

Transport for the North - Strategic Transport Plan 2

Integrated Sustainability Appraisal 2

Post Consultation Non-Technical Summary

Reference: V2

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1. Introduction

1.1 Purpose of this summary

This Report summarises the Integrated Sustainability Appraisal (ISA2), which identifies the likely sustainability impacts of implementing the Strategic Transport Plan 2 (STP2). STP2 has been produced by Transport for the North (TfN). The ISA2 has been independently produced by Ove Arup and Partners (Arup).

This non-technical summary has been revised following the consultation on the STP2 to take into account feedback received during the consultation. This revised summary is to aid in the understanding of the Integrated Assessment (IA) process undertaken to support the development of the STP2. Consultation responses raised that ISA2 documents were complex and technical. Therefore, this post consultation summary uses the same information within the previous non-technical summary, however explanations have been summarised in a different format to help understanding of ISA2. The content and results of the assessment have not changed, it is only the format in which this is presented that has changed. A list of changes between the non-technical summary issued for consultation and this post-consultation summary can be found in Appendix A.

1.2 What is the role of TfN?

TfN became England's first statutory sub-national transport body in April 2018. As a partnership, TfN brings the North's 21 local transport authorities and Local Enterprise Partnership (LEP) business leaders together with Network Rail, Highways England, and HS2 Ltd, while working closely with central government. STP2 sets out, on behalf of the North of England, the strategic ambitions and priorities for transport in the North.

1.3 The Strategic Transport Plan 2

Following public consultation, the first Strategic Transport Plan (STP1) was adopted in 2019. Since the publication of STP1, TfN has continued to evolve its evidence base. Therefore, TfN now want to develop a second strategic transport plan. To support and shape STP2, TfN proposed three Strategic Ambitions. These are:

- Transforming Economic Performance
- Rapid Decarbonisation of Surface Transport
- Enhancing Social Inclusion and Health

STP2 has been created around four ‘building blocks’ to ensure that its evidence base is robustly and comprehensively set out. These are:

- The Case - Setting out the case for change, summarising the evidence headlines and setting the scene for the STP, including the principles of the ‘Sustainability Stool’.
- The Vision - Setting out TfN’s overarching vision for transport in the North of England, supported by three strategic ambitions.
- TfN’s Strategy for the North’s Transport System - TfN’s overarching strategy and priorities for rail, the road network, freight and international connectivity, and local connectivity.
- Action and Impact Framework - Setting out the role and responsibilities of TfN, its action plan and how it will measure its impact.

Following consultation and TfN approval, the plan is to be adopted in December 2023.

2. ISA2 Methodology

2.1 Purpose of the ISA2

The ISA2 supports the development of the Plan. The ISA2 aim is to promote sustainable development, health and equality, social, environment and economic considerations within the Plan. The ISA2 and Plan have progressed together, allowing recommendations from the ISA2 to be included as the Plan has developed.

The ISA2 meets the requirements of:

- Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/ 1633, “2004 Regulations” as amended).
- Sustainability Appraisal (SA) (as required by section 19 (5) of the Planning and Compulsory Purchase Act 2004).
- Equality Impact Assessment (EqIA) (as required by section 149 of the Equality Act 2010, as amended).
- Health Impact Assessment (HIA) (as outlined by national government policy).

Further information in relation to the requirements of the above can be found in the ISA2 Main Report.

A Habitat Regulations Assessment (HRA) has been completed, as required under Regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 (SI 1994/ 2716, “1994 Regulations”, as amended). The relevant scoping and assessment can be found within the HRA Stage 1 and Stage 2 Report.

2.2 Reporting and consultation as part of the ISA2

Consultation is a key part of the IA process. Consultation completed to date has been on the ISA2 Scoping Report. The Scoping Report was shared with statutory consultation authorities and other relevant stakeholders in 2022. Following the consultation, all feedback was considered and the Scoping Report was updated based on consultation responses.

Consultation responses received as part of this Plan consultation have been considered and actioned. Changes resulting from the consultation are summarised in Appendix F of the ISA2 Main Report. All documents relating to the ISA2 were published as part of the Plan consultation.

2.3 ISA2 Stages

The ISA2 process follows the standard Integrated Assessment (IA) stages. We are currently within Stage D of the process.

Table 1: IA Stages

Stages	Overview
Stage A	This scoping stage is to set the context for the assessment which includes a review of relevant plans, programmes and strategies; collection, analysis and summarisation of current and future baseline data; identification of key issues and opportunities for the North; refinement of ISA objectives; preparation of the scoping report and consultation with statutory bodies and relevant organisations.
Stage B	This assessment stage is to consider the proposed policy options and assess their effects, using the framework developed in stage A including assessing the vision and objectives of the Plan and reasonable alternatives, identifying mitigation measures, explaining why the preferred policy options were taken and to propose monitoring measures for the policies.
Stage C	This reporting stage involved preparing the IA report which explains Stage B.
Stage D	This consultation stage involves consulting of the proposed Plan (STP2) and associated IA, with feedback from the consultation considered and appropriately actioned.
Stage E	The post-adoption stage will involve the creation of the Post Adoption Statement following the adoption of the Plan. The statement will include an explanation of how the IA report and consultation responses have been considered, how reasonable alternatives have been evaluated and the reasons for choosing the plan as adopted and the monitoring measures in place to track the effects of the implementation of the plan.

2.4 ISA2 Assessment Methodology

To undertake the IA stages above, the IA uses an ‘assessment framework’ against which to challenge and test the emerging Plan. The IA Framework is used to identify the likely social,

economic and environmental effects of the Plan, recommend ways of avoiding or reducing any negative impacts, but importantly, also recommending ways to further enhance the policy.

This framework of objectives is created as part of stage A. The ISA2 has 16 objectives covering sustainable development, health and equality, social, environment and economic topics. These objectives are bespoke for this Plan. Each objective has assessment criteria which help the assessment team to decide if the Plan policies meet the objective. The objectives are outlined here:

1. Reduce greenhouse gas emissions from surface transport in the North
2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure
3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network
4. Conserve and enhance internationally designated environment sites
5. Protect and enhance local air quality
6. Increase resilience of the transport network to extreme weather events and a changing climate
7. Protect and enhance the blue infrastructure network including inland and coastal water environments
8. Protect and conserve soil and remediate and avoid land contamination
9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings
10. Protect and enhance the character and quality of landscapes and townscapes
11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials
12. Enhance long term economic prosperity and promote a clean and green economic transformation
13. Coordinate land use and strategic transport planning across the region
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
15. Improve the health and wellbeing for all citizens and reduce inequalities in health

16. Promote community safety and reduce crime and the fear of crime for all citizens

The STP2 has been assessed against these ISA2 objectives to understand their effects on these sustainability aspects. We've assessed the strategic ambitions, the plan policies and reasonable alternatives to the Plan. This has been completed as part of stage B.

Each objective and policy is assessed for the effect it has against each objective. It is scored by following Table 2 below.

Table 2: ISA2 Assessment Outcomes

+++	Largely Beneficial
++	Moderate Beneficial
+	Slightly Beneficial
0	Neutral
-	Slightly Adverse
--	Moderate Adverse
---	Strongly Adverse
?	Uncertain
+/-	Combination

Combined symbols are sometimes used in the assessment (e.g. '+/ ?' or '- / ?'). This happens because there is a strong likelihood of both positive and negative effects for example, but that there is not enough information to know for certainty at this stage. Alternatively, there may be a combination of positive or negative effects, depending on how the policy is delivered.

The assessment also seeks to identify if the likely effects are direct, indirect, temporary and/or permanent. The assessment also considers whether the effect will be a local or on a regional scale. Where applicable, a description of what could be affected is also given, along with any cumulative, secondary or synergistic effects which might occur. When thinking about the effect of the thematic policies (such as road or rail for example), the types of effects a policy could have are also considered over the short-, medium- and long-term.

The Plan's strategic ambitions, called objectives within this assessment, were assessed with different assessment outcomes; 'Potential Conflict', 'Dependent Upon Nature of Implementation

Measures', 'Broadly Compatible' and 'Not Relevant'. This was because the ISA2 needed to test their compatibility with the ISA2 Objectives.

Further information regarding the methodology used as part of the ISA2, is included within the ISA Main Report within Section 2

3. Assessment Results

3.1 Compatibility Assessment

Four assessments on the STP2's strategic ambitions, called 'objectives' within this assessment, have been undertaken in November 2022, January 2023, March 2023 and January 2024 as the Plan developed. The Plan has 3 objectives:

- Transforming Economic Performance.
- Rapid Decarbonisation of Surface Transport.
- Reducing Transport Related Social Exclusion, which changed to Enhancing Social Inclusion and Health in March 2023

The January 2024 assessment followed changes made to the Plan after the public consultation. The reassessment found that there were no STP2 Plan objectives scored with a 'Potential Conflict' against the ISA2 objectives. Following changes in wording within Objective 1, the Objective improved its score from 'Dependent Upon Nature of Implementation Measures' to 'Broadly Compatible' compared with the March 2023 assessment against ISA2 Objective 5 (protecting and enhancing air quality). Objectives 2 and 3 also had wording changed however they were found to score the same as in March 2023.

Therefore, the assessment found that the plan's objectives provide a strong basis to help ensure that the sustainability performance of the plan can be maximised.

Information on the three previous assessments and more information about this assessment can be found in the ISA2 Main Report.

3.2 Assessment of Alternatives

TfN identified three reasonable alternative scenarios. The alternative scenarios were developed through the development and implementation of STP1 and informed by the ongoing evidence base work TfN are undertaking. The ISA2 provides an assessment of each alternative against the ISA2 objectives and helps to enhance the transparency of the decision-making process, as part of the development of the STP2.

In light of consultation feedback, in January 2024, we revisited how the previous scoring against ISA objectives 1,9 and 13, had been applied.

The result of this assessment in January 2024, was:

- an amendment improving the scoring for Local Modal Shift Max scenario against ISA2 objective 1;
- an amendment reducing the scoring for Continuation of STP1 scenario against ISA2 objective 9;
- an amendment reducing the scoring for Balanced scenario against ISA2 objective 9;
- an amendment to the scoring for Local Modal Shift Max scenario from ‘neutral/uncertain’ to ‘uncertain’ against ISA2 objective 9;
- amendment in relation to objective 13, reducing scoring for the Balanced scenario; and
- amendment in relation to objective 13, improving scoring for the Local Modal Shift Max scenario.

Considering these changes to the assessment scores, the overall conclusion of the alternatives assessment remained consistent with previous iterations of assessment in finding that the ‘Balanced Scenario’ performed the best overall across the ISA2 Objectives. The ‘Continuation of STP1 Scenario’ performed well against the ISA2 Objectives, with a slight, moderate or largely beneficial impact against seven objectives. The Local Modal Shift Max Scenario scored similarly to the Continuation of STP1 Scenario, albeit with strengths in different areas. Across all three scenarios, it will be key to ensure any adverse effects are reduced and beneficial effects are enhanced where possible through the carefully considered and identified mitigation measures.

It is not the purpose of the ISA2 to decide which alternative scenario should be pursued. This is the responsibility of TfN who have considered the preferred, most appropriate strategy to be taken forward. More information on the reasonable alternatives assessment can be found in the ISA2 Main Report.

3.3 Assessment of the STP2’s Policies

Four assessments on the Plan’s policies have been undertaken in November 2022, January 2023, March 2023 and January 2024 as the plan developed. The March 2023 assessment and January 2024 assessment, assessed the four thematic policies included in the Plan:

- Rail
- Road
- Freight and Logistics
- Local Connectivity

The policies performed well against the ISA2 objectives in the March 2023 and January 2024 assessments. The policies scored well in terms of reducing greenhouse gas emissions and protecting

local air quality; enhancing long term economic prosperity; and promoting inclusive and safe environments for all, which support the three overarching ambitions of STP2.

The January 2024 assessment found changes to ISA2 objectives 1, 2, 5, 6, 7, 13, 14, 15 and 16 across the Thematic Policies which improved the policies performance since the March 2023 assessment. For example, the Road Thematic Policy improved from ‘Slightly Beneficial’ to ‘Largely Beneficial’ on the short-term timeframe due to policy wording being added which provides greater explicit references to alternative fuels, impacting on reduction of greenhouse gas emissions.

However, the March 2023 and January 2024 assessment findings also found areas of uncertainty surrounding avoiding land contamination conserving and enhancing historic assets, landscapes and townscapes. The January 2024 found one change to ISA2 objective 12 (enhancing long term economic prosperity), which reduced the ‘Rail’ policy performance since the March 2023 assessment. This assessment outcome reduced from ‘Largely Beneficial’ to ‘Moderately Beneficial’ in the long-term timeframe due to changes in the within the policy wording to reflect the recent cancellation of the HS2 rail link to the North of England. These wording changes make the policy less specific and therefore the ISA can be less certain about the extent to which the ISA objective will be met in the long-term. However, the overall assessment score for the policy remains ‘Moderate Beneficial’ across short, medium and long-term timescales in supporting long term economic prosperity for the North of England. No further recommendations were identified following this change.

Table 3 summarises the findings of the January 2024 assessment of thematic policies against each ISA2 objective.

The March 2023 assessment found a number of strengths in the Policy and Places Framework when assessed against the ISA2 objectives. The policies scored well in terms of reducing greenhouse gas emissions and protecting local air quality; enhancing long term economic prosperity; and promoting inclusive and safe environments for all which support the three overarching ambitions of Plan. The Policy and Places Framework also scores strongly against protecting and enhancing blue and green infrastructure, conserving and enhancing historic assets, landscapes and townscapes.

The assessment also found areas of uncertainty or only slightly beneficial impacts across the Policy and Places Framework. The Policy and Places Framework relates to distinct place types, therefore whilst certain policies did not perform strongly it was not considered proportionate to amend the policy wording where it had instead been addressed elsewhere, at a higher level, within the Plan. Therefore, mitigation was not identified where it potential weaknesses were felt to be addressed

when the Plan was read as a whole. Table 4 summarises the findings of the assessment of the Policy and Places Framework policies against each ISA2 objective. These policies were not assessed in January 2024 as only a minor level of changes were made to the policy wording within the Plan as a result of the consultation, and those changes did not materially affect or impact on the ISA objectives.

It should be noted that some of the recommended actions across both the thematic policies and the Policy and Places Framework to address these identified uncertainties would need to be considered at the design stage or project level and therefore led by delivery authorities. For this reason, it was felt this information did not need to be included within the Plan. This is because TfN would work with and influence the delivery authorities to minimise the adverse environmental and social impacts, as outlined within the Action and Impact Framework.

Therefore, when the plan is read as a whole, the STP2 provides a firm basis for future transport planning for the North. Information on the two previous assessments and more information about this assessment can be found in the ISA2 Main Report.

For reference, the ISA2 Assessment Outcomes Key from Table 2 is re-created here to help review Tables 3 and 4.

+++	Largely Beneficial
++	Moderate Beneficial
+	Slightly Beneficial
0	Neutral
-	Slightly Adverse
--	Moderate Adverse
---	Strongly Adverse
?	Uncertain
+/-	Combination

Table 3: Summary of assessment scores for the STP2 Thematic Policies (January 2024)

Thematic Policies	ISA2 Framework Objectives																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14a	14b	14c	15a	15b	16a	16b
Rail	+++	+/?	+/?	+/?	+++	+	0/?	0/?	0/?	+	++	++	++	+++	+++	+++	++	+++	++	+++
Roads	+++	++	++	0	++	+++	+	0/?	0/?	+	+	++	++	++	+	++	++	++	++	++
Freight and International Connectivity	+++	+++	+/?	+/?	+++	++	+	0/?	0/?	+	++	++	++	++	++	++	++	+++	++	++
Local Connectivity	++	++	+	?	+	+	0	0	0	+	+	+++	++	++	++	++	++	++	++	+

Table 4: Summary of assessment scores for the STP2 Policy and Place Framework (March 2023)

Policy and Place Framework	ISA2 Framework Objectives																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14a	14b	14c	15a	15b	16a	16b
Commuter Towns	+++	++	++	+	++	++	++	0/?	+/?	+	+	++	++	++	+++	++	++	+	+	+
Large Conurbations	+++	++	++	++	+++	+++	++	0/?	+++	+++	+	+++	+++	+++	+++	+++	+++	+++	++	++
Rural Villages & Dispersed	+++	++	+/?	+	++	+	0	0/?	+	+	+	++	++	++	+++	++	++	++	++	++
Rural Town and Fringe	+++	++	++	+	+++	++	++	0/?	++	++	+	++	++	++	++	++	++	++	++	++
Transformational Places	+++	++	+	+	+++	++	0/?	+/?	0/?	+	+	+++	++	++	++	++	+	+++	++	0/?
Other Urban	++	++	++	++	+++	++	++	+	+++	+++	+	++	++	++	++	++	++	++	++	++
Visitor Destinations	+++	+	++	++	+++	++	+	0/?	++	++	+/?	++	++	++	++	++	++	++	++	++
Former Metropolitan Counties	+++	+	+	+	+++	+	0/?	0/?	+/?	+/?	+/?	+++	++	++	+	++	++	+	++	++
Industrial Places	+++	++	++	+	++	++	++	0/?	+++	+	+	+++	+++	++	+	++	++	+	++	+

4. Cumulative, Synergistic and Indirect Effects

The ISA2 has considered cumulative, synergistic and indirect effects, as explained within Section 2 of this summary. These are defined as:

- Indirect effects are not a direct result of the plan but occur as a result of actions. An example of this would be development that changes a water table, therefore affecting the ecology of a nearby wetland.
- Cumulative effects are where several insignificant individual effects have a combined significant effect. An example of this would be noise or dust pollution from multiple new developments.
- Synergistic effects are where a total effect is greater than the sum of the individual effects. An example of this would be a wildlife habitat becoming progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species.

Overall, 11 effects from the Plan were identified as part of the ISA2 and these vary across environmental, social and economic effects. For example, a mix of cumulative positive and negative effects would likely be had on biodiversity across the North from the Plan and intentions derived from it. The use of land for new infrastructure, for example, for transport infrastructure, commercial uses and housing could result in habitat degradation, loss or fragmentation. However, positive effects are anticipated following the introduction of the Environment Act (2021) with the 10% BNG requirement and Local Nature Recovery Strategies.

Another example, is potential cumulative effects upon historic assets across the North. It would be likely that a mix of negative and positive effects on historic assets, industrial and cultural heritage and their settings would likely be had across the North from the Plan and intentions derived from it. Better integrated and more accessible sustainable transport modes could improve access to heritage sites, however changes to transport infrastructure could have potential negative effect on the integrity and setting of heritage assets that form part of the transport network without appropriate mitigation measures.

The completed list of identified effects are explained in more detail in the ISA2 Main Report within Section 10.

5. Mitigation

As part of the assessment, mitigation and enhancement has been suggested to strengthen the performance of the STP2 against the ISA2 objectives. Mitigation is where recommendations have been made to reduce negative effects. Enhancement is where recommendations have been made to improve positive effects further. A summary of the most commonly recommended enhancement and mitigation measures given for the Plan to help further enhance the positive effects of the STP2, is listed below. The complete list of identified mitigation measures are explained in more detail in the ISA2 Main Report within Section 11.

- Measures could be taken to reduce the amount of carbon from the North's transport system. This could be enhanced by prioritising in policy, Climate Change mitigation and adaptation measures in the development of new, or improvements to existing transport infrastructure.
- There could be a greater consideration of using innovative low carbon construction materials and techniques for the development of new, or improvement of existing, transport infrastructure as well as for maintenance activities
- More complex measures could be considered to support ecological connectivity such as animal over or under passes on the road network, the development of wildflower meadows along linear features such as roads and railway lines or the active control of invasive species
- There could be greater consideration within projects to the conservation and enhancement measures of internationally designated environment sites, particularly those designated as SSSI or Natura 2000.
- There could be greater consideration to increase the understanding of the transport systems vulnerability to climate change effects, as well as to encourage adaptive management and design to respond to uncertain climatic effects.
- Further consideration could be given to the use of nature-based solutions to protect the blue infrastructure network, including aquatic habitats.
- Further opportunities could be taken to utilise areas of previously developed land and to remediate contaminated land when possible.
- Further opportunities could be taken to support supporting improved access to historic or culturally important sites by sustainable transport modes.

- The design, construction, repair and maintenance of transport infrastructure could be encouraged further to respect and enhance where possible the landscape character and townscapes of the north of England.
- Greater consideration could be given to ensuring that new or upgraded infrastructure is resource efficient and encouraging the use of recycled materials, local suppliers and locally produced materials in construction.
- Greater consideration could be given to supporting the development of connected communities and coordinating public transport infrastructure with the future development of employment and housing within 15/20-minute neighbourhoods to enable coordinated strategic planning across the plan area.
- Greater consideration could be given to reducing emissions and other aspects such as noise pollution and vibration dust which potentially effect health and well-being.
- Further opportunities could be taken to support of natural surveillance and to reducing the potential for accidents and collisions involving wildlife.

6. Monitoring

Monitoring of the STP2 will be commenced once the Plan is adopted. This is currently planned for March 2024. This in accordance with the SEA Directive and Regulation 17 of The Environmental Assessment of Plans and Programmes Regulations 2004. It requires the organisation who created and adopted the Plan, in this case TfN, to monitor how it is implemented to identify any unforeseen effects and to take action to resolve these effects.

Monitoring for the Plan will cover social, environmental and economic effects and it will include indicators that will enable the link between the implementation of the Plan and the likely significant effects (both positive and negative) to be monitored. A bespoke monitoring framework has also been developed to specifically monitor those effects relevant to the ISA2 objectives. The monitoring framework is outlined in Section 12 of the Main ISA2 report. The monitoring arrangements will also be set out in a Post-Adoption Statement after the plan is adopted.

7. Conclusion

This non-technical summary describes the process and the findings of the ISA. This document has been revised following the consultation on the STP2 to take into account feedback received during the consultation. This revised summary is to aid in the understanding of the ISA process undertaken to support the development of the STP2.

Overall, the ISA2 process undertaken has positively influenced the development of the Plan and strengthened its sustainability performance. The Plan performs strongly against a number of ISA2 objectives, specifically: reducing greenhouse gas emissions and protecting local air quality; enhancing long term economic prosperity; and promoting inclusive and safe environmental for all. Although to a lesser extent, the Plan has also been found to have likely beneficial effects on objectives relating to: protecting and enhancing blue and green infrastructure, and conserving and enhancing historic assets, landscapes, and townscapes.

It is important to note however, that there remains areas of uncertainty or only slightly beneficial impacts relating to avoiding land contamination and promoting the prudent use of natural resources. In relation to these areas, the level of detail that could be addressed by the Plan was limited, and it was not considered proportionate to include a project design detail within the Plan policies. The areas of uncertainty should be addressed at a project level by delivery authorities. Despite this, it is considered that this plan would have a strong, positive influence on the North's transport network across environmental, economic, societal and health indicators and provides a firm basis for future transport planning for the North.

Following the Plan consultation held in Summer 2023, consultee comments have been considered and where appropriate, changes made to the ISA2. These changes, along with TfN's response to the consultee comments are documented within Appendix F. The next stage is to adopt the plan, which is planned for March 2023. Once the plan is adopted by TfN, a post-adoption statement will be written as part of stage E of the IA process. The purpose of the post-adoption statement is to set out how the IA report and consultation responses have been considered, how reasonable alternatives have been evaluated and the reasons for choosing the plan as adopted and the monitoring measures in place to track the effects of the implementation of the plan.

A.1 Changes made to the Post-Consultation Non-Technical Summary

Text added = underlined

Text removed = Strikethrough

Amendment	Post Consultation Summary Change
Addition of text explaining the summary has been updated following consultation feedback and update following the consultation	<u>This non-technical summary has been revised and is a post-consultation summary following the consultation on the STP2 to take into account consultation feedback received during the consultation. This revised summary is to aid in the understanding of the Integrated Assessment (IA) process undertaken to support the development of the STP2. Consultation responses raised that ISA2 documents were complex and technical. Therefore, this post consultation summary uses the same information within the consultation summary, however explanations have been summarised in a different format to help understanding of ISA2. The content and results of the assessment have not changed, it is only the format in which this is presented that has changed. A list of changes between the consultation and post-consultation summaries can be found in Appendix A.</u>
Updated Plan Area map to reflect the LPA boundary changes which have taken place since the consultation	TfN Plan Area map from 2024
Minor wording changes in section 2.1	<p>The ISA2 is the second iteration of the ISA. Building on the previous body of work, the The ISA2 supports the development of the <u>STP2Plan</u>. The ISA2 aim is to promote sustainable development, health and equality, social, environment and economic considerations within the <u>STP2Plan</u>. The ISA2 and <u>STP2-Plan</u> have progressed together, allowing ISA2-recommendations <u>from the ISA2</u> to be included as the <u>STP2-Plan has</u> develop<u>sed</u>.</p> <p>The ISA2 meets the requirements of:</p> <ul style="list-style-type: none">• Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/ 1633, “2004 Regulations” as amended).• Sustainability Appraisal (SA) (as required by section 19 (5) of the Planning and Compulsory Purchase Act 2004).• Equality Impact Assessment (EqIA) (as required by section 149 of the Equality Act 2010, as amended).• Health Impact Assessment (HIA) (as outlined by national government policy). <p>Further information in relation to the requirements of the above can be found in the ISA2 Main Report.</p> <p>In addition, a <u>A</u> Habitat Regulations Assessment (HRA) has been completed, as required under Regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 (SI 1994/ 2716, “1994 Regulations”, as amended). The relevant scoping and assessment can be found within the HRA Stage 1 and Stage 2 Report.</p>

Minor wording changes in section 2.2	<p>Consultation is a key part of the IA process. Consultation completed to date has been on the ISA2 Scoping Report. The Scoping Report was shared with statutory consultation authorities and other relevant stakeholders in 2022. Following the consultation, all feedback was considered and the Scoping Report was updated based on consultation responses.</p> <p>Consultation responses received as part of this STP2-Plan consultation will have been considered and actioned. This is shown in Appendix F of the ISA2 Main Report. All documents relating to the ISA2 have were been published as part of the STP2-Plan consultation.</p>												
Minor wording changes in section 2.3	<p>The ISA2 process follows the standard Integrated Assessment (IA) stages. This Non-Technical Summary and ISA2 Report isWe are currently within Stage D of the IA process.</p> <table><tr><th>Stages</th><th>Overview</th></tr><tr><td>Stage A</td><td>This scoping stage is to set the context for the assessment with which includes a review of relevant plans, programmes and strategies; collection, analysis and summarisation of current and future baseline data; identification of key issues and opportunities for the North; refinement of ISA objectives; preparation of the scoping report and consultation with statutory bodies and relevant organisations.</td></tr><tr><td>Stage B</td><td>This assessment stage is to consider the proposed policy options and assess their effects, using the framework developed in stage A including assessing the vision and objectives of the Plan and reasonable alternatives, identifying mitigation measures, explaining why the preferred policy options were taken and to propose monitoring measures for the policies.</td></tr><tr><td>Stage C</td><td>This reporting stage involved preparing the IA report which explains Stage B.</td></tr><tr><td>Stage D</td><td>This consultation stage involves consulting of the proposed Plan (STP2) and associated IA, with feedback from the consultation considered and appropriately actioned.</td></tr><tr><td>Stage E</td><td>The Post-Adoption stage will involve the creation of the Post Adoption Statement following the adoption of the Plan. The statement will include an explanation of how the IA report and consultation responses have been considered, how reasonable alternatives have been evaluated and the reasons for choosing the plan as adopted and the monitoring measures in place to track the effects of the implementation of the plan.</td></tr></table>	Stages	Overview	Stage A	This scoping stage is to set the context for the assessment with which includes a review of relevant plans, programmes and strategies; collection, analysis and summarisation of current and future baseline data; identification of key issues and opportunities for the North; refinement of ISA objectives; preparation of the scoping report and consultation with statutory bodies and relevant organisations.	Stage B	This assessment stage is to consider the proposed policy options and assess their effects, using the framework developed in stage A including assessing the vision and objectives of the Plan and reasonable alternatives, identifying mitigation measures, explaining why the preferred policy options were taken and to propose monitoring measures for the policies.	Stage C	This reporting stage involved preparing the IA report which explains Stage B.	Stage D	This consultation stage involves consulting of the proposed Plan (STP2) and associated IA, with feedback from the consultation considered and appropriately actioned.	Stage E	The Post-Adoption stage will involve the creation of the Post Adoption Statement following the adoption of the Plan. The statement will include an explanation of how the IA report and consultation responses have been considered, how reasonable alternatives have been evaluated and the reasons for choosing the plan as adopted and the monitoring measures in place to track the effects of the implementation of the plan.
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To undertake the IA stages above, the IA uses an ‘assessment framework’ against which to challenge and test the emerging Plan. The IA Framework is used to identify the likely social, economic and environmental effects of the Plan, recommend ways of avoiding or reducing any negative impacts, but importantly, also recommending ways to further enhance the policy.

This framework of objectives is created as part of stage A. ~~The ISA2 has a framework of 16 objectives covering sustainable development, health and equality, social, environment and economic considerations~~topics.

These objectives are bespoke for this Plan. Each objective has assessment criteria which help the assessment team to decide if the Plan policies meet the objective. The objectives are outlined here:

1. Reduce greenhouse gas emissions from surface transport in the North
2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure
3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network
4. Conserve and enhance internationally designated environment sites
5. Protect and enhance local air quality
6. Increase resilience of the transport network to extreme weather events and a changing climate
7. Protect and enhance the blue infrastructure network including inland and coastal water environments
8. Protect and conserve soil and remediate and avoid land contamination
9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings
10. Protect and enhance the character and quality of landscapes and townscapes
11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials
12. Enhance long term economic prosperity and promote a clean and green economic transformation
13. Coordinate land use and strategic transport planning across the region
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North’s most vulnerable groups.
15. Improve the health and wellbeing for all citizens and reduce inequalities in health
16. Promote community safety and reduce crime and the fear of crime for all citizens

1.1——

~~The ISA2 has a framework of objectives covering sustainable development, health and equality, social, environment and economic considerations.~~
to understand their effects on these sustainability aspects. We’ve assessed the strategic ambitions, the plan policies and reasonable alternatives to the Plan. This has been completed as part of stage B. -with consideration given to existing and future baselines, issues and trends relevant to each objective. This is to understand the extent to which the STP2 objectives, policies and reasonable alternatives are likely to contribute towards the achievement of the ISA2 objectives.

Each objective and policy is assessed for the effect it has against each objective. It is scored by following Table 2 below.

Table 2: ISA2 Assessment Outcomes

<u>+++</u>	<u>Largely Beneficial</u>
<u>++</u>	<u>Moderate Beneficial</u>
<u>±</u>	<u>Slightly Beneficial</u>
<u>0</u>	<u>Neutral</u>
<u>=</u>	<u>Slightly Adverse</u>
<u>--</u>	<u>Moderate Adverse</u>
<u>---</u>	<u>Strongly Adverse</u>
<u>?</u>	<u>Uncertain</u>
<u>+/-</u>	<u>Combination</u>

Combined symbols are sometimes used in the assessment (e.g. ‘+ / ?’ or ‘- / ?’). This happens because there is a strong likelihood of both positive and negative effects for example, but that there is not enough information to know for certainty at this stage. Alternatively, there may be a combination of positive or negative effects, depending on how the policy is delivered.

The assessment also seeks to identify if the likely effects are direct, indirect, temporary and/or permanent. The assessment also considers whether the effect will be a local or on a regional scale.

Where applicable, a description of what could be affected is also given, along with any cumulative, secondary or synergistic effects which might occur. When thinking about the effect of the thematic policies (such as road or rail for example), the types of effects a policy could have are also considered over the short-, medium- and long-term.

The Plan’s strategic ambitions, called objectives within this assessment, were assessed with different assessment outcomes; ‘Potential Conflict’, ‘Dependent Upon Nature of Implementation Measures’, ‘Broadly Compatible’ and ‘Not Relevant’. This was because the ISA2 needed to test their compatibility with the ISA2 Objectives.

Further information regarding the methodology used as part of the ISA2, is included within the ISA Main Report within Section 2

~~Within the ISA2, we have acknowledged where there is uncertainty within the plan when being scored against the ISA2 objectives. Where proposed mitigation to strengthen the plan is outside of TfN’s control, we have not felt it appropriate or proportionate for the plan to be amended. Therefore, whilst TfN would not have direct responsibility over these areas, we have highlighted this to support collaborative working between TfN and delivery authorities to minimise environmental and social impacts, as explained in the Action and Impact Framework within the STP2.~~

~~1.1.1 Objectives Assessment~~

~~The objectives assessment is done to ensure, where appropriate, sustainability is embedded in the objectives and ambitions of the plan. We have checked the three strategic STP2 ambitions against the ISA2 Framework to see where they were compatible or where there was a conflict. This has been done using the key shown in Table 2. This was done for each draft STP2 plan.~~

~~Table 2: STP2 ISA2 Objectives Key~~

✓	Broadly Compatible
X	Potential Conflict
?	Dependent upon nature of implementation measures
NR	Not relevant

1.1.2 Policy Assessment

The plan’s policies were assessed within each draft of the STP2. The policies were scored on a nine-point scoring system, shown in Table 3Error! Reference source not found., to assess the significance of potential effects of the STP2. This system included colour and symbols from ‘largely beneficial’ to ‘strong adverse’. The scoring system also considered scale, duration, permanence, certainty, primary or secondary, direct or indirect, cumulative and synergistic potential effects.

Table 3: Assessment Tables Key

Terms		Effects					Assessment	
		Mag	Scale	Dur	T/P	Cert	Scale	Category
Mag	Magnitude	✓✓	Local	ST- MT	Temp	Low	+++	Large beneficial
Scale	Geographic Extent	✓	Loc- Reg	ST- LT	Perm	Med	++	Moderate beneficial
Dur	Duration	-	Reg- Nat	MT- LT		High	+	Slight beneficial
T/P	Temporary/Permanent	?		ST			0	Neutral
Cert	Certainty	X		MT			-	Slight adverse
ST	Short Term	XX		LT			—	Moderate adverse
MT	Medium Term						—	Strong adverse
LT	Long Term						?	Uncertain
Sm	Summary Assessment						+/-	Combination

~~As part of the assessment, mitigation and enhancement has been suggested. Mitigation includes recommendations to reduce any significant negative effects. Enhancement includes recommendations to improve positive effects further.~~

~~1.1.3—Reasonable Alternatives Assessment~~

~~Reasonable alternatives need to be considered as part of the ISA2. Alternative scenarios, developed by TfN, were assessed on the same scoring system as the plan policies to understand the significance of potential effects of each of the alternatives on the plan area. Mitigation and enhancements measures were also given to strengthen the scenarios as part of this process. It is important to note that scenarios may not be developed to the same level of detail as policies within the STP2 consultation plan.~~

~~2.——ISA2 Framework~~

~~The ISA2 Framework includes 16 objectives covering sustainable development, health and equality, social, environment and economic considerations. These objectives are bespoke for the STP2. The objectives are shown in table 4. Each objective also has assessment criteria which help guide the assessment team to decide if the STP2 policies meet the objective. There are also sub-objectives for the EqIA and HIA as part of the ISA2. These are shown in tables 5 and 6.~~

Table 4: The ISA2 Framework

ISA2 Objective
Reduce greenhouse gas emissions from surface transport in the North
Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure
Protect and enhance the biodiversity, geodiversity and the green infrastructure network
Conserve and enhance internationally designated environment sites
<i>HRA Macro-Objective</i>
Protect and enhance local air quality
Increase resilience of the transport network to extreme weather events and a changing climate
Protect and enhance the blue infrastructure network including inland and coastal water environments
Protect and conserve soil and remediate and avoid land contamination
Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings

	Protect and enhance the character and quality of landscapes and townscapes	
	Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	
	Enhance long term economic prosperity and promote a clean and green economic transformation	
	Coordinate land use and strategic transport planning across the region	
	Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. <i>EgIA Macro Objective</i>	
	Improve the health and wellbeing for all citizens and reduce inequalities in health <i>HIA Macro Objective</i>	
	Promote community safety and reduce crime and the fear of crime for all citizens <i>HIA Macro Objective</i>	

Table 5: EqlA Sub-Objectives

No.	ISA2 Objective	EqlA Sub-Objective	Assessment Criteria	ISA Topic
14a	Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North’s most vulnerable groups	Improve extent and quality of public travel and active travel connections to services, facilities and amenities	<p>Will the STP2...</p> <ul style="list-style-type: none">•—Support improved access to essential facilities, including employment, healthcare and education, particularly for those on low incomes, people with disabilities and long term health conditions, carers, and those in areas with a high risk of transport-related social exclusion?•—Support improved walking, cycling and public transport services and facilities in areas with a high risk of TRSE?•—Support improved high quality green infrastructure?•—Promote a transport system that meets the needs of everyone, including those with a physical or learning disability and those with limited mobility?•—Encourage the provision of transport services that are welcoming for all groups of society to increase availability of travel options?•—Support the improved access to information for all users for the purpose of promoting travel options?	Population

	14b	Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	Improve affordability of transport	<p>Will the STP2...</p> <ul style="list-style-type: none">• Support the provision of transport services that are financially accessible for all?• Facilitate the provision of transport services that provide appropriate and/or statutory fare structures for vulnerable users (i.e. concessionary fares on public transport services)?• Promote the use of technology to reduce transport costs for users, e.g. integrated ticketing and smart cards?	Population	
	14e	Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups	Reduce severance	<p>Will the STP2...</p> <ul style="list-style-type: none">• Support the enhancement of better access to essential facilities and community assets to reduce any existing severance issues?• Consider the physical and perceived impact of the transport system on the local environment and local communities?• Support the reduction in the dominance of traffic on residential roads and in proximity to key services?• Support the improvement of public realm and overall environment and reduce road vehicle behaviours that affect accessibility for active and public transport users in areas with a high risk of TRSE (e.g. pavement parking)?	Population	

Table 6: HIA Sub-Objectives

No.	ISA2 Objective	HIA Sub-Objective	Assessment Criteria	ISA Topic Matters
15a	Improve the health and wellbeing for all citizens and reduce inequalities in health	Improve accessibility to services and facilities that improve health outcomes	<div>Will the STP2...</div> <ul style="list-style-type: none">• Support residential, commercial, community facilities and recreational developments that are accessible by active travel and public transport, including for vulnerable groups?• Prevent disproportionate health benefits/harms for some groups more than others?• Promote accessibility (particularly on foot, cycling or public transport) to open space, nature and recreational activities (e.g. playing fields, sports facilities, footpaths or National Trails), particularly for vulnerable groups?• Encourage more people to integrate physical activity into their everyday journeys (either as complete active travel journeys or as part of a multi-modal journey)?• Prevent impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths including National Trails?	Human Health and Healthcare Population

	15b	Improve the health and wellbeing for all citizens and reduce inequalities in health	Reduce transport related vibration, air and noise pollution.	<p>Will the STP2...</p> <ul style="list-style-type: none">• Support the reduction of the transport impact on vibration, air quality and noise, particularly around vulnerable users such as children, older people and deprived areas?	Human Health and Healthcare Population
	16a	<p>Promote community safety and reduce crime and the fear of crime for all citizens</p> <p><i>Community Safety Micro-Objective</i></p>	Improve road safety and reduce the number of accidents and other incidents	<p>Will the STP2...</p> <ul style="list-style-type: none">• Promote the enhancement of road safety and reduce the number of road traffic incidents for everyone but particularly for vulnerable users• Support the reduction of levels of private car use; reduce levels of car dominance (e.g. pavement parking) and providing safer environments for everyone those walking, cycling, and wheeling?• Reduce the potential for collisions and accidents involving wildlife, particularly protected species; which could affect the safety of people using the transport network, the efficiency of that network and the future of individuals and populations of protected species?	Human Health and Healthcare Population

		<div>16b</div> <div>Promote community safety and reduce crime and the fear of crime for all citizens</div> <div>Community Safety Micro-Objective</div>	<div>Improve actual and perceived safety and security issues</div>	<div>Will the STP2....</div> <div><ul style="list-style-type: none">• Promote improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?• Promote increased provision of safe facilities for those utilising public transport, walking and cycling?• Create a more welcoming environment for travel and accessing key facilities for all, but particularly women, those with disabilities, LGBT people, low-income groups and ethnic minorities?</div>	<div>Human Health and Healthcare Population</div>	
<div>Change of wording in Section 3.1 to simplify technical wording and update following January 2024 reassessment</div>	<div>Three-Four assessments on the STP2’s strategic ambitions, called objectives within this assessment, have been undertaken in November 2022, January 2023, and March 2023 and January 2024 as the pPlan developed. The STP2 Plan had has 3 objectives considered throughout all stages:</div> <div><ul style="list-style-type: none">• Transforming Economic Performance.• Rapid Decarbonisation of Surface Transport.• Reducing Transport Related Social Exclusion which changed to Enhancing Social Inclusion and Health in March 2023</div>					

	<p>The objectives were assessed in January 2024 following changes made to the plan after the public consultation. Each of the STP2 objectives provided by TfN also had a number of sub-objectives which were also considered as part of this assessment. This summary focuses on the assessment on the consultation plan held in March 2023. This summary focuses on the assessment on the consultation plan held in March 2023. Information on the two previous assessments can be found in the main report.</p> <p>2.1.1—November 2022</p> <p>The assessment found that there were no STP2 plan objectives scored with a ‘Potential conflict’ against the ISA2 objectives. Three ISA2 objectives found to be scored as ‘Dependent upon nature of implementation measures’ or ‘Not relevant’ across the three STP2 plan objectives.</p> <p>2.1.2—January 2023</p> <p>The assessment found that there were no STP2 plan objectives scored with a ‘Potential conflict’ against the ISA2 Objectives. It was found that all ISA2 Objectives found to be scored at least once as ‘Broadly compatible’ across the STP2 plan objectives following action taken by TfN to update the STP2, following our first assessment in December 2022. Therefore, no areas of specific focus and consideration were given due to the strengthened text within the STP2’s objectives. The revised STP2 Objectives were found to provide a firm underpinning to help ensure that the sustainability performance of the plan can be maximised.</p> <p>2.1.3—March 2023<u>Assessment Summary</u></p> <p>This iteration of the assessed the STP2 objectives contained within the consultation version of the STP2. The assessment found that there were no STP2 Plan objectives scored with a ‘Potential <u>C</u>onflict’ against the ISA2 objectives. However, the assessment found that<u>Following change in wording within Objective 1, the Objective improved its score</u> scored lower with three objectives changing from ‘Dependent Upon Nature of Implementation Measures’ to ‘B<u>broadly C</u>ompatible’ to ‘dependent upon the nature of implementation measures’ compared with the January 2023 assessment scores against ISA2 Objective 5 (protecting and enhancing air quality). Objectives 2 and 3 also had wording changed however they were found to score the same as in March 2023.</p> <p>Therefore, the assessment found that the plan’s objectives provide a strong basis <u>due to the change in wording included within the objective, to help ensure that the sustainability performance of the plan can be maximised.</u></p> <p>From this assessment, it is considered that objective 1 provides a weaker basis to ensure the sustainability of the plan can be maximised, compared to that assessed in January 2023. To strengthen the STP2 objectives, the TfN plan writers were encouraged to make clearer and stronger economic ambitions for the North to improve the ISA2 assessment outcomes. Information on the two previous assessments and more information about this assessment can be found in the ISA2 Main Report.</p>
Change of wording in Section 3.2 to simplify technical wording and update following January 2024 reassessment	<p>TfN identified three reasonable alternative scenarios. The alternative scenarios were developed through the development and implementation of STP1 and informed by the ongoing evidence base work TfN are undertaking. The ISA2 provides an assessment of each alternative against the ISA2 objectives and helps to enhance the transparency of the decision-making process, as part of the development of the STP2.</p> <p><u>In light of consultation feedback, in January 2024, we revisited how the how the previous scoring against ISA objectives 1,9 and 13, had been applied.</u></p> <p><u>The result of this assessment in January 2024, was:</u></p> <ul style="list-style-type: none"><u>an amendment improving the scoring for Local Modal Shift Max scenario against ISA2 objective 1;</u>

- an amendment reducing the scoring for Continuation of STP1 scenario against ISA2 objective 9;
- an amendment reducing the scoring for Balanced scenario against ISA2 objective 9;
- an amendment to the scoring for Local Modal Shift Max scenario from ‘neutral/uncertain’ to ‘uncertain’ against ISA2 objective 9;
- amendment in relation to objective 13, reducing scoring for the Balanced scenario; and
- amendment in relation to objective 13, improving scoring for the Local Modal Shift Max scenario.

Considering these changes to the assessment scores, the overall conclusion of the alternatives assessment remained consistent with previous iterations of assessment in finding that the ‘Balanced Scenario’ performed the best overall across the ISA2 Objectives. The ‘Continuation of STP1 Scenario’ performed well against the ISA2 Objectives, with a slight, moderate or largely beneficial impact against seven objectives. The Local Modal Shift Max Scenario scored similarly to the Continuation of STP1 Scenario, albeit with strengths in different areas. Across all three scenarios, it will be key to ensure any adverse effects are reduced and beneficial effects are enhanced where possible through the carefully considered and identified mitigation measures.

~~In order to assess the three alternative scenarios against the ISA2 Objectives, a series of assumptions were developed for each. These assumptions, developed by TfN, were based on what are considered likely outcomes from each of the scenarios. The three alternative scenarios and ISA2 assumptions are defined in Table 7 **Error! Reference source not found.** below.~~

Table 7: Alternative Scenarios and Assumptions

Scenario Description	Assumptions
Scenario 1 – Continuation of STP1	
Assumes the provisions and ambitions of STP1 are still in place.	<ul style="list-style-type: none">• Implementation of a vision of a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.• The objectives of the STP1 are: Transforming economic performance; increasing efficiency, reliability, integration and resilience in the transport system; improving inclusivity, health, and access to opportunities for all; and promoting and enhancing the built, historic and natural environment.• This scenario focuses investment on seven identified strategic development corridors that reflect economic links across the North. Each of the Strategic Development Corridors will have a different scale of contribution towards achieving the outcomes of transformational economic growth and therefore different transport needs. However, investment in all the corridors is critical to the collective ambitions of Transport for the North and Partners.

			<ul style="list-style-type: none">Travel, economic and population growth assumption in line with the Core Scenario within NTEM 2022¹ and that National Road Traffic Projections 2022². The Core Scenario is based on ‘firm and funded’ government policy and published plans.	
		Scenario 2 – Balanced		
		Assumes the provisions and ambitions within STP2 are introduced.	<ul style="list-style-type: none">The STP2 builds on the original vision in the 2015 Northern Transport Strategy and the first Strategic Transport Plan with a renewed focus on decarbonisation and social opportunity.By 2050 the North of England will have become a thriving, socially inclusive region. This will be achieved through a transformed zero emission, integrated, safe and sustainable transport system, that will enhance connectivity, resilience, and journey times for all users.The STP2 vision is supported by three clear strategic ambitions: enhancing social inclusion and health; transforming economic performance; and rapid decarbonisation of surface transport.The STP2 sets out policy priorities for 9 distinct place types across the North.The STP2 retains the seven Strategic Development Corridors identified within the STP1.The STP2 proposes, as a minimum, a position of no ‘net’ road traffic growth in the North from a 2018 baseline to 2045. This recognises the significant social, economic and environmental benefits that may be derived from reducing car dependency and that greater priority should be given to sustainable modes when considering highway investment.Road capacity works would be supported, where primarily driven by safety improvement needs or where there is compelling evidence it is required to deliver significant economic and social benefits.	
		Scenario 3 – Local Modal Shift Max		
		Assumes a shift of focus	<ul style="list-style-type: none">Shares the strategic ambitions of STP2 but aims to achieve them through a stronger focus on reducing road vehicle mileage, relative to technological change.	

¹ National Trip End Model (NTEM) – data.gov.uk

² National Road Traffic Projections 2022 – Core Scenario – [National road traffic projections 2022 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

- ## ● Rural Villages and Dispersed

- ## ~~● Rural Town and Fringe~~

- ## ● Transformation Places

- ~~Other Urban~~

- ## ● Visitor Destinations

- ~~Former Metropolitan Counties~~

- ## ● Industrial Places

The assessment identified a number of strengths within the policies, specifically in terms of reducing greenhouse gas emissions, minimising embedded emissions, protecting local air quality, increasing resilience of the transport network, enhancing long term economic prosperity, supporting the coordination of strategic transport and land use planning and promoting inclusive environments. The assessments findings also identified areas of uncertainty in terms of conserving and enhancing historic assets, landscapes and townscapes and promoting the prudent use of natural resources.

The assessment recommended mitigation and enhancements against each of the ISA2 framework objectives, where it was considered necessary, to help improve the STP2. However, it was acknowledged that the mitigation given to enhance these policies may be included within the remaining policies in the draft STP2 which we had not yet received, or therefore assessed.

~~2.1.6 January 2023~~

~~In the second assessment, both thematic policies and the amended Policies and Place Framework were assessed. This assessment assessed the 13 thematic policies included in the draft STP2, which at this stage comprised:~~

- ~~Rail~~

- Road

- ## ● Freight and Logistics

- ## ● International Connectivity

- ## ● Local Connectivity

- ## ● Rural Mobility

- ## ~~● Achieving more Sustainable Travel~~

- ~~Active Travel~~

- ## ● Electric Vehicle Charging Infrastructure

- ~~Multi-modal Hubs~~
- ~~Connected Mobility~~
- ~~Decarbonisation~~
- ~~Transport Relation Social Exclusion~~

~~The assessment findings identified a number of strengths within the thematic policies, specifically in terms of reducing greenhouse gas emissions, minimising embedded emissions, protecting local air quality, increasing resilience of the transport network, enhancing long term economic prosperity, supporting the coordination of strategic transport and land use planning and promoting inclusive and safe environments. The assessment also identified areas of uncertainty in terms of avoiding land contamination and conserving soil, conserving and enhancing historic assets, landscapes and townscapes and enhancing blue infrastructure networks. The assessment recommended mitigation and enhancements against each of the ISA2 objectives, where it was considered necessary, to help strengthen the STP2.~~

~~The draft STP2 plan included an amended Policy and Places Framework. This comprised of the same 9 place based policies, against the ISA2 framework objectives. The assessment findings continued to identify a number of strengths within the policies, specifically in terms of reducing greenhouse gas emissions, minimising embedded emissions, protecting local air quality, increasing resilience of the transport network, enhancing long term economic prosperity, supporting the coordination of strategic transport and land use planning and promoting inclusive and safe environments. However, areas of uncertainty found from the assessment included those related to conserving and enhancing historic assets, landscapes and townscapes and conserving soil and land remediation. The assessment again recommended mitigation and enhancements against each of the ISA2 framework objectives, where it was considered necessary, to help strengthen the STP2.~~

~~2.1.7~~ ~~March 2023 Assessment Summary~~

~~This assessment~~ The March 2023 assessment and January 2024 assessment, assessed the four thematic policies included in the ~~draft STP2Plan~~, which comprised:

- Rail
- Road
- Freight and Logistics
- Local Connectivity

~~The other plan policies from January 2023 had been removed as separate policy sections, with some incorporated into the four remaining themes.~~

The ~~assessment findings identify a number of~~find strengths in the thematic policies ~~when assessed~~performed well against the ISA2 objectives in the March 2023 and January 2024 assessments. The policies scored well in terms of reducing greenhouse gas emissions and protecting local air quality; enhancing long term economic prosperity; and promoting inclusive and safe environments for all, which support the three overarching ambitions of STP2.

The January 2024 assessment found changes to ISA2 objectives 1, 2, 5, 6, 7, 13, 14, 15 and 16 across the Thematic Policies which improved the policies performance since the March 2023 assessment. For example, the Road Thematic Policy improved from ‘Slightly Beneficial’ to ‘Largely Beneficial’ on the short-term timeframe due to policy wording being added which provides greater explicit references to alternative fuels, impacting on reduction of greenhouse gas emissions.

However, the March 2023 and January 2024 assessment findings also found areas of uncertainty surrounding avoiding land contamination conserving and enhancing historic assets, landscapes and townscapes. The January 2024 found one change to ISA2 objective 12 (enhancing long term economic prosperity), which reduced the ‘Rail’ policy performance since the March 2023 assessment. This assessment outcome reduced from ‘Largely Beneficial’ to ‘Moderately Beneficial’ in the long-term timeframe due to changes in the within the policy wording to reflect the recent cancellation of the HS2 rail link to the North of England. These wording changes make the policy less specific and therefore the ISA can be less certain about the extent to which the ISA objective will be met in the long-term. However, the overall assessment score for the policy remains ‘Moderate Beneficial’ across short, medium and long-term timescales in supporting long term economic prosperity for the North of England. No further recommendations were identified following this change.

Table 3 summarises the findings of the January 2024 assessment of thematic policies against each ISA2 objective.

~~However, the assessment findings also identify find areas of uncertainty across the thematic policies, specifically surrounding protecting and enhancing the blue infrastructure network, avoiding land contamination conserving and enhancing historic assets, landscapes and townscapes. Table 8 summarises the findings of the March thematic policies against each ISA2 Framework objective.~~

~~In addition, the amended nine policy sections within the Policies and Place Framework, which was now located in Annex 1 of the plan, were also assessed. In previous assessment rounds, appendices were excluded from the ISA2 assessments however, in this final assessment, the Policy and Place Framework within Annex 2 were assessed. This was undertaken due to the significant contribution the Policy and Places Framework is considered to have on the implementation of STP2 and the Framework being considered as ‘policy’ which would be used specifically to guide development of the North’s transport network.~~

The March 2023 assessment ~~findings continued~~found to identify find a number of a number of strengths in the Policy and Places Framework when assessed against the ISA2 objectives. The policies scored well in terms of reducing greenhouse gas emissions and protecting local air quality; enhancing long term economic prosperity; and promoting inclusive and safe environments for all which support the three overarching ambitions of STP2Plan. ~~Following changes made based on our recommendations from the initial assessment of the STP2, t~~The Policy and Places Framework also scores strongly against protecting and enhancing blue and green infrastructure, conserving and enhancing historic assets, landscapes and townscapes.

The assessment ~~findings also identify find~~also found areas of uncertainty or only slightly beneficial impacts across the Policy and Places Framework. ~~Mitigation and enhancement have therefore been recommended to help strengthen the policies against certain ISA2 Framework Objectives.~~ The Policy and Places Framework relates to distinct place types, therefore whilst certain policies ~~were not scored~~did not perform strongly it was not considered proportionate to amend the policy wording where it had instead been addressed elsewhere within the STP2Plan. Therefore, mitigation was not identified where it ~~was considered~~felt to be addressed when the STP2-Plan was read as a whole. Table ~~4~~9 summarises the findings of the assessment of the Policy and Places Framework policies against each ISA2 ~~Framework~~objective. These policies were not assessed in January 2024 as only a minor level of changes were made to the policy wording within the Plan as a result of the consultation, and those changes did not materially affect or impact on the ISA objectives.

It should ~~also~~ be noted that ~~some of a number of~~ the recommended ~~enhancement measures~~actions across both the thematic policies and the Policy and Places Framework to address these identified uncertainties would need to be considered at the design stage or project level and therefore led by delivery authorities. For this reason, it was ~~not considered appropriate or proportionate~~felt this information did not need to be included within the STP2Plan. ~~Therefore This is because, whilst TfN would not have direct responsibility over these measures, TfN would~~ work with and influence the delivery authorities to minimise the adverse environmental and social impacts, as outlined within the Action and Impact Framework.

Therefore, when the plan is read as a whole, the STP2 provides a firm basis for future transport planning for the North.

[Information on the two previous assessments and more information about this assessment can be found in the ISA2 Main Report.](#)

Table 49: Summary of assessment scores for the STP2 Policy and Place Framework (March 2023)

Policy and Place Framework	ISA2 Framework Objectives																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14a	14b	14c	15a	15b	16a	16b
Commuter Towns	+++	++	++	+	++	++	++	0/?	+/?	+	+	++	++	++	+++	++	++	+	+	+
Large Conurbations	+++	++	++	++	+++	+++	++	0/?	+++	+++	+	+++	+++	+++	+++	+++	+++	+++	++	++
Rural Villages & Dispersed	+++	++	+/?	+	++	+	0	0/?	+	+	+	++	++	++	+++	++	++	++	++	++
Rural Town and Fringe	+++	++	++	+	+++	++	++	0/?	++	++	+	++	++	++	++	++	++	++	++	++
Transformational Places	+++	++	+	+	+++	++	0/?	+/?	0/?	+	+	+++	++	++	++	++	+	+++	++	0/?
Other Urban	++	++	++	++	+++	++	++	+	+++	+++	+	++	++	++	++	++	++	++	++	++
Visitor Destinations	+++	+	++	++	+++	++	+	0/?	++	++	+/?	++	++	++	++	++	++	++	++	++
Former Metropolitan Counties	+++	+	+	+	+++	+	0/?	0/?	+/?	+/?	+/?	+++	++	++	+	++	++	+	++	++
Industrial Places	+++	++	++	+	++	++	++	0/?	+++	+	+	+++	+++	++	+	++	++	+	++	+

Table 83: Summary of assessment scores for the STP2 Thematic Policies (March–January 20234)

Thematic Policies	ISA2 Framework Objectives																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14a	14b	14c	15a	15b	16a	16b
Rail	+++	+/?	+/?	+/?	+++	+	0/?	0/?	0/?	+	++	++	++	+++	+++	+++	++	+++	++	+++
Roads	+++	++	++	0	++	+++	+	0/?	0/?	+	+	++	++	++	+	++	++	++	++	++
Freight and International Connectivity	+++	+++	+/?	+/?	+++	++	0/?	0/?	0/?	+	++	++	++	++	++	++	++	+++	++	++
Local Connectivity	++	++	+	?	+	+	0	0	0	+	+	+++	++	++	++	++	++	++	++	+

Change of wording in Section 4 to simplify technical wording and

The ISA2 has considered cumulative, synergistic and indirect effects, [as explained within Section 2 of this summary](#). These are defined as:

- Indirect effects are not a direct result of the plan but occur as a result of actions. An example of this would be development that changes a water table, therefore affecting the ecology of a nearby wetland.

- Cumulative effects are where several insignificant individual effects have a combined significant effect. An example of this would be noise or dust pollution from multiple new developments.
- Synergistic effects are where a total effect is greater than the sum of the individual effects. An example of this would be a wildlife habitat becoming progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species.

~~The identification of these effects already takes into account the fact that TfN have taken on board earlier recommendations to improve the sustainability performance of the STP2. Table 10 outlines the results of this analysis. Overall, 11 effects from the Plan were identified as part of the ISA2 and these vary across environmental, social and economic effects. For example, a mix of cumulative positive and negative effects would likely be had on biodiversity across the North from the Plan and intentions derived from it. The use of land for new infrastructure, including for example transport infrastructure, commercial uses and housing could result in habitat degradation, loss or fragmentation. However, positive effects are anticipated following the introduction of the Environment Act (2021) with the 10% BNG requirement and Local Nature Recovery Strategies.~~

~~Another example being historic assets across the North. It would be likely that a mix of negative and positive effects on historic assets, industrial and cultural heritage and their settings would likely be had across the North from the Plan and intentions derived from it. Better integrated and more accessible sustainable transport modes could improve access to heritage sites, however changes to transport infrastructure could have potential negative effect on the integrity and setting of heritage assets that form part of the transport network without appropriate mitigation measures.~~

~~The completed list of identified effects are explained in more detail in the ISA2 Main Report within Section 10.~~

Table 10: Anticipated cumulative, synergistic and indirect effects

Effects	Causes	Affected Receptor	Significance
Greenhouse gas emissions	It is considered that the STP2 will help to result in a fall in GHG emissions due to the decarbonisation of the transport network and delivery of better integrated public and active travel modes, as well as the development and increased use of sustainable modes of transport. Uptake of electric and zero emission vehicles is also anticipated to bring major benefits.	<div>Population</div> <div>Wildlife habitats</div> <div>Transport Infrastructure</div>	Climate change is a global phenomenon meaning that greenhouse gas concentrations in the atmosphere are likely to increase during the STP2 period as a result of human activities on a global scale. Anticipated medium to long term benefits as interventions are developed and uptake of low and zero emission vehicles develops.

	Biodiversity	It is considered that the STP2 and interventions derived from it will result in a mix of cumulative positive and negative effects on biodiversity.	Wildlife habitats Flora and Fauna Landscapes and Townscapes	The use of land for new infrastructure, including for example transport infrastructure, commercial uses and housing could result in habitat degradation, loss or fragmentation. However, positive effects are anticipated following the introduction of the Environment Act (2021) with the 10% BNG requirement and Local Nature Recovery Strategies.	
	Sites designated for nature conservation	It is considered that the STP2 and interventions derived from it could result in a mix of cumulative positive and negative effects on sites designated for nature conservation. It is not possible to quantify these at this stage of plan development.	Wildlife habitats Flora and Fauna Landscapes and Townscapes	Potential for effects on sites designated for nature conservation—requirement for Habitats Regulation Assessment to be undertaken at the appropriate stage.	
	Air quality	It is considered that the STP2 will have a cumulative beneficial effect on air quality. This beneficial effect will be derived from the decarbonisation of the transport network and delivery of better integrated public and active travel modes, as well as the development and increased use of sustainable modes of transport. Uptake of electric and zero emission vehicles is also anticipated to bring major benefits.	Population Wildlife habitats Flora and Fauna	Whilst the STP2 is considered to have a cumulative beneficial effect on air quality, air emissions from the major road network and particularly congested areas remain a concern. Designation of AQMAs indicates that national air quality standards are unlikely to be met in the areas concerned. This affects the health of humans and other species. Anticipated medium to long term benefits as interventions are developed and uptake of low and zero emission vehicles develops.	
	Blue infrastructure network	It is considered that the STP2 and interventions derived from it could result in a mix of cumulative positive and negative effects on the blue infrastructure network, including inland and coastal water environments. For example, an increase in shipping infrastructure could have a greater impact on coastal surface water and the disturbance of aquatic habitats. On the other hand, a reduction in emissions from road	Population Wildlife Habitats Flora and Fauna	There are anticipated positive and negative effects over the medium to long term as measures are implemented.	

		vehicles and public realm improvements could result in reduced pollution benefiting the surrounding blue infrastructure network.			
	Soil, agricultural resources and contaminated land	It is considered that the STP2 and interventions derived from it could result in a mix of cumulative positive and negative effects on soil, agricultural resources and contaminated land. For example, the development of the highway network provides an opportunity for positive effects relating to contaminated land, but it may also provide an opportunity for further land to become contaminated and could potentially lead to the loss of soil / agricultural resources. Effects will be experienced across the north of England.	Population Wildlife Habitats Flora and Fauna Landscapes and Townscapes Rivers Groundwater	There are anticipated positive and negative effects over the medium to long term as measures are implemented.	
	Historic Assets	It is considered that the STP2 and interventions derived from it will result in a mix of negative and positive effects on historic assets, industrial and cultural heritage and their settings across the north of England. For example, better integrated and more accessible sustainable transport modes could improve access to heritage sites, however changes to transport infrastructure could have potential negative effect on the integrity and setting of heritage assets that form part of the transport network without appropriate mitigation measures.	Landscapes and Townscapes Heritage Assets	The use of land for new infrastructure, including transport infrastructure, commercial uses and housing could result in the disturbance of heritage assets and their settings. Negative effects could also be caused by human activities such as recreation, pollution and noise from transport. Anticipated positive and negative effects over the medium to long term as interventions are implemented.	

	Landscapes/ townscapes	It is considered that the STP2 and interventions derived from it will result in a mix of negative and positive effects on landscapes and townscapes across the north of England. For example, a reduction in car ownership could lead to a positive effect on townscapes due to reduced congestion, yet the siting and design of new sustainable transport infrastructure could impact on the setting of a landscape or townscape.	Landscapes and Townscapes Population Infrastructure Heritage assets Wildlife Habitats Flora and Fauna	The combination of multiple developments could result in the degradation of species and wildlife habitats, landscapes and townscapes, with the potential to cause irreversible harm. Anticipated positive and negative effects over the medium to long term as interventions are implemented.	
	Economic growth	It is considered that the STP2 and interventions derived from it will act as a key driver to long term economic prosperity and promote a clean and green economic transformation across the north of England.	Population	Changes in access to employment opportunities or a change in shift patterns as a result of new or improved transport infrastructure. Anticipated positive effects over the medium to long term as measures are implemented.	
	Health and well-being	It is considered that the STP2 and interventions derived from it will act to promote health and well-being through providing greater access to services and employment opportunities, in particular for vulnerable groups and areas at high risk of TRSE.	Population	Changes in access to health and leisure facilities, and a change in local air quality as a result of new or improved transport infrastructure. Anticipated positive effects over the medium to long term as measures are implemented.	

	<table><tr><td>Increase in flood risk</td><td>It is considered that the STP2 and interventions derived from it could result in a mix of cumulative positive and negative effects on flood risk. For example, the development of the highway network provides an opportunity for positive effects relating to flooding, but it may also provide an opportunity for increases in flood risk. Effects will be experienced across the north of England.</td><td>Population Infrastructure Heritage assets Wildlife habitats Flora and Fauna Rivers Groundwater</td><td>The use of land for new infrastructure, including transport infrastructure, commercial uses and housing could result in an increase in impermeable surfaces which could increase the risk of flooding. The impact of climate change will also increase the risk of significant flood events. The combination of multiple developments could result in an increased risk of flooding, with the potential to cause irreversible harm. Anticipated positive and negative effects over the medium to long term as interventions are implemented.</td></tr></table>	Increase in flood risk	It is considered that the STP2 and interventions derived from it could result in a mix of cumulative positive and negative effects on flood risk. For example, the development of the highway network provides an opportunity for positive effects relating to flooding, but it may also provide an opportunity for increases in flood risk. Effects will be experienced across the north of England.	Population Infrastructure Heritage assets Wildlife habitats Flora and Fauna Rivers Groundwater	The use of land for new infrastructure, including transport infrastructure, commercial uses and housing could result in an increase in impermeable surfaces which could increase the risk of flooding. The impact of climate change will also increase the risk of significant flood events. The combination of multiple developments could result in an increased risk of flooding, with the potential to cause irreversible harm. Anticipated positive and negative effects over the medium to long term as interventions are implemented.
Increase in flood risk	It is considered that the STP2 and interventions derived from it could result in a mix of cumulative positive and negative effects on flood risk. For example, the development of the highway network provides an opportunity for positive effects relating to flooding, but it may also provide an opportunity for increases in flood risk. Effects will be experienced across the north of England.	Population Infrastructure Heritage assets Wildlife habitats Flora and Fauna Rivers Groundwater	The use of land for new infrastructure, including transport infrastructure, commercial uses and housing could result in an increase in impermeable surfaces which could increase the risk of flooding. The impact of climate change will also increase the risk of significant flood events. The combination of multiple developments could result in an increased risk of flooding, with the potential to cause irreversible harm. Anticipated positive and negative effects over the medium to long term as interventions are implemented.		
Change of wording in Section 5 to simplify technical wording and	<p>As part of the assessment, mitigation and enhancement has been suggested to strengthen the STP2 against the ISA2 objectives. Mitigation <u>is where</u> includes recommendations <u>have been made</u> to reduce any significant negative effects. Enhancement includes <u>is where</u> recommendations to <u>have been made to</u> improve positive effects further. <u>Please find a summary of the most commonly</u> The proposed mitigation measures were largely addressed within the plan policies. Table 11 provides an overview of the recommended enhancement <u>and mitigation</u> measures given for the STP2 Plan against the ISA2 objectives to help further enhance the positive effects of the STP2 <u>listed below. The completed list of identified mitigation measures are explained in more detail in the ISA2 Main Report within Section 11.</u></p> <hr/> <ul style="list-style-type: none">• <u>Measures could be taken to reduce the amount of carbon from the North’s transport system. This could be enhanced by prioritising in policy, Climate Change mitigation and adaptation measures in the development of new, or improvements to existing transport infrastructure.</u>• <u>There could be a greater consideration of using innovative low carbon construction materials and techniques for the development of new, or improvement of existing, transport infrastructure as well as for maintenance activities</u>• <u>More complex measures could be considered to support ecological connectivity such as animal over or under passes on the road network, the development of wildflower meadows along linear features such as roads and railway lines or the active control of invasive species</u>• <u>There could be greater consideration within projects to the conservation and enhancement measures of internationally designated environment sites, particularly those designated as SSSI or Natura 2000.</u>• <u>There could be greater consideration to increase the understanding of the transport systems vulnerability to climate change effects, as well as to encourage adaptive management and design to respond to uncertain climatic effects.</u>• <u>Further consideration could be given to the use of nature-based solutions to protect the blue infrastructure network, including aquatic habitats.</u>• <u>Further opportunities could be taken to utilise areas of previously developed land and to remediate contaminated land when possible.</u>				

- Further opportunities could be taken to support supporting improved access to historic or culturally important sites by sustainable transport modes.
- The design, construction, repair and maintenance of transport infrastructure could be encouraged further to respect and enhance where possible the landscape character and townscapes of the north of England.
- Greater consideration could be given to ensuring that new or upgraded infrastructure is resource efficient and encouraging the use of recycled materials, local suppliers and locally produced materials in construction.
- Greater consideration could be given to supporting the development of connected communities and coordinating public transport infrastructure with the future development of employment and housing within 15/20-minute neighbourhoods to enable coordinated strategic planning across the plan area.
- Greater consideration could be given to reducing emissions and other aspects such as noise pollution and vibration dust which potentially effect health and well-being.
- Further opportunities could be taken to support of natural surveillance and to reducing the potential for accidents and collisions involving wildlife.

Table 11: Overview of Proposed Enhancements

ISA2 Objective	Proposed Enhancements
1. Reduce greenhouse gas emissions from surface transport in the North.	Due to the potential threats posed by climate change and the Government’s commitment to reduce carbon emissions, measures should be taken to reduce the amount of carbon from the North’s transport system. Reductions would largely come from a reduction in private vehicle mileage and the increased availability, accessibility and affordability of sustainable transport modes which comes across strongly in the STP2. This could be enhanced by prioritising in policy, Climate Change mitigation and adaptation measures in the development of new, or improvements to existing transport infrastructure.
2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure.	There should be a consideration of using innovative low carbon construction materials and techniques for the development of new, or improvement of existing, transport infrastructure as well as for maintenance activities. For instance, the road and rail thematic policies could place more emphasis on making better use of existing infrastructure. Carbon footprint can be readily measured at construction and operation by use of an appropriate carbon calculator. The implementation of mitigation measures will be led by delivery authorities.
3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network.	The STP2 promotes good design of transport infrastructure to maximise ecological connectivity and to secure Biodiversity Net Gain. This is particularly important given the Environment Act 2021 which will set in to law a 10% BNG requirement on all new development. More complex measures could be considered such as animal over or under passes on the road network, the development of wildflower meadows along linear features such as roads and railway lines or the active control of invasive species. Particular consideration needs to be made to protection measures in relation to any scheme which may impact directly, or indirectly, on any site designated for nature conservation purposes. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.

	4. Conserve and enhance internationally designated environment sites.	There could be particular consideration within projects to the conservation and enhancement measures of internationally designated environment sites, particularly those designated as SSSI or Natura 2000. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.	
	5. Protect and enhance local air quality.	None identified.	
	6. Increase resilience of the transport network to extreme weather events and a changing climate.	It is important to increase our understanding of the transport systems vulnerability to the effects of a changing climate. Particularly as extreme weather events become more regular, there should be consideration in policy to increase the understanding of the transport systems vulnerability to climate change effects, as well as to encourage adaptive management and design to respond to uncertain climatic effects.	
	7. Protect and enhance the blue infrastructure network including inland and coastal water environments.	<p>Impact on local water resources can be addressed through planning and design for the efficient use of water, including water recycling. Consideration should be given to the use of nature based solutions to protect the blue infrastructure network, including aquatic habitats.</p> <p>It is particularly important to protect aquatic habitats and coastal surface water as a result of growth in the freight shipments sector. Mitigation and enhancement measures should be considered to protect the natural environment. Protection and good pollution control measures are to be utilised during both construction and operation of transport schemes. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.</p>	
	8. Protect and conserve soil and remediate and avoid land contamination.	<p>The protection of soil resources, particularly those of higher quality / areas of better agricultural lands should always be considered — this could be done during scheme planning by careful route selection. If areas of good quality soil cannot be avoided, care should be taken during construction to store topsoil for later reuse — either on site as landscaping or further afield.</p> <p>Opportunities should also be taken to utilise areas of previously developed land and to remediate contaminated land when possible. This could include the removal / appropriate treatment of any invasive species such as Japanese Knotweed. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.</p>	
	9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings.	<p>Heritage assets may be buildings, monuments, sites, places, areas or landscapes. Consideration should be made of the character and setting of the heritage asset, its significance (and level of protection afforded to it), the potential for loss or harm and need for conservation. Opportunities to support supporting improved access to historic or culturally important sites by sustainable transport modes should be taken when possible.</p> <p>It should also be noted that due to its nature, not all heritage features may be apparent at the planning / design stage and precautions for unexpected discovery should be taken — perhaps through an archaeological watching brief. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.</p>	

	10. Protect and enhance the character and quality of landscapes and townscapes.	The design, construction, repair and maintenance of transport infrastructure should be encouraged to respect and enhance where possible the landscape character and townscapes of the north of England. Reducing the scale of a project or making changes to its operation can help to avoid or mitigate the visual and landscape effects of a proposed project. Consideration during planning should also be given to appropriate siting, design of the scheme (including choice of materials) and landscaping schemes. Policy should therefore consider the design of transport infrastructure that protects and enhances the character of landscapes and townscapes. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.–	
	11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials.	Consideration during design and construction of transport schemes should be given to the waste hierarchy of prevention, reuse, recycling and disposal. All waste should be handled in accordance with applicable waste management legislation and the emphasis should be to minimise the volume of waste produced and the volume sent for disposal, unless it can be demonstrated that this is the best environmental outcome. Consideration should be given to ensuring that new or upgraded infrastructure is resource efficient and encouraging the use of recycled materials, local suppliers and locally produced materials in construction. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.–	
	12. Enhance long term economic prosperity and promote a clean and green economic transformation.	None identified.	
	13. Coordinate land use and strategic transport planning across the region.	Consideration should be given to supporting the development of connected communities and coordinating public transport infrastructure with the future development of employment and housing within 15/20 minute neighbourhoods to enable coordinated strategic planning across the plan area. However, all proposed development will require adherence to the relevant planning requirements. As such consideration of these requirements will be made at the design stage of all relevant schemes.–	
	14. Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	None identified.	
	15. Improve the health and wellbeing for all citizens and reduce inequalities in health.	Consideration during scheme planning and design could be given to reducing emissions and other aspects such as noise pollution and vibration dust which potentially effect health and well being. The implementation of such mitigation measures will be led by delivery authorities and will be made at the design stage of all relevant schemes.–	

	<p>townscapes. It is important to note however, that there are areas of uncertainty or only slightly beneficial impacts remain relating to avoiding land contamination and promoting the prudent use of natural resources.</p> <p>It is important to note however, that there remains areas of uncertainty or only slightly beneficial impacts relating to avoiding land contamination and promoting the prudent use of natural resources. In relation to these areas, However, the level of detail that could be addressed by the <u>STP2 Plan</u> was limited<u>limited</u>, and it was not considered proportionate to include this level of detail within the <u>STP2 Plan</u> policies. The identified areas of uncertainty<u>ies</u> should be addressed at a project level by delivery authorities. Despite this, it is considered that this complete plan would have a strong, positive influence on the North’s transport network across environmental, economic, societal and health indicators and a firm basis for future transport planning for the North.</p> <p><u>Following the Plan consultation held in Summer 2023, responses have been considered and actioned. The changes following these comments are documented within Appendix F. The next stage is to adopt the plan, which is planned for March 2023. Once the plan is adopted by TfN, a post-adoption statement will be written as part of stage E of the IA process. The purpose of the post-adoption statement is to set out how the IA report and consultation responses have been considered, how reasonable alternatives have been evaluated and the reasons for choosing the plan as adopted and the monitoring measures in place to track the effects of the implementation of the plan.</u></p> <p>TfN are now seeking comments from consultees on STP2’s policies, evidence and supporting annexes, including the ISA2 and HRA. Following the STP2 plan consultation, responses will be considered and appropriately actioned. Any changes will be documented as part of stage D of the IA process. Following this, a post-adoption statement will be written as part of stage E of the IA process once the plan is adopted by TfN.</p>
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