

## Response ID ANON-6H3N-2P12-4

Submitted to **EEH Transport Strategy, Integrated Sustainability Appraisal and Statutory Status Consultation**

Submitted on **2020-10-06 16:03:47**

### Draft Transport Strategy: Vision and principles

#### 1 To what extent do you support or oppose our vision?

Support

#### 2 To what extent do you support or oppose each of our principles?

**Principles - Achieve net-zero carbon emissions from transport no later than 2050:**

Oppose

**Principles - Improve quality of life and wellbeing through an inclusive transport system accessible to all, which emphasises sustainable and active travel:**

Strongly support

**Principles - Support the regional economy by connecting people and businesses to markets and opportunities:**

Strongly support

**Principles - Ensure the Heartland works for the UK by enabling the efficient movement of people and goods through the region and to/from international gateways:**

Strongly support

#### 3 Please provide any further comments you have about the vision and principles.

##### Comments:

North Hertfordshire District Council (NHDC) would prefer to see EEH achieve net-zero carbon emissions from transport no later than 2040, instead of 2050 as proposed.

NHDC supports the broad vision and principles of the Draft Strategy, in addition we would welcome the additional mention of a commitment to working with adjacent local authorities and statutory bodies to the EEH, to ensure a consistent approach and outcomes across the wider region.

### Draft Transport Strategy: Step-change in approach

#### 4 To what extent do you support or oppose investment in the following areas?

**Investment - Digital infrastructure both fixed (e.g. broadband) and mobile (e.g. 4G/5G) to enable business growth, improve access for residents to services and opportunities, in ways that also reduce the need to travel (where appropriate):**

Strongly support

**Investment - Our existing infrastructure assets to improve its resilience and connectivity, thereby improving business productivity and supporting our communities:**

Strongly support

**Investment - Repurposing existing infrastructure and services, particularly within larger urban areas to actively encourage active travel modes and user-centred services, and reduce reliance on the private car:**

Strongly support

**Investment - Greening travel routes to encourage walking or cycling and therefore improve both physical and mental health, whilst at the same time acting as green corridors for wildlife:**

Strongly support

**Investment - New infrastructure capacity and capability to enable delivery of planned economic and housing growth:**

Strongly support

**Investment - Improved connectivity for rural communities to enable small market towns to support their rural hinterlands:**

Strongly support

### Draft Transport Strategy: Policies

#### 5 To what extent do you support or oppose the policies set out in the following themes?

**Policies - A Transport System for the Future - policies targeted towards decarbonising the transport system and enable more people to travel using sustainable modes:**

Strongly support

**Policies - Transforming Journeys - policies to transform the way people travel through the region, including east to west, and north to south:**  
Strongly support

**Policies - Connecting People with Opportunities - policies for improving local connectivity across the region:**  
Strongly support

**Policies - Making the Heartland Work for the UK - policies aimed at improving the way people and goods travel through the region, for example to airports, or as part of the freight and logistics sector:**  
Strongly support

**6 Please provide any further comments you have about the Draft Transport Strategy's policies.**

**Comments:**  
NHDC has no additional comments to add about the Draft Transport Strategy's policies.

### **Draft Transport Strategy: Implementation and delivery pipelines**

**7 To what extent do you support or oppose the implementation and delivery approach we've outlined?**

Strongly support

**8 To what extent do you agree or disagree that the investment pipeline reflects the region's connectivity priorities?**

agree

**9 Please provide any further comments you have about implementation and the investment pipeline.**

**Comments:**  
NHDC agrees with the broad investment pipeline as outlined, however we question the lack of inclusion of any cycling schemes in the priorities list, especially when the Oxford – Cambridge 'Varsity Way' segregated cycling and walking route as a 'green spine' across the Heartland itself is mentioned in the Draft Strategy. NHDC would like to see the Varsity Way and consideration given to upgrading existing National Cycle Network routes, as well as identifying further inter-urban 'green spine' routes providing an equivalent network throughout the Heartland area.

### **Draft Transport Strategy: Overall view**

**10 Overall, to what extent do you support or oppose the Draft Transport Strategy?**

Support

**11 Please provide any further comments you have about the Draft Transport Strategy**

**Comments:**  
NHDC has no additional comments to add about the Draft Transport Strategy.

### **Integrated Sustainability Appraisal**

**12 To what extent do you agree or disagree that the independent Integrated Sustainability Appraisal is a robust assessment of the Draft Transport Strategy?**

Agree

**13 Please provide any further comments you have about the Integrated Sustainability Appraisal.**

**Comments:**  
NHDC has no further comments to add on the Integrated Sustainability Appraisal.

### **Statutory status**

**14 To what extent do you support or oppose the approach set out in the Proposal to Establish a Statutory Sub-national Transport Body?**

I'm not sure

**15 Please provide any further comments you have about the Proposal to Establish a Statutory Sub-national Transport Body**

**Comments:**  
Firstly, NHDC's view is that the powers and responsibilities proposed sit better with the existing local authorities that have responsibility for transport and highways within the area of the England Economic Heartland. That there is the risk, that by creating a further body, in addition to existing local authorities, will cause additional delays as additional consultation on scheme proposals will be required. Of the proposed powers and responsibilities for the SSNTB, most of

these are already available to upper tier and unitary authorities, by granting these to the SSNTB as well is likely to lead to confusion and duplication. Secondly, NHDC also has concerns as to how a new Statutory Sub-national Transport Body will be funded, as it is not clear whether additional, new funding for this purpose will be provided by Government or will local authorities be expected to fund the SSNTB from existing budgets? If additional, Government funding is to be made available, then NHDC is of the view that this funding should be given to existing local authorities for this purpose, not to establish an additional body. Thirdly, NHDC has further concerns on the accountability to the public of a new SSNTB; much greater detail and understanding needs to be provided as to how the proposed SSNTB will be held accountable both by the constituent local authorities and local residents.

## About you

### 16 I am responding to this consultation as.....

An official representative of a business, local authority or other organisation

## Business/organisation

### 18 In which area(s) of the Heartland region does your business/organisation operate? (In 2021, Northamptonshire will split into two unitary authorities – West Northamptonshire and North Northamptonshire) Please select all that apply.

Hertfordshire

Other area:

### 19 What is your name?

Full name:

Daniel Washington

### 20 What is the name of your business/organisation?

Business/organisation name:

North Hertfordshire District Council

### 21 What is your role within the business/organisation?

Role:

Transport Officer

### 22 Which of the following categories best describes your organisation?

Local government

Other organisation type: