Transport Strategy Amendment Tracker

This is a high-level tracker of major amendments to the Transport Strategy following consultation, including opening narrative and policies.

Introductory chapters

Section/ theme	Draft Transport Strategy Text	Explanation for Amendment	Proposal for Final Transport Strategy
Changes to chapter order and content	Previous chapter order was: Introduction Vision and Principles Heartland Today Step-change in Approach	The new chapter structure enables the strategy to address important issues raised in the consultation. A once-in-a-life time chapter includes the vision (renamed ambition) and principles, most of the content from a Step-Change in Approach and includes a 'five point action plan' which directly sets out what the strategy is trying to achieve. The old introduction and Heartland Today chapters have been merged. Repetitive wording has been deleted – a call from the consultation was for the strategy to be more succinct.	New chapter order: A once-in-a-lifetime opportunity for real change England's Economic Heartland
A once in a lifetime opportunity for change	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Proposal for Final Transport Strategy**
Vision/ Ambition	To realise sustainable growth opportunities and improve quality of life and wellbeing for Heartland residents and businesses, by harnessing the region's globally renowned centres of innovation to unlock a world class, de-carbonised transport system.	To make the ambition more direct, bringing decarbonisation further up. Also referencing the benefits of a successful Heartland to the UK as a whole.	To support sustainable growth and improve quality of life and wellbeing through a world-class, decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole. *Vision has also been renamed Ambition*

Principles	• Achieving net-zero carbon emissions from transport no later than 2050 • Improving quality of life and wellbeing through an inclusive transport system accessible to all which emphasises sustainable and active travel • Supporting the regional economy by connecting people and businesses to markets and opportunities • Ensuring the Heartland works for the UK by enabling the efficient movement of people and goods through the region and to/from international gateways.	To reflect strong consultation feedback over being more ambitious on the 2050 target (first principle), recognise the importance of safety (second principle), and the need to lessen the environmental impact of freight and logistics (fourth principle).	• Achieving net-zero carbon emissions from transport no later than 2050, with an ambition to reach this by 2040 • Improving quality of life and wellbeing through a safe and inclusive transport system accessible to all which emphasises sustainable and active travel • Supporting the regional economy by connecting people and businesses to markets and opportunities • Ensuring the Heartland works for the UK by enabling the efficient movement of people and goods through the region and to/from international gateways, in a way which lessens its environmental impact.
Heartland Today	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Proposal for Final Transport Strategy**
Places of Strategic Importance (terminology)	Previous terminology: • Regionally significant hubs • Area of Economic Opportunity • Area of Significant Change • Area of Potential	Consultation feedback suggested more clarity was required around the terminology and methodology, and why certain places didn't feature.	• Regionally Significant Hubs – our largest urban areas (over 40,000 pop), many of which are identified for significant population and economic growth. As centres of economic activity in their own right they contain a number of key economic assets. • Economic Assets – Enterprise Zones, science parks, research and technology zones, and other key economic assets that are not located in Regionally Significant Hubs • Universities – the 11 primary universities which support the region's world-leading knowledge economy • Smaller settlements that have been identified by local authorities as a focus for significant planned population and/or economic growth relative to their size • Garden Towns/Villages – places that have been designated by Government as garden towns/villages and which have the potential to act as focus for embedding new travel behaviours and technologies to realise more sustainable patterns of travel • Areas of Potential – places that contain neighbourhoods which are among the 10% most deprived in England,

			where intervention is required to improve social equality and access to opportunities.
			In addition, the final strategy will not include a table of locations – it will be presented in map form only.
Areas of Strategic Importance (new additions)		Responding to specific consultation feedback which asked for certain places to be included, and to improve consistency.	The Places of Strategic Importance now also include: • Garden towns/ villages • Universities A number of additional places have been added including: • Abingdon • Leighton Buzzard • RAF Brize Norton • DIRFT • March • Wisbech • Rushden • The new Eynsham science park • Science parks/ locations which feature in the Arc Prospectus In addition, we will clarify what is meant by Science Vale Please see Annex 3 for full list of places of strategic importance

Policies

Section/ theme (policy numbers relate to Draft Transport Strategy)				
Transport System for the Future: Decarbonising our transport system	Draft Transport Strategy Text	Explanation for Amendment	Final Transport Strategy policy	New Policy number
Policy 1:	We will support and plan for the decarbonisation of the rail network with priority given to securing: • Completion of the Midland Mainline electrification • Delivery of East West Rail as an electrified route • Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres • Delivery of a long-term solution for the electrification of the Chiltern Main Line between Birmingham and London Marylebone	On fourth bullet point, removed *'Delivery of a long-term solution'* regarding electrification of the Chiltern Main Line between Birmingham and London Marylebone. This makes the policy more direct and succinct.	We will support and plan for the decarbonisation of the rail network with priority given to securing: • Completion of the Midland Mainline electrification • Delivery of East West Rail as an electrified route • Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres • Electrification of the Chiltern Main Line between Birmingham and London Marylebone.	3
Policy 2	We will support and plan for the decarbonisation of the road fleet, working with the private sector, the energy sector, local authorities and Highways England to ensure the infrastructure required to support an electric fleet (including buses and freight) is available.	Amended to recognise consultation feedback that there are other zero emission alternatives to electric fleets, for example hydrogen.	We will support and plan for the decarbonisation of the road fleet, working with the private sector, the energy sector, local authorities and Highways England to ensure the infrastructure required to support a zero-emission fleet (including buses, public transport and freight) is available.	2
Policy 3	In identifying future investment requirements, we will prioritise those which contribute to a reduction in single occupancy car journeys of 20% (of total traffic flow) by 2040 (compared with 2020).	Reflecting feedback to strengthen commitment to decarbonisation, through a reduction in *all* car journeys. Also setting 2019 as the baseline, given that 2020 will contain anomalies due to COVID-19.	In identifying future investment requirements we will prioritise those which contribute to a reduction in car journeys in line with the recommendations delivered by the UK Climate Assembly: to facilitate a reduction in the number of private car journeys by a minimum of 5% per decade (of total traffic flow compared with 2019).	1

Transport System for the Future: Mobility for the Future	Draft Transport Strategy Text	Explanation for Amendment	Final Transport Strategy policy	New Policy number
Policy 4	We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following hierarchy: i) Active Travel Modes (pedestrians and cyclists) ii) Public transport and shared modes (bus, scheduled coach and rail) iii) Low emission/ zero carbon private vehicles, including two wheeler vehicles iv) Other Motorised modes All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users.	To reflect consultation feedback about importance of removing the need to travel. *Please note: The order of the first two priorities is still to be decided and we welcome feedback on this*	We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following Travel Hierarchy: • Enabling access to services and opportunities without the need to travel • Active Travel Modes (pedestrians and cyclists) • Public transport and shared modes (bus, scheduled coach and rail) • Low emission/ zero carbon private vehicles, and two-wheeler vehicles including motorcycles • Other Motorised modes All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users.	4
Policy 5	In identifying future investment requirements, we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability and environmental net gain outcomes.	Reflecting consultation feedback regarding transport's role in improving health outcomes	In identifying future investment requirements, we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability, environmental net gains and health outcomes.	5
NEW		Reflecting consultation and ISA feedback calling for a policy which addresses net environmental gain	New transport development in the region should conserve and where possible enhance the natural, built and historic environment.	6
NEW		To reflect consultation feedback on importance of safety – the Road Safety Foundation suggested having a target for the MRN similar	We will aim for zero deaths on the Major Road Network by 2040	7

		to Highwaysngland's target for the SRN.		
Policy 6	We will continue to work with partners, universities, operators, and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale.	(No change)	We will continue to work with partners, universities, operators, and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale.	8
Transforming Journeys: East West Rail Mainline	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 7	We support the delivery of the East West Rail project (including its Eastern Section), with the expectation that Phase 2 of the Western Section is open from Oxford – Bedford by 2024, Aylesbury – Milton Keynes by 2025 and the Central Section by 2030.	Amended to make policy easier to understand	We support the delivery of the East West Rail project (including the 'eastern' section from Ipswich and Norwich to Cambridge), with the expectation that Oxford to Bedford is open by 2024, Aylesbury-to Milton Keynes by 2025; and Oxford-Cambridge by 2030.	9
DELETE Policy 8	We will work with Network Rail and the EWRCo to prioritise delivery of East West Rail as a digitally connected and enabled corridor.	Digital infrastructure provision is already covered by Policy 20 (now 23) of the Draft Transport Strategy.		
Policy 9	We will work with the EWRCo and Network Rail and neighbouring STBs to identify opportunities to realise the longer-term potential of the East West Main Line in support of economic activity and planned housing growth.	Local authorities asked that 'local partners' be inserted to reflect role local authorities/ LEPs have in realising East West Rail's longer-term potential	We will work with the EWRCo, Network Rail, neighbouring STBs and local partners to identify opportunities to realise the longer-term potential of the East West Main Line in support of economic activity and planned housing growth.	10
Policy 10	We will work with partners, the EWRCo and Network Rail to ensure that where the East West Main Line intersects existing main lines the opportunity is taken to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations: • Oxford Stations • Bicester Stations • Aylesbury Station • Bletchley/Milton Keynes Stations	(No change)	We will work with partners, the EWRCo and Network Rail to ensure that where the East West Main Line intersects existing main lines the opportunity is taken to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations: • Oxford Stations • Bicester Stations • Aylesbury Station • Bletchley/Milton Keynes Stations • Bedford Midland Station	11

	• Bedford Midland Station • East West Rail/East Coast Main Line • Cambridge/Cambridge South Stations.		• East West Rail/East Coast Main Line • Cambridge/ Cambridge South Stations
DELETE Policy 11	We will work with partners to prioritise investment in improved local connectivity at East West Main Line stations with their local communities.	No longer required – local connectivity is covered in Local Connectivity section and by the Travel Hierarchy	
Transforming Journeys: Other East West Arcs (now called Improving East West Connectivity)	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**
Policy 12	We will prioritise improvements to east-west connectivity to support economic activity and in support of planned housing growth, including: i) A northern arc connecting north Oxfordshire, Northamptonshire, and Peterborough ii) ii) A southern arc connecting Buckinghamshire, southern Hertfordshire and Cambridgeshire.	Following consultation feedback, have renamed 'arcs' corridors to avoid confusion, and provided more detail on geographies	We will prioritise improvements to east-west connectivity to support economic activity and in support of planned housing growth, including: i) A northern rail corridor that links north Oxfordshire, Northamptonshire, and Peterborough, providing more direct connectivity across the northern Heartland ii) A southern rail corridor that links Buckinghamshire with Hertfordshire, providing an orbital route between the Chiltern Mainline and West Anglia Main Line	12
Policy 13	We will work with Western Gateway and Network Rail to develop proposals that strengthen connectivity between Swindon/Oxford and the South West and South Wales in support of economic activity and planned growth.	Based on feedback from Oxfordshire County Council, we have recognised the need to work with 'public transport operators'.	We will work with Western Gateway and Network Rail, Highways England and public transport operators to develop proposals that strengthen connectivity between Swindon/Oxford and the South West and South Wales in support of economic activity and planned growth.	13

	Draft Transport Strategy Text	Explanation for Amendment	Final Transport Strategy policy	
NEW		Consultation feedback suggested that the east-west and north-south sections were too rail-specific. There was also a wider comment regarding the prominence of connectivity studies in the strategy, which this policy addresses.	Taken forward by our programme of connectivity studies, identify proposals that strengthen east/west connectivity within the following areas: • Oxford-Milton Keynes • Peterborough-Northampton-Oxford • Oxford- Didcot – Swindon • Watford-Aylesbury-Bicester-M40 • North Northamptonshire • Oxford – M40 Junctions	14
Transforming Journeys: Improving North South Connectivity	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 14	We will work with Government, Network Rail, Highways England and Oxfordshire County Council to develop a long-term solution to challenges on the Didcot – Oxford – Bicester/ Banbury corridor	Based on feedback from Oxfordshire County Council, we have recognised the need to work with 'public transport operators'.	We will work with Government, Network Rail, Highways England, public transport operators and Oxfordshire County Council to develop a long-term solution to challenges on the Didcot – Oxford – Bicester/Banbury corridor.	15
Policy 15	We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity within the region.	(No change)	We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity within the region.	16
Policy 16	We will work with Government, Network Rail, adjoining STBs and partners to develop a solution that improves connectivity on the Luton – Bedford – Wellingborough/Kettering – East Midlands corridor	Hertfordshire County Council suggested widening this corridor to include the whole corridor and in doing so add London.	We will work with Government, Network Rail, adjoining STBs and partners to develop a solution that improves connectivity on the London - Luton – Bedford – Wellingborough-Kettering – East Midlands corridor.	17
Policy 17	We will work with the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridgeshire Rail Corridor Study	To provide explicit support for the Wisbech rail reopening and Cambridge South by 2025, as per partner request	We will work with the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridgeshire Rail Corridor Study and we support the delivery of Cambridge South Station by 2025 and aspirations for services to/from a new station at Wisbech.	18

Policy 18	We will work with partners, including Government and Highways England to develop a long-term solution to the challenges of the A1 (East of England) corridor.	(no change)	We will work with partners, including Government and Highways England to develop a long-term solution to the challenges of the A1 (East of England) corridor.	19
NEW		Following feedback from Hertfordshire County Council and in recognition of the fact this corridor (West Anglia Mainline) features in the Rail Passenger Study Phase 1	We will work with Government and Network Rail to develop a long-term solution to the challenges on the London – Bishop's Stortford – Cambridge Corridor.	20
NEW		Consultation feedback suggested that the east-west and north-south sections were too rail-specific. There was also a wider comment regarding the prominence of connectivity studies in the strategy, which this policy addresses.	Taken forward by our programme of connectivity studies, identify proposals that strengthen north/south connectivity within the following areas: • London – Buckinghamshire – MK – Northampton • Luton – Milton Keynes – Daventry • Luton – Bedford – Northamptonshire • Northampton – Milton Keynes	21
Transforming Journeys: Transforming Intra and Inter Regional Journeys	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 19	We will prioritise investment in the development of public transport based solutions when improving intra-regional connectivity between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change.	Amended to make it more succinct	We will prioritise investment in the development of public transport-based solutions when improving intra-regional connectivity between places of strategic importance.	22
Policy 20	To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure owners to ensure that all new strategic infrastructure investment is designed as digitally enabled corridors.	(no change)	To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure owners to ensure that all new strategic infrastructure investment is designed as digitally enabled corridors.	23

Policy 21	We will support investment in the Strategic Road Network and Major Road Network where this meets one or more of the following criteria and is consistent with wider environmental objectives: a) Protects and enhances the existing infrastructure asset b) Delivers a solution to an identified problem on the existing infrastructure asset c) Enables access to new economic opportunities and/or additional housing growth.	Objective (d) added to address consultation feedback on the importance of roads investment enabling sustainable linkages.	We will support investment in the Strategic Road Network and Major Road Network where this meets one or more of the following criteria and is consistent with wider environmental objectives: a) Protects and enhances the existing infrastructure asset b) Delivers a solution to an identified problem on the existing infrastructure asset c) Enables access to new economic opportunities and/or housing growth. d) Enables delivery of sustainable transport linkages such as public transport and active travel improvements	24
Policy 22	We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change to achieve improved intra-regional connectivity: the levels of service will be reviewed on a bi-annual basis.	Responses spotted the mistake in use of bi-annual rather than biennial. Made more succinct.	We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between places of strategic importance to achieve improved intra-regional connectivity. The levels of service will be reviewed on a biennial basis.	25
Connecting People: Transport orientated development (now Sustainable, Healthy Places)	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 23	We will work with local planning authorities and local enterprise partnerships to use the opportunities created by investment in strategic transport infrastructure and services to shape the location of future economic and housing growth proposals. We will work with partners to ensure integration of travel modes and local connectivity are integral components of any such proposals.	To provide a clearer policy on importance of aligning land use planning and economic development with infrastructure planning – responding to a key message in the consultation.	We will work with local planning authorities and local enterprise partnerships to align decision making on strategic infrastructure with that associated with land use planning and economic development in order to enable growth that is sustainable for the long term.	26

Policy 24	We will support the development and delivery of high quality, segregated mass transit systems where there is the potential market for its long-term sustainability: priority will be given to supporting the delivery of such systems in the following locations: • Cambridge (the CAM) • Milton Keynes • The A414 corridor in Hertfordshire	To reflect consultation feedback which showed real appetite for mass transit systems elsewhere in the region, and also the suggestion of Oxfordshire County Council to include their bus rapid transit plans. Where other partners have identified an ambition for Mass Rapid Transit, such as Northampton. The revised policy commits to supporting these proposals too.	Working with partners and operators, we promote the development and delivery of high quality public transport and segregated mass transit systems. Initial priority will be given to supporting the delivery of Mass Rapid Transit in the following locations: • Cambridgeshire Autonomous Metro • Milton Keynes Rapid Transit • The A414 corridor in Hertfordshire. • Oxford sub-urban network - Bus rapid transit and Cowley branch line Where further transit systems are identified, we will work with partners to maximise their potential and deliverability.	27
Connecting People: Local connectivity	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 25	We will work with partners to establish 'mobility hubs' in areas of significance as locations where interchange between travel modes is actively enabled	Merging Policies 25 and 26 together provides a narrative focusing on interoperability and a whole systems approach. Reference to "industry-led" solutions in what was policy 26 has been removed in line with consultation feedback – public sector can also lead solutions.	We will support the establishment of 'mobility hubs' as locations where interchange between travel modes will be prioritised. We will work with public transport operators and the Government to enable frictionless, affordable travel using a combination of travel modes.	28
DELETE Policy 26	We will work with public transport operators and the Government to develop industry-led solutions that enable frictionless travel using a combination of travel modes	Policy is now included in old policy 25 (now policy 28)		

Connecting People: Rural connectivity	Draft Transport Strategy Text	Explanation for Amendment	Final Transport Strategy policy	
Policy 27	We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve local connectivity, including exploring options for centres of mobility.	Policy is expanded to more clearly reflect and define the connectivity needs to market towns and rural areas for a whole systems approach.	We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve access to services and opportunities, including options for centres of mobility.	29
Making the Heartland Work for the UK: Connecting to global markets	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 28	We will work with infrastructure owners/ operators, Network Rail, Highways England and the Government to improve surface access by public transport to international airports in order to reduce the environmental footprint of their operations, with priority given to: • Luton Airport – with a focus on improving travel opportunities via services on the Midland Main, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART) • Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow.	To reflect consultation feedback on strategic importance of Stansted and access to it	We will work with infrastructure owners/operators, Network Rail, Highways England and the Government to improve surface access by public transport to international airports in order to reduce the environmental footprint of their operations, with priority given to: • Luton Airport – with a focus on improving travel opportunities via services on the Midland Main, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART) • Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow. • Stansted Airport – with a focus on improved travel opportunities via services on the West Anglia Main Line between Cambridge, Stansted, Bishops Stortford and London.	30
Policy 29	We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional	Added Watford and Northampton to give more detail on the second corridor's scope	We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional corridors: priority	31

	corridors: priority will be given to identifying solutions to future needs on the following corridors: • Swindon/Southampton – Reading – Didcot/Oxford – West Midlands • London – Luton – Bedford – East Midlands.		will be given to identifying solutions to future needs on the following corridors: • Swindon/Southampton – Reading – Didcot/Oxford – West Midlands • London – Watford - Luton – Bedford – Northampton East Midlands.	
Making the Heartland Work for the UK: Realising the potential for rail freight	**Draft Transport Strategy Text**	**Explanation for Amendment**	**Final Transport Strategy policy**	
Policy 30	We will work with Network Rail and all relevant Sub-national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors: • Felixstowe to Nuneaton • East West Main Line • Southampton to West Midlands	Importance of WCML for freight was raised during consultation	We will work with Network Rail and all relevant Sub-national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors: • Felixstowe to Nuneaton • East West Main Line • Southampton to West Midlands • West Coast Main Line (Inc. Northampton Loop)	32
Policy 31	We will work with Network Rail and all relevant Sub-national Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors: • Midland Main Line – providing access into the region from aggregate sources in the Midlands • Great Western Main Line – providing access into the region from aggregate sources in western England and Wales.	(No change)	We will work with Network Rail and all relevant Sub-national Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors: • Midland Main Line – providing access into the region from aggregate sources in the Midlands • Great Western Main Line – providing access into the region from aggregate sources in western England and Wales.	33

Making the Heartland Work for the UK: Strategic Rail Freight Interchanges	Draft Transport Strategy Text	Explanation for Amendment	Final Transport Strategy policy	
Policy 32	We will support the development of Strategic Rail Freight Interchanges where they support the ambitions of this strategy.	Daventry DC suggested 'impact on the transport network can be suitably managed'.	We will support the development of Strategic Rail Freight Interchanges where they support the ambitions of this strategy and their impact on the transport network can be suitably managed.	34
Making the Heartland Work for the UK: Supporting road freight	Draft Transport Strategy Text	Explanation for Amendment	Final Transport Strategy policy	
Policy 33	We will work with Highways England, local highway authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors: • The M25/M1 • The A34 and M40 north of Oxford • The A1 corridor (north of Huntingdon) • The A14 • The A508 into Northampton	Recognised importance working with local authorities. Highways England suggested clarification about the list not being exhaustive.	We will work with Highways England, local highway authorities, local planning authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors: • The M25/M1 • The A34 and M40 north of Oxford • The A1 corridor (north of Huntingdon) • The A14 • The A508 into Northampton.	35
Policy 34	We will work with Highways England, local highway authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impact on communities living in and around freight corridors.	Recognised importance working with local planning authorities.	We will work with Highways England, local highway authorities, local planning authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impact on communities living in and around freight corridors.	36
Policy 35	We will work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking and their associated facilities.	Recognised importance working with local planning authorities.	We will work with Highways England, local highway authorities, local planning authorities and the freight sector to address the need for secure overnight lorry parking and their associated facilities.	37

Policy 36	We will work with local transport authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met.	Recognised importance working with local planning authorities.	We will work with local transport authorities, local planning authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met.	38