. Draft Strategic Transport Plan - General - must include more businesses / economic centres	1
3192. Draft Strategic Transport Plan - General - must include stations design - Northern Powerhouse Rail	1
3195. Draft Strategic Transport Plan - General - must include waterways	3
4177. Draft Strategic Transport Plan - General - must integrate with land use planning	3
3196. Draft Strategic Transport Plan - General - must integrate with regional industrial strategy	2
3197. Draft Strategic Transport Plan - General - must involve local people / industries / rail users / local authorities / stakeholders	33
3198. Draft Strategic Transport Plan - General - must not include Northern Powerhouse Rail - too expensive / not cost effective	1
3199. Draft Strategic Transport Plan - General - must not include Trans-Pennines tunnels - too expensive / not cost effective	0
3200. Draft Strategic Transport Plan - General - must not prioritise economic gain over passengers gain	0
3410. Draft Strategic Transport Plan - General - must prioritise projects which will achieve the objectives	1
3201. Draft Strategic Transport Plan - General - must prioritise projects which will provide return / value for money	3
4138. Draft Strategic Transport Plan - General - must promote best practice to local authorities	1
3202. Draft Strategic Transport Plan - General - change in behaviour / need for travel might not increase / might reduce [online meetings / shopping…]	8
3204. Draft Strategic Transport Plan - General - some projects should start now	1
3205. Draft Strategic Transport Plan - General - summary / simpler version needed for the public	4
3206. Draft Strategic Transport Plan - General - support - must stimulate business / economic growth / create jobs	5
3207. Draft Strategic Transport Plan - General - Transport for the North must have tangible powers / influence / a strong voice	5
3208. Draft Strategic Transport Plan - General - will require commitment / cross party / political support	6
3209. Draft Strategic Transport Plan - General - will require commitment / support	4
3210. Draft Strategic Transport Plan - General - will require more information - about modernisation of transport system	1
3211. Draft Strategic Transport Plan - General - will require Public Relations / more engagement / information	4

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3212. Draft Strategic Transport Plan - General - will require Public Relations / more engagement / information - on need for sustainable transport	1
3213. Draft Strategic Transport Plan - General - will require Public Relations / more engagement / information - on progress	0
3214. Draft Strategic Transport Plan - General - will require sufficient investment / funding / financing	10
3203. Draft Strategic Transport Plan - General - other	20
3215. Draft Strategic Transport Plan - Infrastructure - must address future / additional needs / long term solution	4
3216. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised	0
4279. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - in cities / city centres / bigger towns	1
3219. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - local service	9
3220. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - railway	2
3221. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - requires electrification	4
3222. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - road network	2
3224. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - rolling stock	3
4432. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - rolling stock - for people with disabilities	1
3225. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - ship infrastructure	1
3927. Draft Strategic Transport Plan - Infrastructure - must be updated / modernised - weather resilience	3
3226. Draft Strategic Transport Plan - Infrastructure - must build a bridge - Ireland to the North	0
3227. Draft Strategic Transport Plan - Infrastructure - must invest in ticket machines / improve ticket provision	3
3228. Draft Strategic Transport Plan - Infrastructure - must invest in transport hubs	2
3229. Draft Strategic Transport Plan - Infrastructure - must use / develop existing infrastructure	4
4112. Draft Strategic Transport Plan - Infrastructure - other	1
Q6A - INDEPENDENT INTEGRATED SUSTAINABILITY APPRAISAL	
INDEPENDENT INTEGRATED SUSTAINABILITY APPRAISAL - SUPPORT	
3425. Independent Integrated Sustainability Appraisal - support - acknowledge limitations	1
3230. Independent Integrated Sustainability Appraisal - support - is comprehensive	7
3231. Independent Integrated Sustainability Appraisal - support - is fair	1
3232. Independent Integrated Sustainability Appraisal - support - is informed	1
3233. Independent Integrated Sustainability Appraisal - support - is interesting	1
3402. Independent Integrated Sustainability Appraisal - support - objective 1	2
3403. Independent Integrated Sustainability Appraisal - support - objective 4	2
3404. Independent Integrated Sustainability Appraisal - support - objective 11	2

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3529. Independent Integrated Sustainability Appraisal - support - objective 13	1
3405. Independent Integrated Sustainability Appraisal - support - objective 15	1
3234. Independent Integrated Sustainability Appraisal - support - the findings	1
3426. Independent Integrated Sustainability Appraisal - support - impact of the scenarios	1
3235. Independent Integrated Sustainability Appraisal - support aims / objectives	15
INDEPENDENT INTEGRATED SUSTAINABILITY APPRAISAL - CONCERNS	0
3401. Independent Integrated Sustainability Appraisal - concern - Atkins	1
3236. Independent Integrated Sustainability Appraisal - concern - ban on petrol / diesel	1
3393. Independent Integrated Sustainability Appraisal - concern - is flawed	5
3430. Independent Integrated Sustainability Appraisal - concern - fails to address air pollution / emissions	3
3428. Independent Integrated Sustainability Appraisal - concern - fails to address transport appraisal process	1
3237. Independent Integrated Sustainability Appraisal - concern - fails to address journey time targets	2
3238. Independent Integrated Sustainability Appraisal - concern - fails to address perceived safety and security issues	1
3239. Independent Integrated Sustainability Appraisal - concern - fails to address skills development / education	1
3240. Independent Integrated Sustainability Appraisal - concern - fails to address sustainable transport	1
3241. Independent Integrated Sustainability Appraisal - concern - fails to address cycling / walking / active travel	5
3242. Independent Integrated Sustainability Appraisal - concern - fails to address ecosystem services	1
3243. Independent Integrated Sustainability Appraisal - concern - fails to address impact on jobs	2
3244. Independent Integrated Sustainability Appraisal - concern - fails to address impact on local people / communities	2
3245. Independent Integrated Sustainability Appraisal - concern - fails to address impact on nature conservation	4
3246. Independent Integrated Sustainability Appraisal - concern - fails to address impact on the environment	4
3247. Independent Integrated Sustainability Appraisal - concern - fails to address long term benefits	2
3745. Independent Integrated Sustainability Appraisal - concern - fails to address road traffic demand	1
3248. Independent Integrated Sustainability Appraisal - concern - fails to address quality of life / health and well-being	1
3424. Independent Integrated Sustainability Appraisal - concern - fails to address the Plan's reliance on HS2	1
3975. Independent Integrated Sustainability Appraisal - concern - fails to address Trans-Pennines tunnel	1
3429. Independent Integrated Sustainability Appraisal - concern - fails to reference the Clean Growth Strategy	1
4235. Independent Integrated Sustainability Appraisal - concern - lack of vision / provision - for green / open spaces / countryside	1
3249. Independent Integrated Sustainability Appraisal - concern - lacks mitigation ideas	1
3250. Independent Integrated Sustainability Appraisal - concern - lacks plans for deliverables	1
3251. Independent Integrated Sustainability Appraisal - concern - lacks quantification	1

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4085. Independent Integrated Sustainability Appraisal - concern - needs revisiting	1
3252. Independent Integrated Sustainability Appraisal - concern - objectives might conflicts	2
4242. Independent Integrated Sustainability Appraisal - concern - wildlife / natural habitats	1
3253. Independent Integrated Sustainability Appraisal - concern - other	3
INDEPENDENT INTEGRATED SUSTAINABILITY APPRAISAL - OTHER COMMENTS	0
1057. Independent Integrated Sustainability Appraisal - engagement required - with conservation experts / archaeologists	1
3431. Independent Integrated Sustainability Appraisal - further mitigation strategies required	1
3520. Independent Integrated Sustainability Appraisal - impacts on historic environment are uncertain	1
3254. Independent Integrated Sustainability Appraisal - is subjective	1
3255. Independent Integrated Sustainability Appraisal - more information required	1
3256. Independent Integrated Sustainability Appraisal - must focus on accessibility	1
3257. Independent Integrated Sustainability Appraisal - must focus on air pollution / emission	4
3258. Independent Integrated Sustainability Appraisal - must focus on inclusivity	1
3259. Independent Integrated Sustainability Appraisal - must focus on environmental enhancement	1
4240. Independent Integrated Sustainability Appraisal - must focus on green / open spaces / countryside	1
4028. Independent Integrated Sustainability Appraisal - must focus on quality of life / health and well-being	1
3260. Independent Integrated Sustainability Appraisal - must focus on nature conservation	1
3747. Independent Integrated Sustainability Appraisal - must focus on sustainable travel	1
3261. Independent Integrated Sustainability Appraisal - must focus on the environment	3
3262. Independent Integrated Sustainability Appraisal - must focus on wildlife / natural habitats	4
3263. Independent Integrated Sustainability Appraisal - must be independent / impartial	1
3264. Independent Integrated Sustainability Appraisal - must be objective	2
3265. Independent Integrated Sustainability Appraisal - must be must be achievable / realistic / straightforward	1
3266. Independent Integrated Sustainability Appraisal - needs more work / must be carried on through the Plan's delivery	2
3267. Independent Integrated Sustainability Appraisal - set up a sustainability working group	1
3427. Independent Integrated Sustainability Appraisal - other	2
SPECIFIC LOCAL / CONTENTIOUS ISSUES	
3269. Specific local/contentious issue – Rimrose Valley	29
OTHERS	
3270. Criticism of the consultation / consultation documents / consultation process	59
3271. Criticism of the government / MPs / politicians	8

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3272. Criticism of the government / MPs / politicians - lack of confidence in Central Government / plan won't be backed	9
3273. Criticism of the government / MPs / politicians - lack of confidence in local Government / parochial approach	1
3274. Criticism of Transport for the North	8
3275. I am not qualified to answer / leave it to the experts	0
3276. Mention of Brexit / uncertainty / changes due to Brexit	11
3452. Mentions of future collaboration with Transport for the North	44
3277. Mention of HS4 / further extension of the high speed network	1
3278. Out of scope	6
3279. Other	13
3280. Response contains links to another report / guidelines / article / document	30
3281. See above / previous comment / answer	5
3282. No answer / no comment	5
ATTACHMENTS	
3286. ATTACHMENT - CODED	8
3496. ATTACHMENT - CHART / DIAGRAM / GRAPHIC	9
3497. ATTACHMENT - MAP	14
3498. ATTACHMENT - PHOTOGRAPH / ILLUSTRATION	6
3500. ATTACHMENT - DOCUMENT / REPORT / STUDY	21

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