A.1 ISA2 Scoping Report

ARUP

Transport for the North - Strategic Transport Plan 2

Integrated Sustainability Appraisal 2

Scoping Report

Final: Final Following Consultation

V3 | 22 November 2022

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Introduction

1.1 Purpose and Structure of this Scoping Report

This Scoping Report, produced by Arup on behalf of Transport for the North (TfN), presents a high level environmental, social and economic context for the North; the region of influence for TfN's second Strategic Transport Plan (STP2).

Through understanding this context, alongside a review of relevant plans, programmes and strategies, key environmental issues and opportunities for the STP2 have been drawn out and used as the basis for the Integrated Sustainability Appraisal 2 (ISA2) objectives.

It is proposed that, alongside the requirements for a Strategic Environmental Assessment (SEA), the ISA2 also includes Health Impact Assessment (HIA) and Equalities Quality Impact Assessment (EqIA). A Habitats Regulation Assessment (HRA) of the STP will also be undertaken but will be reported separately, though with results feeding into the ISA. It is important that the Strategic Transport Plan 2 (STP2) matches the original vision of the Plan (STP1) and builds on the significant development work undertaken since 2019.

With this in mind, using the previous work undertaken by Atkins to inform the ISA1 as a starting point, this Scoping Report will consider and review plans, contextual information and policies, ensuring that where information has been superseded or amended, these changes are reflected. The Scoping Report and its appendices, will:

- Define the proposed methodology for the ISA2.
- Provide an updated review of plans, programmes and strategies.
- Provide an updated description of the baseline, including current and likely future social, economic and environmental characteristics (if current trends continue) of the North.
- Provide an updated summary of the key sustainability issues and opportunities for the North.
- Present the proposed ISA assessment framework, based on our updated baseline and understanding of current sustainability issues and opportunities.
- Describe the scoping consultation process (with Statutory Environmental Bodies and other relevant organisations/groups).
- Provide information on the next steps in the ISA process.

Additionally, as an update to the ISA1, the Scoping Report considers current contextual issues such as Covid-19 and Levelling Up- both of which may have had a significant impact on considerations under the Environmental, Social and Economic key topics outlined in Section 5 and in the report appendices.

Given the strategic nature of the ISA2 and STP2, the Scoping Report has considered each key topic on a scale that is applicable to the TfN geography and TfN's remit. In most instances, data has been considered on a regional level and where appropriate, this has been considered alongside information on a local, national or European level to understand the context in relevance to the ISA2.

1.2 Statutory Consultee Consultation

Consultation on this Scoping Report ensures that the ISA2 will be robust to assess the STP2 by gathering early views on how the ISA2 should be developed, including views on the baseline review work undertaken and the proposed ISA2 objectives.

The statutory organisations, as required under the Environmental Assessment of Plans and Programmes Regulations 2004 (Natural England, Historic England and the Environment Agency), have been consulted in addition to relevant organisations across the North and within Scotland and Wales due to the broad scope, scale and role the STP2 will have once it is adopted.

Comments were requested on the evidence gathered (and how information was gathered) and the proposed ISA2 Framework. The following questions were asked to assist consultees in making responses:

1. Have there been any significant omissions of plans, programmes or relevant evidence relevant to the scoping of the within the ISA2 Scoping Report and Framework?
2. Do you agree that the baseline data that has been, or will be collected, provides a relevant and robust foundation to support the ISA2?
3. Are you aware of any key baseline data available that are or could be used in support of the issues that have not been identified?
4. Do you agree the proposed ISA2 objectives provide a sound and robust framework against which to assess the STP2?

The consultation period for the Scoping Report was held between 27 September to 2 November 2022 with all responses requested in writing by email or post to Arup:

- ISA2@arup.com
- Arup, 6th Floor, 3 Piccadilly Place, Manchester, M1 3BN

Following the consultation, all feedback has been considered. This report has been updated with changes based on the consultation responses. This final ISA2 Framework will be used to assess the draft STP2 within Stage B of the process explained in Section 3.

For a full detailed list of the consultation responses received and the actions taken, please see Appendix F.

2. The Strategic Transport Plan 2

Transport for the North (TfN) became England's first statutory sub-national transport body in April 2018 through the Local Government and Devolution Act 2016 (with the amendment to the Local Transport Act 2008). TfN's powers include:

- Develop and implement a Strategic Transport Plan (STP);
- act as 'one voice' for the North, relaying priorities to the Secretary of State;
- coordinate and deliver smart ticketing systems across the North;
- become a statutory partner in road and rail investment decisions;
- oversee (jointly with Department for Transport) franchised rail services covering Northern and TransPennine Express franchises;
- construct new roads, with the agreement of Government and relevant highway and local authorities; and,
- decide on capital grants.

As a partnership, TfN brings the North's 20 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. Figure 1 outlines TfN's geography and the local transport authorities for the North.

Following public consultation, the first STP was adopted in 2019; the first multi-modal plan of its kind. The plan was created through unprecedented collaborative efforts between TfN and its partners to create a vision for transport across the North to drive transformational economic growth and travel change.

STP1 focused on connecting people, connecting businesses and moving goods across all forms of transport. Utilising a diverse range of data covering infrastructure, the economy, society and the environment, TfN mapped out a strategic plan across seven strategic corridors to provide a comprehensive and robust vision that TfN's partners have started to deliver over the past three years.

Figure 1: TfN Geography

Since the publication of STP1, TfN has continued to evolve and mature its evidence base. There has been significant work in developing its Analytical Framework, and the creation of road, rail, land use and freight models. Research and evidence has also been undertaken to assess transport related social exclusion, and user insights. A key evidence source for TfN continues to be the Northern Powerhouse Independent Economic Review (NPIER). A refresh of this is currently being undertaken to inform STP2.

2.1 Key Milestones for STP2

Milestones for the STP2 in the future:

- Draft STP2 agreed by TfN Board, March 2023
- 12-week statutory consultation for STP2, May – July 2023
- Final STP2 taken through TfN Governance for adoption, December 2023
- Publication of the adopted STP2, early 2024

2.2 STP2 Objectives

To support and shape STP2, TfN has proposed three Strategic Ambitions. These are:

- Decarbonisation of surface transport, as set in TfN's Decarbonisation Strategy
- Reducing transport related social exclusion, as set in TfN's Socially Inclusive Transport Strategy, and
- Transforming Economic performance, as set in the Northern Powerhouse Independent Economic Review.

STP2 is also being drafted 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 the case for change, summarising the evidence headlines and setting the scene for the STP, including the principles of the 'Sustainability Stool'.
- People and Place - Establishing a Policy and Place Framework, developing workstreams and policies to deliver the vision, with consideration for different people, users, and geographies of the North.
- The Impact - Setting out how TfN will measure our impact, the role and responsibilities of TfN and funding principles required to deliver our vision.

Following TfN governance approval, the STP2 will be published for consultation in May 2023, with the Final STP2 to be adopted in December 2023.

3. ISA2 Methodology

3.1 Purpose of the ISA2

The Integrated Sustainability Assessment 2 (ISA2) is the second iteration of the ISA, following on from the Integrated Sustainability Assessment 1 (ISA1) completed by Atkins and adopted in 2019. Building on the previous body of work, the ISA2 will support the development of TfN's second Strategic Transport Plan (STP2). The ISA2 aim is to promote sustainable development, health and equality, social, environment and economic considerations within the STP2. The ISA2 and STP2 will be run in parallel, allowing the integration of ISA2 recommendations to be included into the development of the STP2.

The ISA2 will consider the requirements and scope 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).

In addition, the ISA2 will also complete a Habitat Regulations Assessment (HRA), 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 will be within the HRA Stage 1 Scoping Report.

For consistency, the ISA2 has been built upon work previously completed in the ISA1 of the first Strategic Transport Plan (STP1), undertaken by Atkins and completed in 2017 and 2018. It should be noted that TfN's remit has changed since the preparation of STP1 and therefore both the STP2 and ISA2 will reflect this revised remit.

3.2 ISA2 Scope

This section outlines the scope of the ISA2 and how the methodology will incorporate the requirements set out by the each of the different types of assessment. The ISA2 components are shown in Figure 2. This report will not explore the HRA component of the ISA2 as the HRA Stage 1 Scoping Report will be produced separately to this scoping report. This report will also not

include a separate Community Safety Assessment (CSA) as was included in ISA1, as the full scope of the CSA will be included within the Health Impact Assessment component of the ISA.

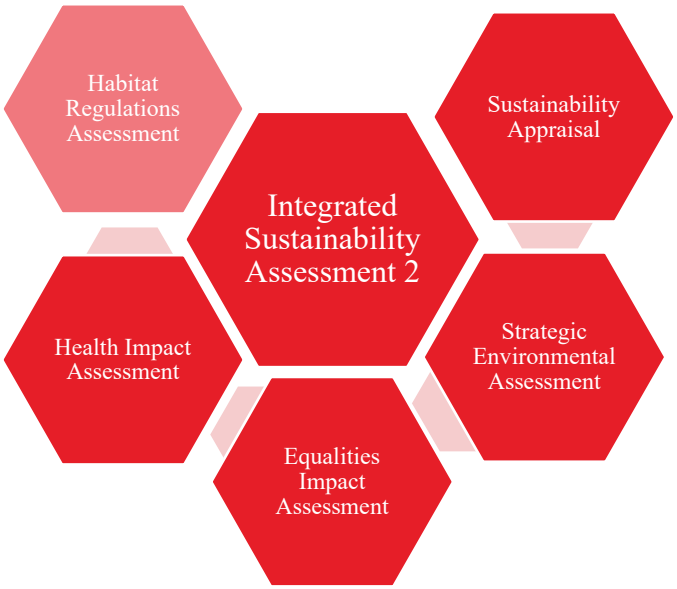

Figure 2: ISA2 Components

Each of the assessments broadly follow a similar approach with screening, setting the baseline context, identifying where there are impacts on defined relevant topic areas evaluating the effects in relation to those impacts and making recommendations for mitigation where needed.

By undertaking this methodology, it will ensure that the STP2 comprehensively considers environmental, societal, economic and health effects during the development of the plan, strengthening the future policies.

The geographical scope of the ISA2 is defined by the TfN geography.

3.2.1 Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA)

SAs ensure environmental, economic and societal impacts are considered when plans are being created. SEA is similar but focuses on environmental impacts of plans. Both of these consider issues at the strategic level.

SA in the UK is mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004, which requires planning authorities to carry out a sustainability appraisal of the proposals within Plans during their preparation.

SEA is mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 ("the SEA Regulations"). Regulation 12(3) and Schedule 2 of these regulations describes "information for environmental reports" which need to be adhered to when creating policy.

The ISA2 Framework will meet the legislative requirements with the inclusion of key objectives and assessment criteria, outlined in Section 6.

3.2.2 Equality Impact Assessment (EqIA)

EqIAs ensure that discrimination does not occur when creating strategic plans and that policies meet the requirements of the Equality Act 2010. The Act imposes a duty on public bodies that shape policy, deliver services and/or employ people. The duty requires public bodies to:

- Have due regard to the need to eliminate discrimination;
- Advance equality of opportunity; and,
- Foster good relations between different people when carrying out their activities.

The ISA2 needs to consider in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people. In order to understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of "protected characteristics":

- Age;
- Disability;
- Gender Reassignment;
- Marriage and Civil Partnership;
- Pregnancy and Maternity;
- Race;
- Religion or Belief;
- Sex; and,
- Sexual Orientation.

The ISA2 Framework will meet the legislative requirements with the inclusion of key objectives and assessment criteria, outlined in Section 6. In addition, the ISA2 will be supported by an Equality Screening Assessment which will be within the appendices to the ISA2 report.

3.2.3 Health Impact Assessment (HIA)

HIAs ensure that plans minimise negative and maximise positive health impacts. A process is set out by the UK's Department of Health's Health Impact Assessment of Government Policy (2010), to follow in carrying out HIA. There is no statutory requirement to undertake a HIA however the assessment is included to ensure wider potential impacts relating to health are fully considered with the ISA2.

The ISA2 Framework includes the Department of Health's determinants of health (people, lifestyle, community, local economy, activities, built environment and natural environment) within the key objectives and assessment criteria, outlined in Section 6.

3.3 Integrated Sustainability Appraisal (IA) Stages

The ISA2 process follows the standard Integrated Assessment (IA) stages:

- **Stage A** – This scoping stage is to set the context for the assessment with: 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.

These stages encompass all legislative and best practise requirements for each of the assessments explored in Section 3.1. This Scoping Report is currently within Stage A of the IA process. Further information on each stage is presented in Table 1.

Table 1: Integration of the Assessment Process

Transport Planning Stage	IA Stage	Sustainability Appraisal and Strategic Environmental Assessment Tasks	Habitat Regulations Assessment Tasks	Health Impact Assessment Tasks	Equalities Impact Assessment Tasks
Determining the scope of the Strategic Transport Plan clarifying goals; specifying the problems or challenges the authority wants to solve	A. Setting the context and objectives, establishing the baseline and deciding on the scope	Review plans/programmes and identify sustainability themes Review Baseline data and likely future trends Review Key sustainability issues Review objectives and decision-making questions (SA/SEA Framework) Prepare Scoping Report	Identify all international sites within and up to 20km around the STP area Contact Natural England for details of all international sites and consultation purposes Liaise with SA/SEA team to ensure SA/SEA Framework covers international sites appropriately	Identify related plans/programmes and identify themes (as part of SA/SEA) Baseline evidence (as part of SA/SEA) Identify health and wellbeing issues (as part of SA/SEA) Ensure inclusion of health and wellbeing specific objectives in SA/SEA Framework	Identify related plans/programmes and identify themes (as part of SA/SEA) Baseline evidence (as part of SA/SEA) Identify equalities issues (as part of SA/SEA) Ensure inclusion of equalities specific objectives in SA/SEA Framework

Transport Planning Stage	IA Stage	Sustainability Appraisal and Strategic Environmental Assessment Tasks	Habitat Regulations Assessment Tasks	Health Impact Assessment Tasks	Equalities Impact Assessment Tasks
		Formal consultation with SEA Statutory consultees and other relevant social and economic consultees	HRA information incorporated in Scoping Report Consultation as part of SA/SEA formal consultation	HIA information incorporated in Scoping Report Consultation as part of SA/SEA formal consultation	EqIA information incorporated in Scoping Report Consultation as part of SA/SEA formal consultation
Generating options for the Strategic Transport Plan to resolve these challenges; appraising the options and predicting their effects	B. Developing, refining and appraising strategic options	Assess STP objectives against the SA/SEA Framework Appraise STP strategic options Evaluate/select STP preferred options.	Assess STP objectives against relevant HRA objective Initial advice provided to client in relation to the sensitivities of the international sites and how to avoid significant effects on these sites.	HIA assessment of STP objectives and strategic options be undertaken within SA/SEA	EqIA assessment of STP objectives and strategic options be undertaken within SA/SEA

Transport Planning Stage	IA Stage	Sustainability Appraisal and Strategic Environmental Assessment Tasks	Habitat Regulations Assessment Tasks	Health Impact Assessment Tasks	Equalities Impact Assessment Tasks
Selecting preferred options for the Strategic Transport Plan and deciding priorities	B. Assessing the effects of the STP	Predict and assess effects of options taken forward Propose mitigation measures Propose monitoring programme	HRA review of proposals in draft Propose mitigation measures Monitoring as part of SA/SEA	HIA assessment of preferred options to be undertaken within SA/SEA. Mitigation measures proposed within SA/SEA Monitoring as part of SA/SEA	EqIA assessment of preferred options to be undertaken within SA/SEA. Mitigation measures proposed within SA/SEA Monitoring as part of SA/SEA
Production of the draft Strategic Transport Plan	C. Prepare ISA Report	Prepare the ISA2 Report	Prepare HRA Screening Report (separate output)	HIA fully documented in ISA2 Report (no separate output but HIA component properly identified)	EqIA fully documented in ISA2 Report (no separate output but EqIA component properly identified)

Transport Planning Stage	IA Stage	Sustainability Appraisal and Strategic Environmental Assessment Tasks	Habitat Regulations Assessment Tasks	Health Impact Assessment Tasks	Equalities Impact Assessment Tasks
Consultation on draft Strategic Transport Plan	D. Consulting on ISA Report	Consult on ISA2 Report	HRA Screening Report sent to Natural England for agreement on findings.	HIA Consultation included in ISA2 Report consultation	EqIA Consultation included in ISA2 Report consultation
Production of final Strategic Transport Plan	D. Assess significant changes	Assess significant changes	Assess significant changes	HIA assessment of significant changes undertaken as part of SA/SEA	EqIA assessment of significant changes undertaken as part of SA/SEA
Adoption of Strategic Transport Plan	D. Prepare Post Adoption Statement	Prepare Post Adoption Statement	Prepare updated HRA Screening Report	Relevant results reported in Post Adoption Statement	Relevant results reported in Post Adoption Statement

4. Plans, Programme and Strategies Review

The STP2 and the ISA2 will be influenced by a diverse range of legislation, plans, strategies, programmes and policies on local, regional, national and European scales from stakeholders and other plan-making organisations and delivery partners. As these plans can direct and drive the STP2 and the ISA2, all relevant plans, programmes and strategies therefore need to be considered when creating the ISA2 Framework. Therefore, this review has a fundamental role within the ISA2.

This is a requirement of the SEA Directive:

"The plan's relationship with other relevant plans and programmes' and 'the environmental protection objectives, established at international, (European) Community or national level, which are relevant to the plan…and the way those objectives and any environmental considerations have been taken into account during its preparation". Directive 2001/42/EC - SEA Annex 1 (a), (e)

The first stage of completing the ISA2 Framework baseline is therefore to review relevant plans, programmes and strategies. This review seeks to:

- Ensure the STP2 and the ISA2 Framework are in line with the requirements of relevant plans, programmes and strategies;
- Identify inconsistencies or constraints to be dealt with; and,
- Identify objectives and key assessment criteria that should be reflected in the ISA2.

The most recently published versions of the relevant plans, strategies and programmes have been reviewed and the implications for the ISA considered. The review has been built upon work previously completed in the Integrated Sustainability Assessment 1 of the Strategic Transport Plan 1 completed in 2017 and 2018 for consistency.

The full review of the relevant documents can be found in Appendix C. Key matters and opportunities found from this review are summarised below:

Community Safety

- Encourage the creation of safe, inclusive, fair, tolerant and cohesive communities;
- support reductions in crime and anti-social behaviour; and,
- improve perceptions of communities as safe places to live, work and visit.

Economic

- Promote improved accessibility to jobs through improved transport links;
- support growth in employment and labour productivity;
- support improvements in GVA per capita;
- support the attraction of inward investment;
- support improved reliability of rail and road journey's for business users;
- support local businesses;
- support measures that enhance the local economy and overall prosperity; and
- enhance the local skills base.

Environment

Climate Change

- support a reduction in transport related energy consumption and fossil fuel use.
- promote GHG emissions reductions from surface transport, particularly carbon dioxide;
- support the use of renewable energy for transport applications and increased energy efficiency for vehicles and transport infrastructure, through the use of new, clean technologies; and,
- promote measures to adapt to climate change.

Transport

- Promote mixed-use development and the connection of key regeneration sites by public and active transport to reduce the need to travel;
- encourage the improvement of local air quality by encouraging mode shift to walking, cycling and public transport;
- promote reduced traffic congestions and the improvement of road safety for all users;
- promote clean vehicle technology and alternatives to road travel, including road haulage; and,
- promote the integration, maintenance and improvement of the public right of way and wider access network.

Natural Resources and Waste

- Encourage efficient resource use, minimise resource footprint and raise awareness of resource use/use;
- support the use of secondary and recycled materials and consider opportunities to maximise on-site re-use of materials; and,
- encourage the reduction of the amount of waste disposed of at landfill.

Land

- Encourage the use of the brownfield/greenfield hierarchy of land use;
- Support the protection of farmland and soils.

Water

- Support the improvement of the quality (biological and chemical) of ground and surface water;
- encourage the use of nature based solutions for drainage as part of Sustainable Drainage Systems.;
- support the minimisation of risk and impact of flooding;
- help prepare for impacts of climate change, including sea level rise, coastal squeeze and coastal erosion.

Biodiversity

- Contribution to the delivery of local and national Biodiversity Action Plans and Local Nature Recovery Strategies;
- encourage the protection and enhancement of existing wildlife and endangered species, by supporting the provision of opportunities for new habitat creation;
- support and increase in tree cover and the sustainable management of existing woodland;
- promote the protection, maintenance and where possible enhancement of natural habitat networks and green infrastructure, to avoid fragmentation and isolation of networks;
- support the protection and enhancement of designated nature conservation sites of international importance (SPA/SAC) and national importance (SSSI); and,
- promote access and understanding of nature and biodiversity.

Landscape

- Support the protection and enhancement of landscape and townscape character and local distinctiveness.

Heritage

- Support the conservation and enhancement of designated and non-designated historic assets through sympathetic design and preserving local distinctiveness;
- encourage improved access to buildings and landscapes of historic/cultural value; and,
- encourage the use of architectural design to enhance the local character and "sense of place" of development.

Equality

- Promote the protection of human rights and fundamental freedoms;
- support the prevention of discrimination, harassment and victimisation;
- promote equality of opportunity in the way services are planned, promoted and delivered;
- treat everyone with dignity and respect;
- recognise peoples' different needs;
- promote the creation of active, safe, inclusive, fair, tolerant and cohesive communities;
- promote improved economic, social and environmental conditions in the most deprived areas;
- support fair access to and distribution of resources across the community;
- address the needs of, and impacts upon, diverse communities;
- support the creation of a sense of place and belonging for all members of the community;
- promote physical access for those with disabilities; and,
- encourage the minimisation of isolation for vulnerable people.

Health

- Promote improvement in local health and wellbeing.
- support a reduction in health inequalities among different groups within the community;
- support transport measures that address pockets of deprivation;

- support the improvement of disability access;
- encourage improved access to local health care facilities;
- promote opportunities for increased physical activity;
- consider how to support an aging population; and,

5. Baseline Information

An exercise has been undertaken to determine the baseline context across a diverse range of key issues covering economic, environmental and societal aspects. This has been undertaken because in order to assess the potential implications of the STP2 across the North on a range of aspects, it is necessary to create a baseline against which predicted effects can be assessed. Therefore, this baseline review has a fundamental role within the ISA2. The baseline evidence collated and analysed is summarised within the report appendices.

The Environmental Assessment of Plans and Programmes Regulations 2004 require this collation and analysis of data:

"relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" and the "environmental characteristics of the areas likely to be significantly affected" (Annex I (b) (c))

"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds Directive) and 92/43/EEC (Habitats Directive)" (Annex I (c)).

Additionally, for the SA, EqIA and HIA this baseline analysis must also consider social and economic aspects in addition to the environmental criteria specified in the SEA Directive. The baseline review provides the basis for assessing the effects of draft STP2 policy.

A diverse range of topics have been explored to provide a broad and diverse baseline for the ISA2 Framework. These topics are on a range of issues and interlink between economic, societal (including health, safety and equality) and environmental matters, mirroring the plans, programme and strategies review outlined in Section 4.

We have utilised indicators per each topic matter to ensure that data collected is focussed and effective, covering the TfN geography in a uniform manner. These indicators are objective with datasets used over time to provide insight into general trends that the TfN geography has previously, is currently and likely to experience in the future. This study draws upon reliable secondary sources of data rather than embarking upon primary data collection. Where there are gaps within the data these have been highlighted within the following sections.

As the ISA2 is iterative process, future stages may identify additional issues and priorities that require the sourcing of additional data outside of those currently considered within this Scoping

Report. As an example, at the time of drafting the Census 2021 data was still being released and not fully available to be included. Any future amendments that may be required will be shown in an addendum to this report. This allows the ISA2 process to be flexible and responsive to any future legislative, policy or baseline condition changes, ensuring a continued robust baseline analysis for the ISA2 Framework.

Data are taken from the most recent and reliable publicly available sources with information being accurate at the time of writing to our knowledge and understanding. Datasets used vary between local authorities and the LEP network across the 12 topics, due to the different methods and scale of data collection and analysis that has been undertaken by those organisations.

Some data within the following review are from before the COVID-19 pandemic. We note the impact the pandemic has had on all topics covered within the ISA2 and we have used the most reliable and recent information where possible to ensure all implications have been considered but note that there may be additional impacts not covered from datasets from before 2020. In addition, we note that the Census for 2021 has not been fully released and therefore we have utilised the previous Census from 2011 within some of the following review to ensure a uniformed data collection across the North.

The analysis has been built upon work previously completed for the Integrated Sustainability Assessment 1 of the Strategic Transport Plan 1 completed in 2017 and 2018 for consistency, as well as any further evidence from TfN and other public bodies.

Data has been collated and analysed for the following indicators (as detailed in Appendix A):

Environmental Data

- CO2 emissions
- Climate change
- Local air quality
- Noise
- Biodiversity
- Landscape and townscape
- Green space
- Soil

- Water quality
- Flooding

Economic Data

- Employment
- Economic sectors, including those related to rural output
- Performance gap and sub-regional performance
- Overview of each LEP as noted in NPIER
- Identification of economic centres

Social Data (including Health, Equalities and Community Safety)

- Population and diversity
- Heritage assets
- General health statistics
- Accessibility
- Road safety and accidents
- Physical activity in children and adults
- Equality target groups
- Multiple deprivation

It is noted that these indicators have been grouped into three overarching topics however the indicators are interdisciplinary and therefore impact and influence each overarching topic.

5.1.1 Environment Implications for the ISA2 Framework

Since the previous ISA Framework, there have been significant changes and newly published information regarding environmental topics included within this Scoping Report, with a greater focus regarding Climate Change and the need to adapt and mitigate during the STP2 plan period. Therefore, amendments will be needed to the existing objectives regarding greenhouse gas emissions and extreme weather to cater for the needed adaptation measures (ISA Objectives 1 and 5) and a new objective will be needed to focus on reducing emissions, responding to Climate

Change mitigation measures. This new objective will incorporate the criteria included in ISA Objective 11 and will therefore be removed from the ISA2 Framework.

Additionally, increasing air pollution, the need to protect environmental sites and create and conserve green and blue infrastructure (including biodiversity and flood risk) across the North to support tackling Climate Change, result in the existing objectives (ISA Objectives 2, 3, 4, 6 and 13) need to remain and amendments are needed to cater to the new published data included within this baseline analysis surrounding these topics to appropriately assess the STP2.

We note the importance of protecting and enhancing important historic and cultural assets, landscapes and townscapes across the North. It is felt that from this updated baseline the previously used ISA Objectives 8 and 9 would continue to appropriately assess the STP2 with some minor amendments to ensure the objectives are fit for purpose.

We note the importance of minimising the production of waste, supporting recycling and utilising natural resources appropriately. It is felt that from this updated baseline the previously used ISA Objectives 8 and 9 would continue to appropriately assess the STP2 with some minor amendments to ensure the objectives are fit for purpose.

Appendix D comprises of a table to outline the changes implemented to the ISA2 objectives from the previously used ISA1 objectives.

5.1.2 Social Implications for the ISA2 Framework

We note the importance of protecting designated cultural and heritage assets across the North and the changes since the previous Scoping Report surrounding UNESCO sites. It is felt that from this updated baseline the previously used ISA Objectives 8 and 9 would continue to appropriately assess the STP2 with some minor amendments to ensure the objectives are fit for purpose.

We note the changes in the most recently published datasets relating to crime, road safety, deprivation and inequality, human health and activity and overall population across the TfN geography. It is felt that the existing objectives regarding equality, health and wellbeing and safety (ISA Objectives 14, 15 and 16) are still appropriate to assess the STP2 however will need to be amended to reflect the newly published data within this baseline analysis surrounding these topics.

Following the publication of STP1 and TfN's other published works such as the Decarbonisation Strategy and other recently published reports regarding sustainable transportation for example the Net Zero Strategy to Build Back Greener in addition to the COP26 declaration to accelerate the transition to electric cars and vans by 2040, it is felt that the ISA Objective 11 is not suitable to assess the STP2. Therefore, this objective will need to be removed and replaced with a new

objective and result in amends to multiple ISA Objectives to ensure a complete assessment of this topic. Therefore, a new objective is required focusing on reducing emissions in addition to amendments within ISA Objectives 1, 5, 12 and 13.

We note the importance of tackling Transport Related Social Exclusion and the wider implications it has on society. It is felt that from this updated baseline the previously used ISA Objectives 14, 15 and 16 would continue to appropriately assess the STP2 with amendments to ensure the objectives are fit for purpose.

Following the publication of STP1, there has been a significant shift regarding the Levelling Up Agenda across England with the culmination of the recent publication of the White Paper in February 2022. This has changed the policy landscape of the TfN geography and needs to be considered within the ISA2 Framework.

In addition, the Covid-19 Pandemic over the past two years has had a monumental impact across the TfN geography and needs to be considered with the ISA2 Framework. Due to its significant importance, the pandemic has been flagged here however due to the strategic nature of the STP2 the localised implications have not been included within the ISA2. It is felt that ISA Objectives 14 and 15 are still appropriate to assess the STP2, with minor amendments to reflect this newly published data within this baseline analysis surrounding these topics to appropriate assess the STP2.

Appendix D comprises of a table to outline the changes implemented to the ISA2 objectives from the previously used ISA1 objectives.

5.1.3 Economic Implications for the ISA Framework

We note the changes in the most recently published datasets relating to economic performance, employment, qualifications, businesses and overall population across the TfN geography. It is felt that the existing objectives regarding economic prosperity and equality (ISA Objectives 12 and 14) are still appropriate to assess the STP2 however will need to be amended to reflect this newly published data within this baseline analysis surrounding these topics to appropriate assess the STP2.

Appendix D comprises of a table to outline the changes implemented to the ISA2 objectives from the previously used ISA1 objectives.

6. ISA2 Framework

6.1 Introduction

The ISA2 Framework provides a means to describe, analyse and compare the implications of the STP2. Based on the robust baseline situation completed in sections 4 and 5, a series of objectives and assessment criteria have been developed to create a bespoke framework for the STP2. These objectives reflect environmental, economic and societal aspects that the STP may have an impact upon or influence over.

Assessing the STP2 against this Framework allows us to shape the STP2 so as to minimise the potential sustainability effects of the plan and use it to enhance sustainability outcomes wherever possible. The expectation is that even though some objectives may not be within the STP2s remit or TfN's sphere of influence, that the ISA identifies these risks and opportunities and clearly identifies where, and with whom, the responsibility for the addressing of those objectives lies.

The implications raised within Sections 4 and 5 across environmental, social and economic topics explored within the ISA2 Framework have been considered and actioned.

6.2 Assessment Framework

Each objective within the ISA2 Framework is accompanied by a set of illustrative assessment criteria which are key to completing the ISA2 of the STP2. The ISA2 Framework objectives are used to assess the SPT2 and provide the benchmark against which the effects and implications of the Plan can be tested. The objectives outlined within the ISA2 Framework as in accordance with the SEA definition:

An objective is "to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development" SEA Directive, Article 1

Assessment criteria support the objectives, helping guide the assessment team to decide if the STP2 policies meet the objectives. The assessment criteria are a series of considerations which are based on the specific matters, as defined under each baseline topic in Sections 4 and 5. Using assessment criteria within the ISA2 helps the assessment team arrive at a conclusion about impacts in a consistent and transparent manner, helping stakeholders understand the reasoning behind the assessment. These assessment criteria can also be utilised in later IA stages, outlined in Section 3.3, for consideration within the monitoring programme.

The ISA2 Framework is made up of 16 objectives, each with assessment criteria, which have been developed from the baseline analysis explained in Sections 4 and 5. These objectives cover all matters explored including economic, environmental, health, equality and safety, meeting all scoping requirements of the assessments within the ISA2. In addition to the 16 ISA2 objectives, there are also sub-objectives for the EqIA and HIA.

The objectives and assessment criteria can be found in Tables 2, 3 and 4. The ISA2 Framework will be utilised within Stage B of the IA process outlined in Section 3.3. These objectives have been mapped against the identified key topics to highlight how each topic area has been directly reflected in the ISA2 Framework, as shown in Table 2.

The ISA2 Framework has been built upon work previously completed in the ISA1 of the STP1 completed in 2017 and 2018 for consistency.

Table 2: The ISA2 Framework

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
1	Reduce greenhouse gas emissions from surface transport in the North	Will the STP2… • Encourage a reduction in private car vehicle mileage? • Encourage a greater proportion of passenger and freight movement by lower carbon modes? • Support more sustainable travel choices through enhanced public transport availability, convenience, accessibility and affordability? • Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning and intelligent transport systems? • Encourage greater carbon efficiency in the movement of goods and people? • Encourage use of innovative new low and zero carbon transport technologies? • Encourage use of the transport estate for low carbon energy generation? • Support the minimisation of dependence upon the private car? • Consider the specific transport needs of rural communities? • Encourage the prioritisation of Climate Change mitigation and adaptation?	Climate Change and Energy Transport
2	Minimise embedded emissions from the development	Will the STP2…	Climate Change and Energy

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
	of new transport infrastructure and the maintenance of existing infrastructure	• Support a reduction in embedded and construction carbon within the North's infrastructure investment programmes? • Encourage the use of the transport estate for low carbon energy generation and investable offsetting schemes for hard to abate sectors (e.g. aviation)? • Encourage the use of innovative low carbon construction materials and techniques?	Transport
3	Protect and enhance the biodiversity, geodiversity and the green infrastructure network	Will the STP2… • 'Avoid direct or indirect significant adverse effects on designated habitats and protected species, including through transport related vibration, air and noise pollution? • Promote good design, in relation to major transport infrastructure, to maximise ecological connectivity and to secure an overall Biodiversity Net Gain, Environmental Net Gain and Natural Capital enhancement for the North? • Encourage the protection and creation of nature-based carbon sinks within and alongside the transport estate? • Support the development of Local Nature Recovery Strategies?	Biodiversity
4	Conserve and enhance internationally	Will the STP2… • Affect international sites designated for nature conservation identified as part of the HRA	Biodiversity

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
	designated environment sites *HRA Macro-Objective*	screening process (including positive and negative effects)?	
5	Protect and enhance local air quality	Will the STP2… • Support the minimisation of emissions of air pollutants and enhancement of air quality particularly in areas with low air quality (e.g. AQMAs) and where this pollution disproportionately affects vulnerable populations? • Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use?	Air Quality
6	Increase resilience of the transport network to extreme weather events and a changing climate	Will the STP2… • Increase the understanding of our transport system's vulnerability to climate change effects? • Promote an increase in the resilience of the transport network to extreme weather events and a changing climate through nature-based solutions? • Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements	Climate Change and Energy Transport
7	Protect and enhance the blue	Will the STP2…	Water Resources,

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
	infrastructure network including inland and coastal water environments	• Support the protection of the quality of inland and coastal surface water and groundwater resources? • Support the use of Nature-based solutions to protect aquatic habitats?	Flooding and Water Quality
8	Protect and conserve soil and remediate and avoid land contamination	Will the STP2… • Encourage construction on previously developed land / minimise use of greenfield? • Support the prevention of disturbance, harm, contamination, or permanent loss (irreversible) of the most highly productive agricultural soils? • Support the remediation of contamination land? • Encourage the protection of peatlands?	Land Use, Soils and Agriculture
9	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Will the STP2… • Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets (e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled Monuments, Listed Buildings and structures, registered Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?	Cultural Heritage

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
		• Support the improvement of access to historic / culturally important sites by sustainable transport modes? • Support the appropriate management elements of the transport infrastructure which are designated heritage assets?	
10	Protect and enhance the character and quality of landscapes and townscapes	Will the STP2… • Encourage design, construction, repair and maintenance of transport infrastructure (and associated green / blue infrastructure) that respects and enhances the landscape character and townscapes of the north of England?	Landscape and Townscape
11	Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Will the STP2… • Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation? • Promote sustainable waste management practices? • Encourage the use of recycled or secondary materials? • Promote the use of local suppliers and locally produced materials in construction? • Support a reduction in fuel use by encouraging the use of more sustainable modes of transport?	Natural Resources and Waste

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
12	Enhance long term economic prosperity and promote a clean and green economic transformation	Will the STP2… • Support delivery of better and more sustainable connections (passengers and freight) between the North's cities, with other regions and internationally and between regions and counties within the North? • Support the improvement in the reliability and resilience of the North's strategic road and rail networks? • Support the improvement of overall journey times (passengers and freight), travel convenience and reliability? • Promote local requirements to guide investments to connect to regional and national networks? • Encourage the optimisation of potential economic outcomes for the North from decarbonisation of transport? (e.g. alternative fuels or propulsion technologies) • Contribute to establishing an effective transport network that increases investment? • Support improved availability and accessibility to good quality employment and skills development opportunities? • Support economic activities in rural areas? • Help reduce the GVA per capita gap between the Northern economy and the rest of England?	Employment and Economics

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
		• Help improve labour market participation, productivity and reduce inactivity across the region? • Promote a modal shift to active travel through high-quality green infrastructure to improve people's mental and physical health?	
13	Coordinate land use and strategic transport planning across the region	Will the STP2… • Support the development of compact, higher density mixed use development coordinated with transport infrastructure? • Support the development of connected communities? • Support housing and employment development in areas that are or will be served by public and active rail transport?	Land Use, Soils and Agriculture
14	Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Macro-Objective*	See the EqIA Sub-Objectives	Population (inc. equality, accessibility and community safety)

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
15	Improve the health and wellbeing for all citizens and reduce inequalities in health *HIA Macro-Objective*	See the HIA Sub-Objectives	Human Health and Healthcare Population
16	Promote community safety and reduce crime and the fear of crime for all citizens *HIA Macro-Objective*	See the HIA Sub-Objectives	Population

Table 3: EqIA Sub-Objectives

No.	ISA2 Objective	EqIA 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	Will the STP2… • 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	Population

No.	ISA2 Objective	EqIA Sub-Objective	Assessment Criteria	ISA Topic
			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?	
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	Will the STP2… • 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
14c	Promote greater equality of opportunity for	Reduce severance	Will the STP2… • Support the enhancement of better access to	Population

No.	ISA2 Objective	EqIA Sub-Objective	Assessment Criteria	ISA Topic
	all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups		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)?	

Table 4: 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	Will the STP2… • 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)?	Human Health and Healthcare Population

No.	ISA2 Objective	HIA Sub-Objective	Assessment Criteria	ISA Topic Matters
			• Prevent impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths including National Trails?	
15b	Improve the health and wellbeing for all citizens and reduce inequalities in health	Reduce transport related vibration, air and noise pollution.	Will the STP2… • 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	Promote community safety and reduce crime and the fear of crime for all citizens *Community Safety Micro-Objective*	Improve road safety and reduce the number of accidents and other incidents	Will the STP2... • 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?	Human Health and Healthcare Population

No.	ISA2 Objective	HIA Sub-Objective	Assessment Criteria	ISA Topic Matters
			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?	
16b	Promote community safety and reduce crime and the fear of crime for all citizens *Community Safety Micro-Objective*	Improve actual and perceived safety and security issues	Will the STP2…. • 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?	Human Health and Healthcare Population

6.3 Applying the ISA2 Framework

All elements of the STP2 will be assessed against the ISA2 Framework with consideration given to the existing and future baseline conditions, issues and trends relevant to each objective, in order to understand the extent to which the policies and positions included within the STP2 are likely to contribute towards the achievement of the ISA2 objectives.

To allow for the identification of different levels of effects when assessing the STP's proposals, a scoring system will be used to differentiate in terms of magnitude and significance of effects. This scoring system is widely used in ISA. Each effect will be allocated one of the following scores from within the assessment scale, which can be found in Table 5. The assessment scale will be utilised within Stage B of the IA process, as part of the ISA2 Framework, outlined in Section 3.3.

This scoring system seeks to capture both the nature and the scale of predicted effects arising from the measures set out in the STP. Alongside the overall summary rating (colour and symbol), the ISA will seek to identify the nature of the effects of the STP on the ISA objectives according to the level of detail required by the SEA Directive. This means determining, where possible, whether each effect will be a primary or secondary effect; whether it will lead to cumulative or synergistic effects when considered alongside other plans, policies and programmes; whether the effect will be short, medium or long-term in duration; and whether the effect will be permanent or temporary.

The ISA2 scoring system is the same as previously used in the Integrated Sustainability Assessment 1 of the STP1 completed in 2017 and 2018 for consistency.

Table 5: ISA2 Assessment Scale

Assessment Scale	Assessment Category	Significance of Effect
+++	Large beneficial	Significant
++	Moderate beneficial	Significant
+	Slight beneficial	Not Significant
0	Neutral or no obvious effect	Not Significant
-	Slight adverse	Not Significant
--	Moderate adverse	Significant
---	Strong adverse	Significant
?	Effect uncertain	
+/-	Combination of slight beneficial and adverse effects	Not significant
++ --	Combination of moderate beneficial and adverse effects	Significant

7. Next Steps

This Scoping Report has defined the proposed scope of work for the ISA2 of the STP2. The report contains a review of international, national and local plans, programmes and strategies; a description of the current and, where possible, future baseline for the North; an identification of the key issues and sets out the ISA2 Framework consisting of objectives and assessment criteria.

Following the consultation, all feedback has been considered and actioned accordingly. The final ISA2 Framework will then be used to assess the draft STP2 within Stage B of the process explained in Section 3.

The remaining ISA stages are outlined below and in Section 3.3 and below to help shape the STP2 as the plan is developed and adopted:

- Stage B – Developing and refining the alternatives and assessing effects;
- Stage C – Preparing the ISA2 Report;
- Stage D – Consulting on the draft STP and the IS2A Report; and
- Stage E – Monitoring the significant effects of implementing the STP2.

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Transport for the North Strategic Transport Plan 2

Integrated Sustainability Appraisal 2

Appendix

Reference: Final Following Consultation

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This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1. Appendix A: Baseline Information

1.1 Introduction

In order to assess the potential sustainability effects of the TfN STP2, it is necessary to establish a baseline against which predicted effects can be assessed, identifying issues and trends relevant to each of the interests that may be affected by the proposed plan. The following sections consider topics in relation to the TfN geography and further afield where appropriate. The topics cover:

Environmental context

- Air quality
- Biodiversity
- Climate change and energy
- Land use, soil and agriculture
- Landscape and townscape
- Natural resources and waste
- Water resources, flooding and water quality

Social context

- Cultural heritage
- Population
- Human health and healthcare
- Transport

Economic context

- Economics

This information has been gathered as a desk study from a range of sources. For further information regarding the baseline and overall implications, please see the TfN ISA2 Scoping report.

1.2 Environmental Context

1.2.1 Air Quality

Air quality in the UK is affected by emissions included in the National Atmospheric Emissions Inventory (NAEI) and by secondary formation of air pollutants, geographical and meteorological factors, and emissions from outside of the UK. Alongside emissions of Greenhouse Gases, tailpipe emissions from our surface transport also include pollutants such as nitrogen oxides and particulate matter, the latter referred to as PM10 and PM2.5. Exposure to elevated levels of air pollution and long-term exposure can lead to serious conditions affecting human health and wellbeing.

As a result of progressively more stringent Europe-wide emissions standards for petrol and diesel cars, regulated pollutants have substantially reduced from tailpipe emissions, most notably with carbon monoxide and particulate matter. However, exhaust nitrogen oxide emissions remain a major source of the pollutant with reductions only achieving about a third between 2009 and 2019. PM10 and PM2.5 from brake and tyre wear and road surface abrasion, has also seen a significant increase in particulate emissions over the same timeframe with the increasing fleet share of larger heavier vehicles.

Estimates from the National Atmospheric Emissions Inventory indicate that these non-exhaust particulate emissions now exceed those from exhausts and are expected to gradually increase to account for well over 90% of emissions from road transport by 2030 as demonstrated in Figures 1 and 2 below (DEFRA, 2019). Exposure of the UK population to particulate matter air pollution is thought to account for around 29,000 deaths annually (COMEAP, 2010).

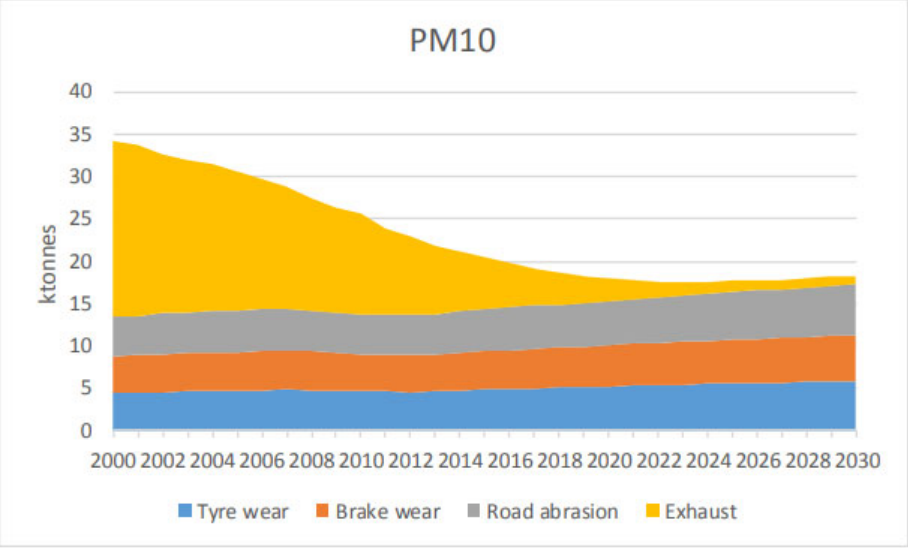


Figure 1: UK emissions of PM10 from road transport (DEFRA, 2019)

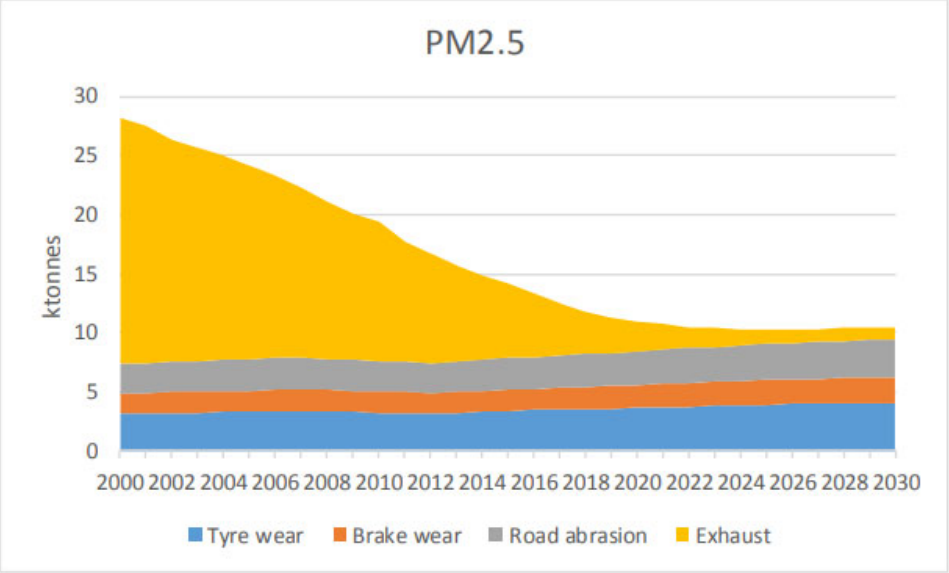


Figure 2: UK emissions of PM2.5 from road transport (DEFRA, 2019)

DEFRA small area air pollution estimates from 2019 reveal that background Nitrogen Dioxide concentrations in the North align with those areas with the highest vehicle mileage and emissions intensity, whilst background levels of PM2.5 are more distributed, with about 20% emanating from transport sources and industrial sources, wood burning and other environmental factors also playing a part.

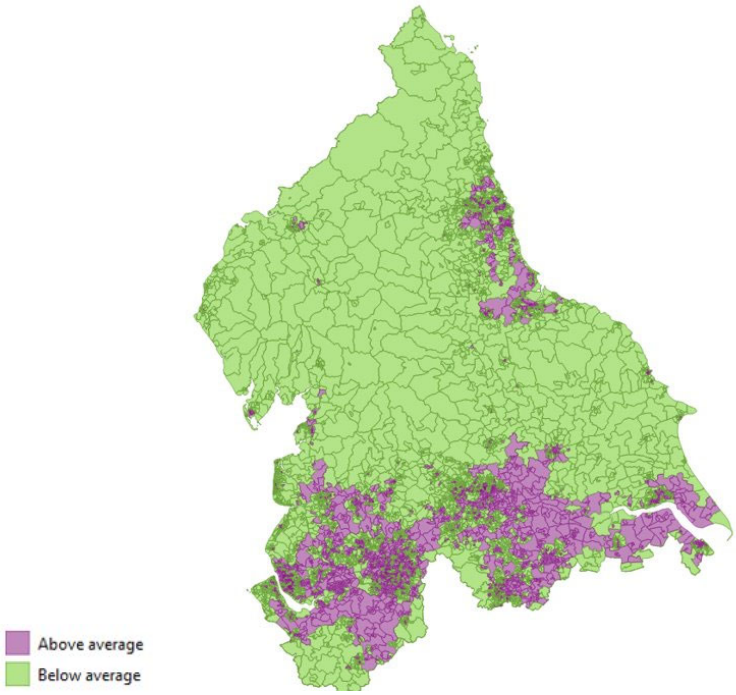


Figure 3: Background No2 above or below average (relative to area type) (DEFRA, 2022)

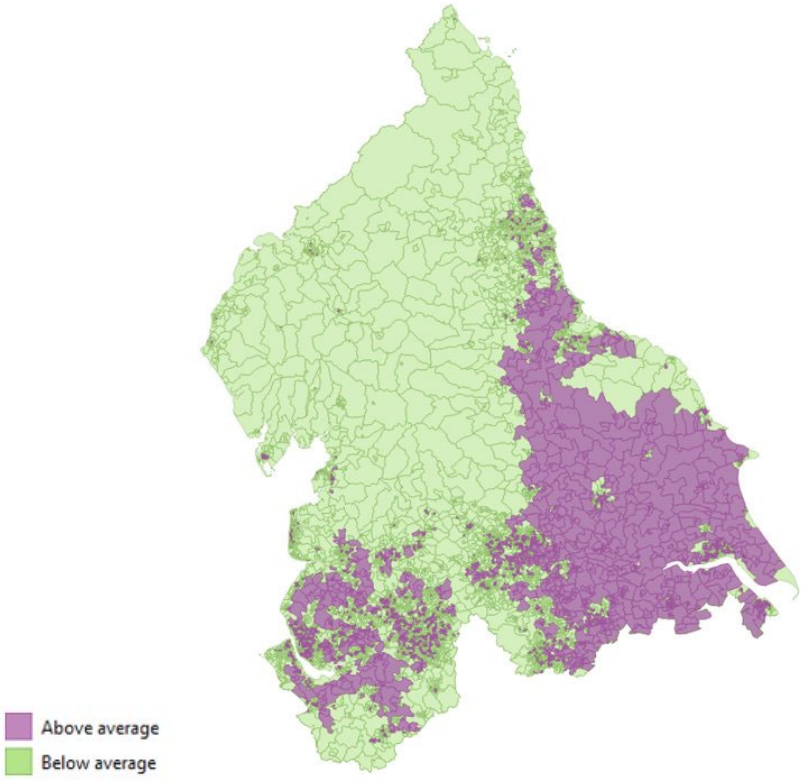


Figure 4: Background PM 2.5 above or below average (relative to area type) (DEFRA, 2022)

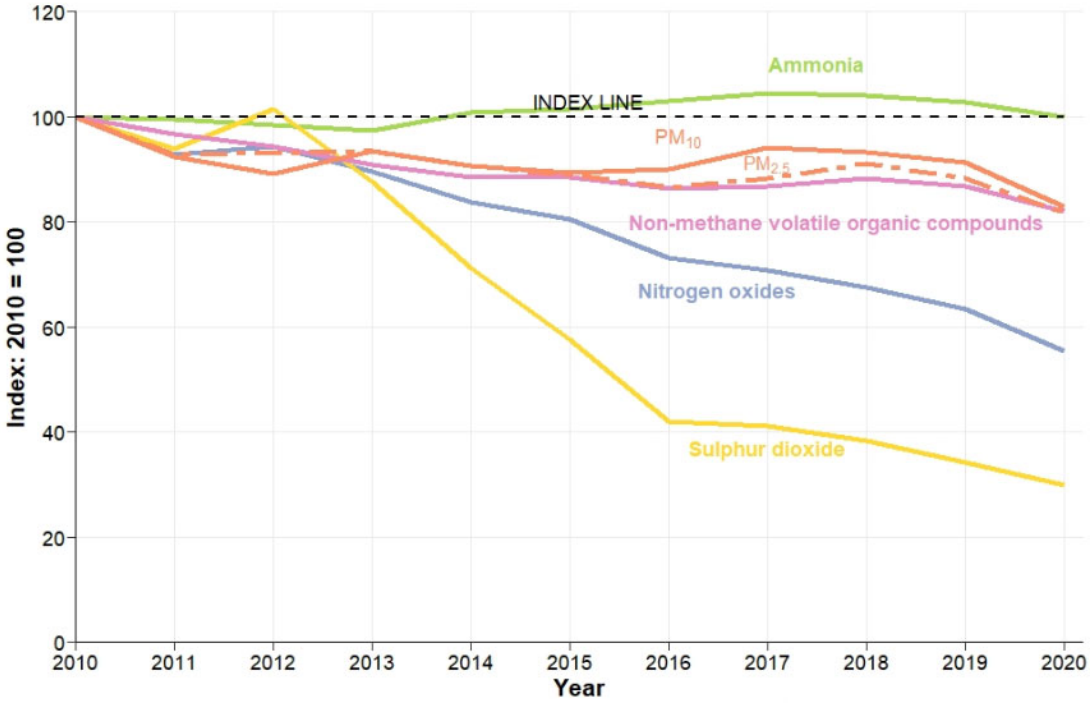


Figure 5: Trends in annual emissions 1920-2020 (Defra, 2021)

In the most recent ten-year period of emissions estimates, there has been mixed progress in reducing emissions of air pollutants:

- As a result of tighter emissions standards for petrol and diesel cars, emissions from road transport, such as nitrogen oxides and non-methane volatile organic compounds decreased by 31% and 63% between 2009 and 2019;
- particulate Matter has proved more difficult to reduce; PM10 from brake and tyre wear has increased by 15% from 2009-2019, and PM10 from road abrasion has increased by 13% (DfT 2021); and,
- according to the data in DfT 2021 Annual Report, domestic transport carbon emissions have fallen 19.6% since 2019, to 97.1 million tonnes in 2020. This is however, associated with falls in transport usage during restrictions introduced in response to the COVID 19 pandemic.

Air Quality Management Areas

The Environment Act 1995 and the Environment Order 2002 requires local authorities in the UK to review air quality in their area to ensure that human exposure to pollutants remains at a safe level. If improvements are necessary, local authorities are required to designate Air Quality Management Areas (AQMA) and implement a Local Air Quality Action Plan to manage the air quality and work towards meeting the Government's air quality objectives.

Within the TfN geography, a total of 150 AQMAs have been established. The AQMA (Defra, 2021) locations are listed below:

Cheshire and Warrington

Cheshire East:

- Congleton AQMA No.1 Cranage
- Congleton AQMA No.2 West Road, Congleton
- Congleton AQMA No.4 The A34 and A54
- Nantwich AQMA
- Congleton AQMA No.5 (Lower Heath)
- Congleton AQMA No.6 (Sandbach)
- Chester Road AQMA
- Nantwich Road AQMA Crewe
- Disley AQMA
- Knutsford AQMA

- Macclesfield AQMA
- Congleton AQMA No.3
- Earl Street Crewe
- Wistaston Road Crewe AQMA
- Middlewich Road, Sandbach AQMA
- Chester Road, Middlewich AQMA
- Broken Cross, Macclesfield AQMA
- Park Lane, Macclesfield AQMQ
- Chelford Road, Knutsford
- Lewin Street, Middlewich

Cheshire West and Chester Council:

- Whitby Road/ Station Road AQMA
- AQMA Boughton No.2
- Frodsham AQMA Cheshire West and Chester
- Thornton le Moors AQMA No.4
- Chester City Centre AQMA (No.5)
- No.1 Air Quality Management Area

Warrington Borough Council:

- Warrington AQMA No.1
- Warrington AQMA No.2
- Warrington Borough Council AQMA Order No.3 2010
- Warrington AQMA 4 2016

Cumbria

Carlisle City Council:

- A7 AQMA
- AQMA No.2
- AQMA No.3
- AQMA No.4
- AQMA No.5

- AQMA No.6

South Lakeland District Council:

- Kendal AQMA

Greater Manchester

Bolton Metropolitan Borough Council:

- Greater Manchester Combined Authority AQMA

Bury Metropolitan Borough Council:

- Greater Manchester Combined Authority AQMA

Manchester City Council:

- Greater Manchester Combined Authority AQMA

Oldham Council:

- Greater Manchester Combined Authority AQMA

Rochdale Borough Council:

- Greater Manchester Combined Authority AQMA

Salford City Council:

- Greater Manchester Combined Authority AQMA

Stockport Metropolitan Borough Council:

- Greater Manchester Combined Authority AQMA

Tameside Metropolitan Borough Council:

- Greater Manchester Combined Authority AQMA

Trafford Council:

- Greater Manchester Combined Authority AQMA

Wigan Metropolitan Borough Council:

- Greater Manchester Combined Authority AQMA

Humber

Hull City Council:

- Hull AQMA No.1(A)

North East Lincolnshire Council:

- Grimsby AQMA

North Lincolnshire Council:

- Scunthorpe AQMA

North Yorkshire

City of York Council:

- AQMA No.5

Hambleton District Council:

- The Hambleton District Council (Bedale) Air Quality Management Order 2017

Harrogate Borough Council:

- Knaresborough AQMA No.1
- Ripon AQMA No.1
- Knaresborough Air Quality Management No.2 Order 2017
- Harrogate Air Quality Management No.1 Order 2017

Ryedale District Council:

- Malton AQMA

Scarborough Borough Council:

- Scarborough AQMA

Selby District Council:

- AQMA No.1

Sheffield:

Barnsley Metropolitan Borough Council:

- Barnsley AQMA No.1
- Barnsley AQMA No.2
- Barnsley AQMA No.4
- Barnsley AQMA No.6
- Barnsley AQMA No.7

Doncaster Metropolitan Borough Council:

- AQMA No.1
- AQMA No.2
- AQMA No.3
- AQMA No.4
- AQMA No.5

- AQMA No.6
- AQMA No.7
- AQMA No.7A

Rotherham Metropolitan Borough Council:

- Rotherham AQMA 1- Part 1 (NO2)
- Rotherham AQMA 1- Part 2 (NO2)
- Rotherham AQMA 2- Part 3 NO2
- Fitzwilliam Road NO2 AQMA
- Wortley Road NO2 AQMA
- Rotherham AQMA No.1 (Part 4)
- The Rotherham Borough Council Air Quality Management Area 1 Rawmarsh 2016

Sheffield City Council:

- Sheffield Citywide AQMA

West Yorkshire

Bradford City Council:

- AQMA No.1
- AQMA No.2
- AQMA No.3
- AQMA No.4

Calderdale Metropolitan Borough Council:

- Calderdale AQMA No.3 (Hebden Bridge)
- Calderdale AQMA No.6 (Brighouse)
- Calderdale Air Quality Management Area No.7
- Calderdale AQMA No.2
- Calderdale No.8 New Bank

Kirklees Metropolitan Council:

- Kirklees AQMA
- Kirklees AQMA 2
- Kirklees AQMA 3
- Kirklees AQMA 4
- Kirklees AQMA 5
- Kirklees AQMA 6
- Kirklees AQMA 7
- Kirklees AQMA 8
- Kirklees AQMA 9
- AQMA 10

Leeds City Council:

- Leeds AQMAs 2017

Wakefield Metropolitan District Council:

- M1 AQMA
- A1 AQMA
- Wakefield City AQMA
- Castleford AQMA
- Featherstone AQMA
- Pontefract AQMA
- Knottingley AQMA
- City of Wakefield Hemsworth Air Quality Management Area 2012

Lancashire

Lancaster City Council:

- City of Lancaster AQMA
- Carnforth AQMA

- Galgate AQMA

Pendle Borough Council:

- Air Quality Management Area Colne

Preston Borough Council:

- AQMA No.1
- AQMA No.2
- AQMA No.3
- AQMA No.4
- AQMA No.5

Ribble Valley Borough Council:

- Whalley Road, Clitheroe No.1

Rossendale Borough Council:

- Rossendale AQMA 1
- Rossendale AQMA 2

South Ribble Borough Council:

- AQMA No.1
- AQMA No.2
- AQMA Lostock Hall
- AQMA 4 Bamber Bridge
- AQMA Order 5 Leyland

West Lancashire Borough Council:

- Ormskirk AQMA

Wyre Borough Council:

- Chapel Street AQMA

Blackburn with Darwen Borough Council:

- AQMA 1- Intack
- AQMA 2- Bastwell
- AQMA No.6 Blackamoor
- AQMA No.7 Four Lane Ends

Blackpool Borough Council:

- Blackpool AQMA

North East

Durham:

- Durham County Council Air Quality Management Area Durham City No.2 Order 2014
- Air Quality Management Area Chester le Street No.2

Gateshead Metropolitan Borough Council:

- Gateshead AQMA No.1 Town Centre

Newcastle City Council:

- AQMA No.1b (City Centre)
- AQMA No.5 (Gosforth)

South Tyneside Metropolitan Borough Council:

- AQMA No.1 (Consultation to revoke AQMA held in February 2022)
- AQMA No.2 (Consultation to revoke AQMA held in February 2022)

Liverpool

Halton Borough Council:

- Halton Widnes No.1
- Halton AQMA No.2

Liverpool City Council:

- Liverpool City AQMA

St Helens:

- M6 AQMA No.1
- Newton High Street AQMA (No.2)
- AQMA No.3 Borough Road
- AQMA No.4 (Reflection Court)

Sefton Metropolitan Borough Council:

- AQMA 2
- AQMA 3
- AQMA 4
- AQMA 5

Derbyshire

High Peak Borough Council

- Tintwistle
- Dinting Vale

Clean Air Strategy and Zones

In 2019, the UK Government released a Clean Air Strategy (Defra, 2019) which set out plans to tackle sources of air pollution. The Strategy complements the other UK government strategies: the Industrial Strategy, Clean Growth Strategy and the 25 Year Environment Plan. The UK has, in general, been successful in keeping pollutants set out in statutory obligations below the specified level however, of particular relevance to the STP2 - the limits for roadside nitrogen dioxide concentrations have not been met. Additionally, there are five damaging air pollutants specified in the UKs national emission reduction commitments which must be managed:

- Fine particulate matter;
- Ammonia;
- Nitrogen oxides;
- Sulphur dioxide; and,
- Non-methane volatile organic compounds.

The 2019 Strategy outlines the action that is required to meet reduction goals and manage air pollution. New legislation aims to create a coherent framework for action to underpin these aims, combined with new England-wide powers to control major sources of air pollution, and new local powers to take action in areas deemed to have an air pollution problem. These powers support the creation of Clean Air Zones across the country.

There are 4 categories across Clean Air Zones:

Table 1: Clean Air Zone categories (Gov.uk, 2022)

Class	Vehicle type
A	Buses, coaches, taxis, private hire vehicles
B	Buses, coaches, taxis, private hire vehicles, heavy good vehicles
C	Buses, coaches, taxis, private hire vehicles, heavy good vehicles, vans, minibuses
D	Buses, coaches, taxis, private hire vehicles, heavy good vehicles, vans, minibuses, cars, the local authority has the option to include motorcycles

Of relevance to the TfN geography, there are currently no Clean Air Zones in force however, there are planned upcoming zones which fall within the area:

- Greater Manchester is planning to bring in Clean Air Zones however, plans are currently under review;

- Bradford will introduce a Clean Air Zone on the 26th September 2022;
- Sheffield will become a Clean Air Zone in early 2023; and,
- Tyneside (Newcastle and Gateshead) will become a Clean Air Zone in late 2022 to early 2023.

1.2.2 Biodiversity

The Governments 25 year Environment Plan outlines its ambitions to recovering nature and enhancing the beauty of landscapes which is relevant to the STP2. In particular, the plan outlines the ambition to develop a nature recovery network to protect and restore wildlife, and provide opportunities to re-introduce species that we have lost from our countryside, and to conserve and enhance the natural beauty of our landscapes by reviewing National Parks and Areas of Outstanding Natural Beauty (AONBs) for the 21st century, including assessing whether more may be needed.

There are a number of designated conservation sites across the TfN geography, both at the national and international level. The sites include designations within Special Areas of Conservation, Special Protection Areas, Ramsar Sites, Sites of Special Scientific Interest, and National Nature Reserves, which are explained in more detail below; the number and size of these designations are also outlined below.

Special Areas of Conservation (SAC)

SACs, according to the Joint Nature Conservation Committee (JNCC), are sites that have been formally designated and strictly protected under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European Network of important high-quality conservation sites that will make a significant contribution to conserving certain habitats and species, which are identified in Annexes I and II of the Directive. There are 189 habitats listed in the Directive, 78 of which occur in the UK; and there are 788 species identified in the Directive, 43 of which are native to the UK.

Special Protection Areas (SPA)

SPAs are protected areas for rare and vulnerable birds, and regularly occurring migratory species, in the UK and are classified in accordance with Article 4 of the EC Birds Directive 1979.

Ramsar Sites

Ramsar Sites are wetlands of international importance that have been designated under the criteria of the Ramsar Convention of Wetlands for containing representative, rare or unique wetland types,

or for their importance in conserving biological diversity. The UK has a relatively large number of Ramsar Sites, many of which are also classified as SPAs.

Sites of Special Scientific Interest (SSSI)

A SSSI are considered to be the finest sites for wildlife and natural features in England, supporting many characteristics, rare and endangered species, habitats, and natural features. They notified as an SSSI under the Wildlife and Countryside Act (1981) as amended.

National Nature Reserves (NNRs)

NNRs were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research. Natural England manages about two thirds of England's NNRs. The remaining reserves are managed by organisations approved by Natural England, for example, the National Trust, Forestry Commission, RSPB, Wildlife Trusts and local authorities. The condition of the designated SSSI sites in the north of England are shown below in Table 2.

Table 2: Condition of designated SSSI in the North of England (Natural England, 2022a)

Condition	Yorkshire & The Humber	North East	North West
Total Number of Sites	327	245	433
Total Area (ha)	187,799	184,811	240,323
Favourable	14.64%	23.02%	41.99%
Unfavourable – Recovery	80.76%	62.5%	41.37%
Unfavourable – No Change	3.05%	5.55%	10.03%
Unfavourable – Declining	1.52%	6.62%	6.58%
Partially Destroyed	0.02%	0%	0.01%
Destroyed	0.01%	0%	0.02%

Table 3 provides further detail on the numbers if SAC, SPA, Ramsar Sites and SSSI across the TfN geography, as well as an overview of habitats of note in these areas.

Table 3: Designated Conservation Sites across the TfN geography (Natural England, 2022a)

LEP Area	Overview of habitats of note
Cheshire and Warrington SAC: 7 SPA: 3 SSSI: 63 Ramsar: 5	SACs in this area include the South Pennine Moors and the West Midlands and Manchester Mosses. The Cheshire BAP which also covers Warrington, includes a number of plans for a wide range of priority species and habitats in Cheshire such as lowland fens, heathland and meres and a number of species such as the barn owl, the polecat and a number of invertebrates.
Cumbria SAC: 31 SPA: 3 SSSI: 280 Ramsar: 5	There are significant areas of priority habitat in Cumbria. SACs include: • Morecambe Bay Pavements; • Lake District High Fells; • North Pennine Dales Meadows; and • Ashby Complex. The county is home to many rare and endangered species such as the Red Squirrel, the Natterjack Toad, the Netted Carpet Moth and Water Vole as well as habitats of special interest such as peat bogs, hay meadows and limestone pavements.
Greater Manchester SAC: 3 SPA: 2 SSSI: 22	SACs in this area are Rochdale Canal, South Pennine Moors and Manchester Mosses. The Greater Manchester Biodiversity Action Plan is divided into Farmland with species such as hares, grassland, and hedgerows; water and wetlands protecting lowland mosslands and

Ramsar: 0	water voles; urban areas protecting the black redstart and native black poplar and finally, uplands protecting the twite.
Humber SAC: 6 SPA: 5 SSSI: 77 Ramsar: 2	There are 6 SACs in this area including the most extensive, Humber Estuary, the Lower Derwent Valley and Flamborough Head. The Humber Estuary includes extensive intertidal mudflats and sandflats not covered by seawater at low tide. Upstream from the Humber Bridge, extensive mud and sand bars in places form semi-permanent islands. Notable species include the sea and river lamprey and the grey seal.
Lancashire SAC: 5 SPA: 7 SSSI: 70 Ramsar: 4	The SACs in this area include the extensive Morecambe Bay, a series of estuaries, mudflats and large shallow inlets and bays, and the South Pennine Moors which incorporate a mixture of blanket bogs, European dry heaths and old sessile oak woods.
Leeds City Region SAC: 11 SPA: 4 SSSI: 148 Ramsar: 2	Each landscape supports its own distinctive habitats and species which contribute much to local distinctiveness and character. Within Leeds there are parts of four Natural Areas: the Coal Measures; the Southern Magnesian Limestone; the Pennine Dales Fringe; and the Southern Pennines. SAC's include the South and North Pennine Moors. These areas include European dry heath, blanket bogs, old sessile oak woods and various grasslands.
Liverpool City Region SAC: 2 SPA: 5 SSSI: 19 Ramsar: 3	There are two SACs in this area, the Dee Estuary and the Sefton Coast. Dee Estuary incorporates mudflats, sandflats and Atlantic salt meadows and the Sefton Coast comprises of various priority sand dune habitats, North Merseyside Biodiversity Action Plan covers the following habitats: woodlands, grasslands, wetlands, sand dunes and urban green infrastructure.
North East SAC: 18	The most extensive SAC in this area is the North Pennine Moors, a mixture of dry heaths and blanket bogs. Other extensive SACs include the Berwickshire and North Northumberland Coast which supports a range of marine habitats as well as breeding colonies of grey seal.

SPA: 7 SSSI: 232 Ramsar: 5	There are also 5 Ramsar sites in this LEP which shows this areas importance in terms of wetland habitats and species.
South Yorkshire SAC: 6 SPA: 2 SSSI: 124 Ramsar: 0	This LEP incorporates part of the South Pennine Moors, an extensive area of blanket bog, dry heaths and old sessile oak woodlands. The Sheffield BAP includes action plans for 4 main habitats in the Sheffield Administrative area: grassland, woodland, heathland and wetland.
Tees Valley SAC: 1 SPA: 2 SSSI: 22 Ramsar: 1	The Tees Valley LEP has 1 SAC, the North York Moors. This site in north-east Yorkshire within the North York Moors National Park contains the largest continuous tract of upland heather moorland in England. Dry heath covers over half the site and forms the main vegetation type on the western, southern and central moors. The Tees Valley BAP lists 51 priority species and 20 priority habitats.
York, North Yorkshire and East Riding SAC: 19 SPA: 8 SSSI: 295 Ramsar: 3	SACs in this LEP include North Pennine Moors, an extensive area of dry heath and blanket bog and the North York Moors, an extensive area of wet and dry heaths within the North York Moors National Park. These areas support an impressive array of species such as freshwater pearl mussels, water voles and bats.

There are also a range of locally designated nature conservation sites, designated at the regional, local authority and community level; the most relevant being Local Nature Reserves (LNRs). LNRs are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principle local authorities. They are places with wildlife or geological features that are of special interest locally. They are for people and wildlife, offering people the opportunity to study and learn about nature or simply enjoy it.

Key Threats

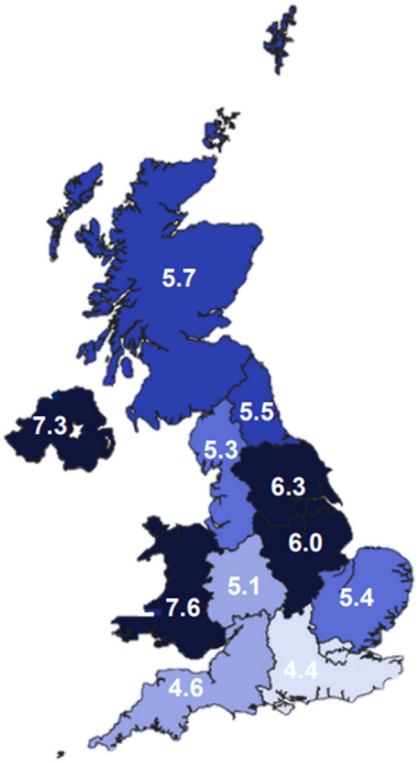
New transport projects can have the potential to adversely impact sites of ecological or geological value, and more generally on local green infrastructure; such threats could be a result of direct land-take for infrastructure, contributing to fragmentation, construction and operational disturbance from noise, vibration or light pollution and from emissions or contamination. Increased accessibility to designated sites also has the potential to adversely impact them (e.g. through increased trampling). However, there are also opportunities to enhance the sites and transport infrastructure can provide opportunities for enhancing biodiversity through Biodiversity Net Gain policies, developing connected green pathways and delivery authority initiatives focussed on particular habitats or species.

Climate change effects, exacerbated by emissions from surface transport, can also threaten the distribution and viability of species and habitats.

1.2.3 Climate Change and Energy

Carbon Emissions

Greenhouse gas emissions are a key determinant of climate change, with Carbon Dioxide (CO_2) being the main greenhouse gas in relation to surface transport. Figure 6 (BEIS, 2021a) reveals that Yorkshire and Humber with an output of 6.3 Tonnes of Carbon Dioxide per capita, was the region with the 4th largest 'whole economy' emissions per capita in 2019, with the North West and the North East emitting 5.3 and 5.5 per capita respectively.



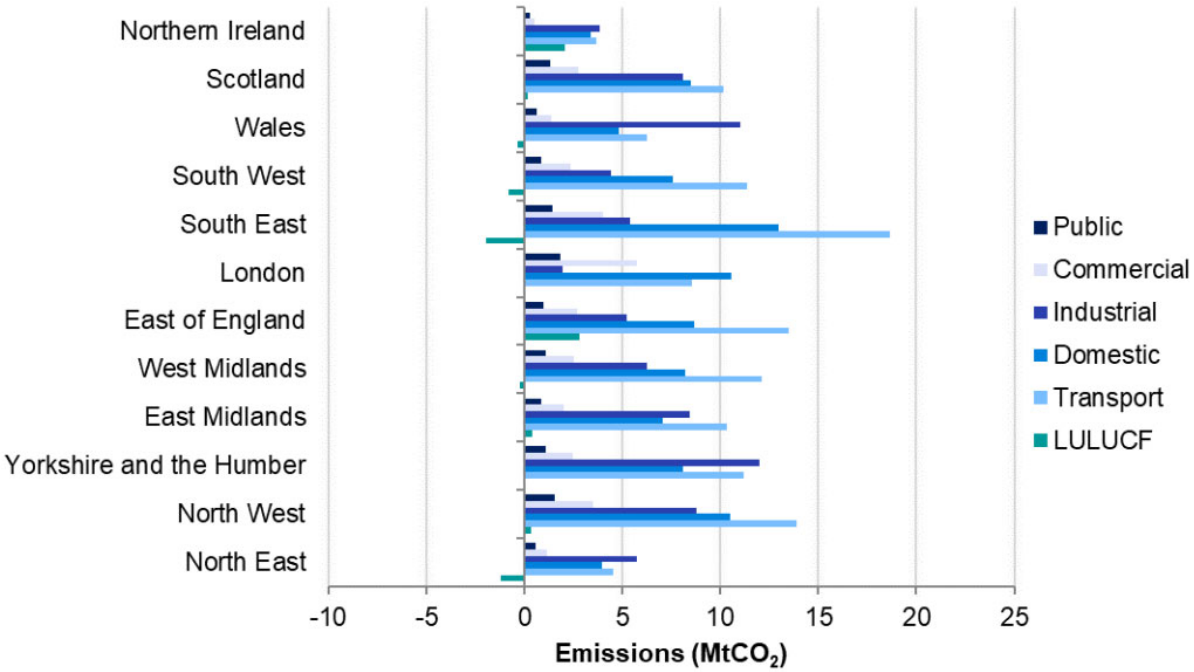


Figure 6: CO2 emissions per capita in the UK, 2019 (BEIS, 2021a)

Figure 7 (BEIS, 2021b) splits the carbon emissions into 6 sectors of a pollutant economy and shows how this varies throughout the regions in the UK. The largest emissions sector across the UK is transport, regionally this makes up the largest sector in 7 out of the 12 regions, although this is only the case in one region with the North: the North West.

Figure 7: Regional emissions per sector within UK, 2019 (BEIS, 2021b)

National Highways publication Net zero highways: our 2030/ 2040/ 2050 plan (2021) notes that Britain's roads continue to be integral to travel and movement patterns across the UK, with 79% of freight goods moved by road and nine out of ten passenger miles travelled by road. Figure 8 shows the level of emissions on the UK Strategic Road Network (SRN) as of 2021, highlighting that 16,500 tonnes of carbon dioxide equivalent is generated by cars alone. In comparison, rail travel is one of the lowest carbon ways to travel and in the UK, contributes to 1.4% of UK transport emissions (Network Rail, 2020).

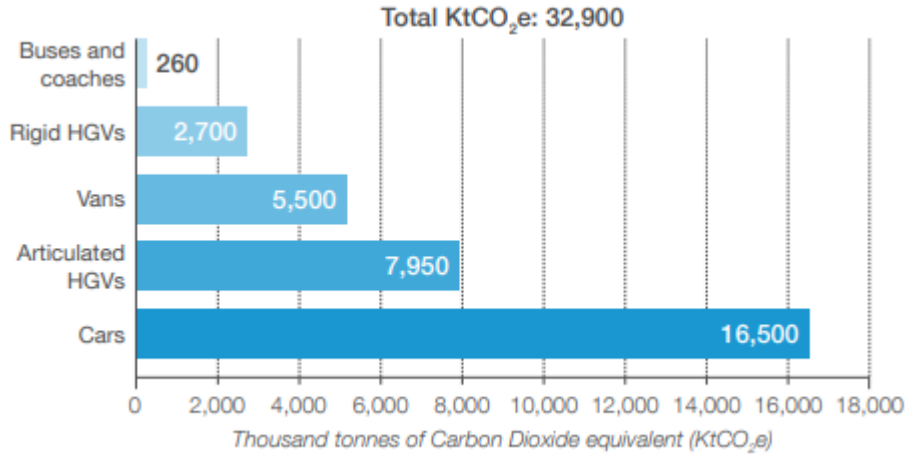


Figure 8: KtCO2e emissions generated by vehicles on the SRN in 2021 (National Highways, 2021)

In the North West, over half of emissions were generated by cars, with HGVs and vans producing 28% and 11% of surface transport emissions, respectively. Bus and rail, on the other hand, represent just 5% of emissions. A total of 126 billion kilometres were travelled in the North in 2018, representing 23% of vehicle kilometres travelled in the UK. The majority of the North's travel was through sub-urban areas, though distance per head was much higher for those in rural areas (TfN, 2021).

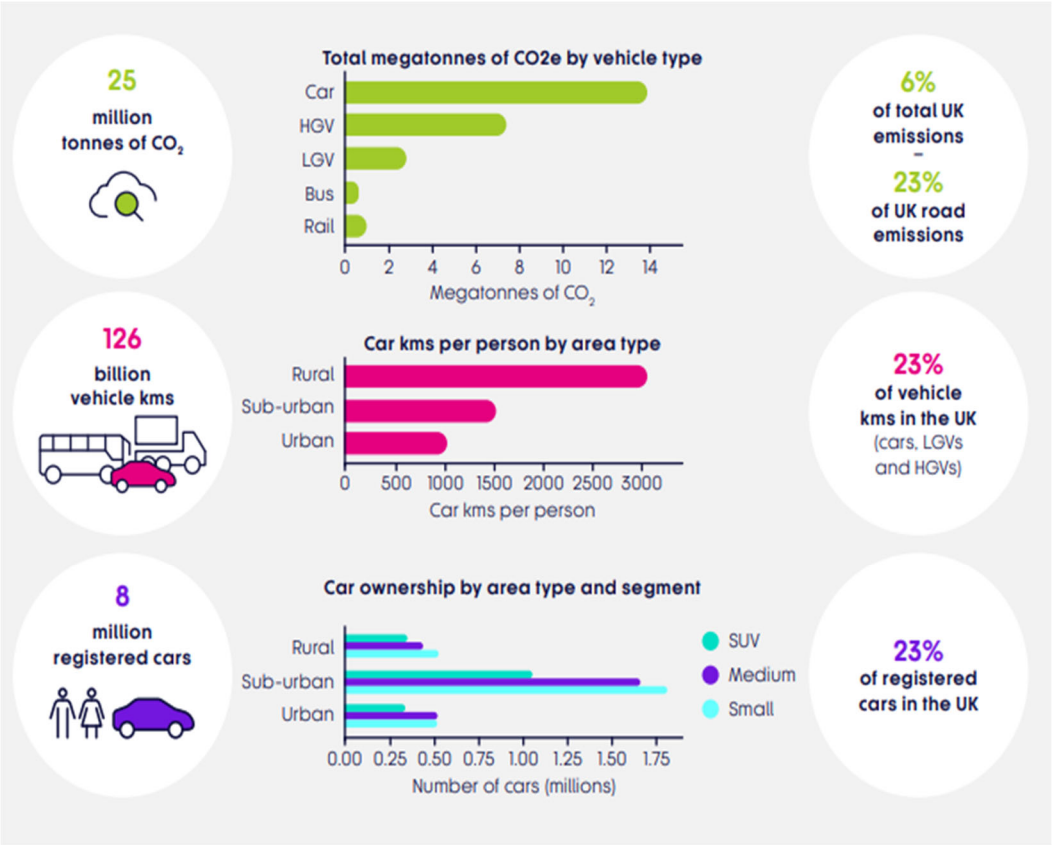


Figure 9: Headline figures related to surface transport emissions in the North in 2018 (TfN, 2021)

Urban areas typically showed lower CO2 intensity and emissions per head of population than rural areas, as shown below in Figure 10. However, there was some variation within area types, with coastal areas having slightly more fuel-efficient cars.

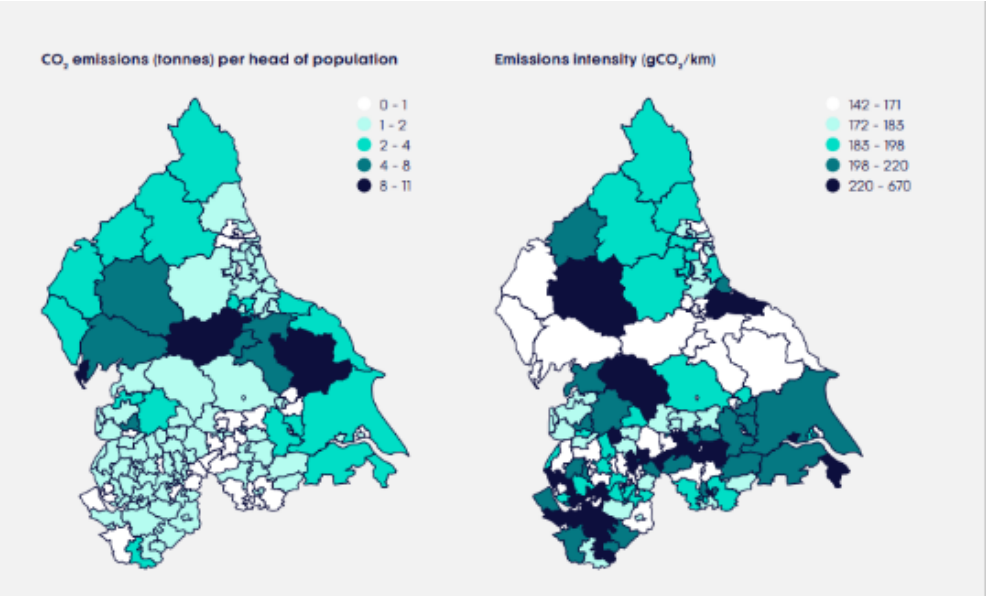


Figure 10: CO2 statistics 2018

Regional findings in relation to emissions from car use from TfN's Transport Decarbonisation Strategy are reflected in more recent BEIS data, showing cars are responsible for around 60% of all fuel consumption in all regions within the North, see Table 4 (BEIS, 2022).

Table 4: Regional fuel consumption by type 2019 (BEIS, 2022)

Region	Buses %	Diesel Cars %	Petrol Cars %	Motorcycles %	HGV %	Diesel LGV %	Petrol LGV %	Total Emissions
North East	5.03	31.14	36.04	0.34	12.06	14.90	0.49	1,532.4
North West	2.11	31.09	34.11	0.34	16.99	14.85	0.49	4,671.1
Yorkshire and the Humber	2.70	28.74	31.67	0.39	20.72	15.27	0.5	3,757.2

TfN geography	3.28	30.32	33.94	0.36	16.59	3.28	30.32	9,960.70
UK	2.75	30.81	32.69	0.50	17.39	15.36	0.50	41,962.9

Across the road networks within the TfN there are notable differences in carbon emissions, shown in Figure 11 (TfN, 2021), with about 70% of emissions from road transport occurring on the North's strategic and major road networks. Within the Strategic Road Network (SRN), HGVs emit more mega tonnes of carbon dioxide emissions (MTCO2e) than cars and LGVs. This pattern is not followed within the Major Road Network (MRN) and local roads where cars emit vastly more MTCO2e than the two other vehicle types. The data shows that across all road networks within the TfN geography cars are responsible for the highest proportion of MTCO2e.

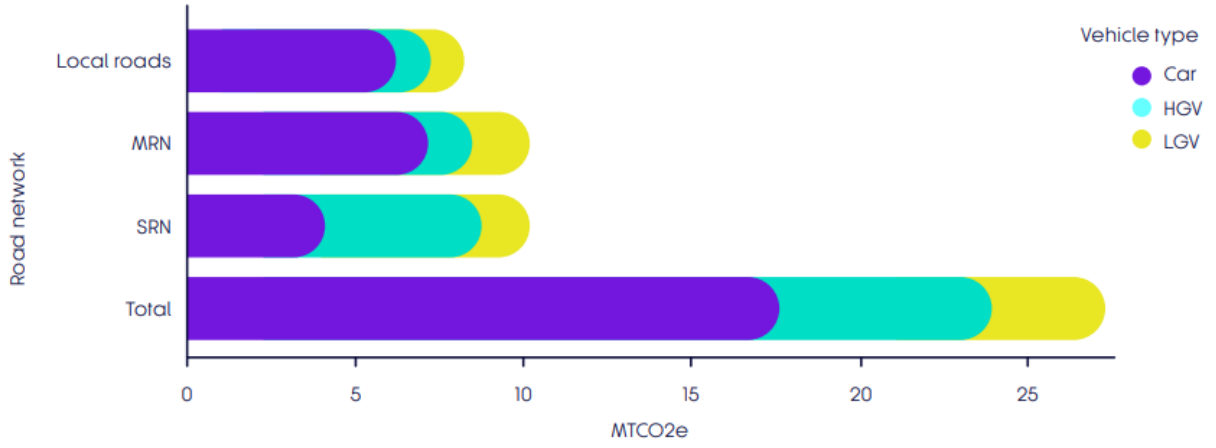


Figure 11: Megatons of carbon emissions in the North by road network and vehicle type in 2018 (TfN, 2021)

The majority of car emissions in the North related to non-employment related travel, with 67% generated by 'other' travel, 24% by commuting and the remaining 9% by business travel (TfN, 2021). Three-quarters of car trips in the North were under 5 kilometres, and just under 90% under 10 kilometres. Given their short distance, the TfN Decarbonisation Strategy states that a notable proportion of these trips could be switched to walking, cycling, e-bikes, or public transport.

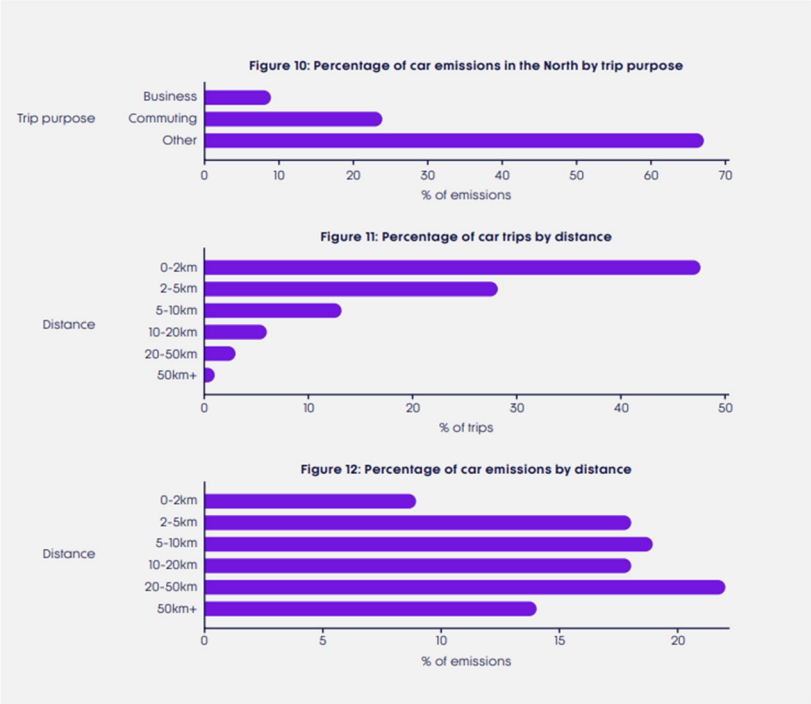


Figure 12: Car travel and emissions statistics 2018 (TfN, 2021)

Data from Quarterly Traffic Estimates (TRA25) demonstrate the rapidly increasing vehicle mileage in the North since 2010, but also the split of mileage across the North's major (SRN and major local authority routes) and minor (local) roads. Figure 13 below, demonstrates a significantly more rapid increase on minor roads in the North, which may be due to the increased use of on-board satellite navigation systems.

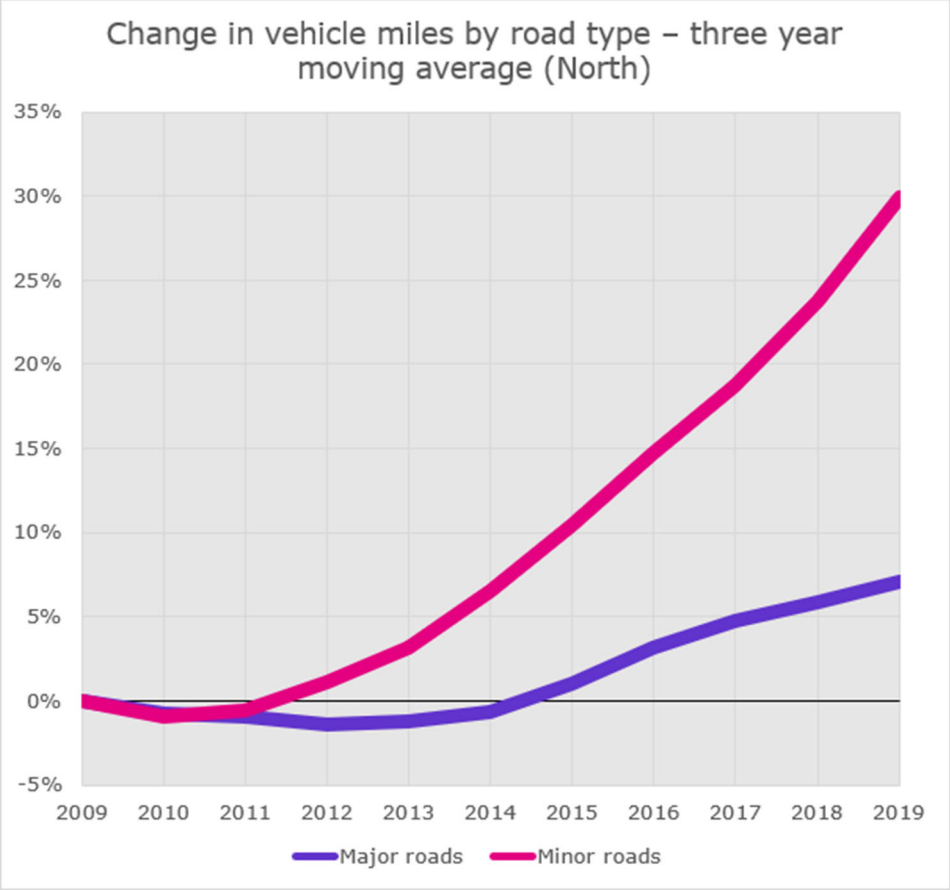


Figure 13: Change in vehicle miles by road type – three year moving average for the North of England (DfT, 2022)

UK Greenhouse gas emissions have been falling since 1990 as shown in Figure 14 (ONS, 2019). However, emissions from surface transport have remained relatively static across the same time frame and indeed the contribution of road transport to overall greenhouse gas emissions within the UK has increased by 6% since 1990. The 2022 Climate Change Committee report determined that some policies within the UK Government's Net Zero Strategy would cause the UK to fall short of the 2030 target; it is the view of the Committee that the policy framework is not yet fully in place to drive the large programme of delivery required to meet the 2030 emissions reduction target within this decade (CCC, 2022). Therefore, the report recommends a significant increase in the fuel efficiency of internal combustion engine cars is needed to reach targets, alongside rapid take up of low or zero carbon vehicle technologies and fuel and reducing private car vehicle mileage through behaviour change.

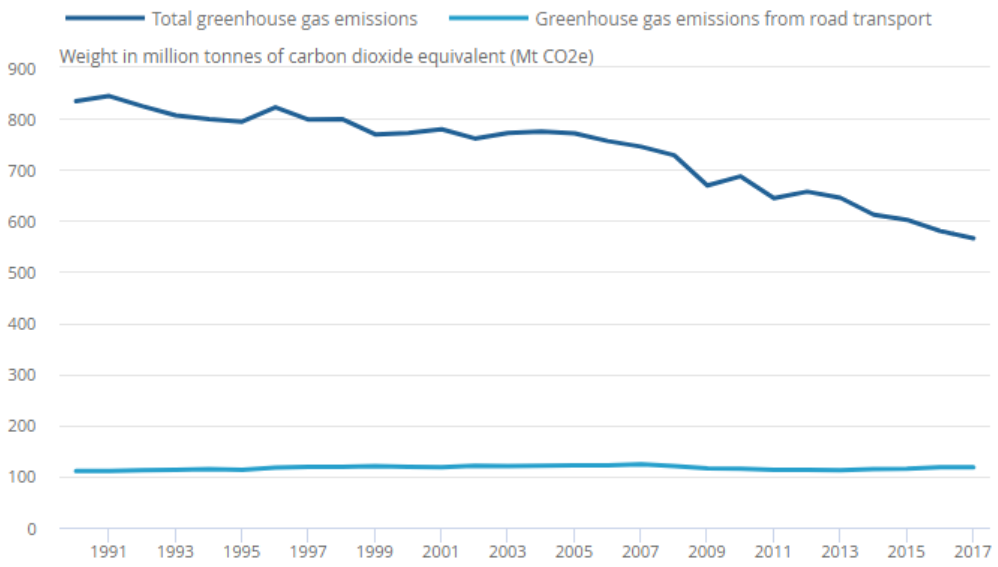


Figure 14: Greenhouse gas emissions since 1990 alongside transport emissions (ONS, 2019)

The Climate Act 2008 set a legally binding framework that by 2050 the carbon emissions output of the UK would be cut by 80% using 1990 as a baseline, the amendments to this target in 2019 (BEIS, 2019) have since updated this for the UK to become net zero by 2050. In support of these targets, National Highways published their Net zero highways: our 2030/ 2040/ 2050 plan in 2021 which set out three commitments to reduce corporate emissions by 2030, maintenance and construction emissions by 2040 and road user emissions by 2050, in line with achieving net zero. In 2020, Network Rail published their Environmental sustainability strategy 2020-2050 which looks to continue to support rail in becoming more sustainable and taking a larger share of transport use across the UK in order to support the UK in meeting its carbon goals. Within the TfN geography a region wide transport decarbonisation strategy has been adopted by TfN and its local authority partners (TfN, 2021), with an aim of achieving near zero emissions from surface transport by 2045.

In April 2021, the Government announced that the UK's sixth Carbon Budget will incorporate the UK's share of international aviation and shipping emissions for the first time. TfN's Transport Decarbonisation Strategy (2021) reveals that emissions from aviation in the North generated about 4 megatons of CO_2 in 2020, with domestic aviation accounting for just 5% of this amount. Northern aviation traffic demand is predicted to rise between 2020 and 2050 in line with the rest of the UK.

Effects of Climate Change

Key Issues of Climate Change relevant to the UK include the following areas:

Heatwaves

In the UK, heatwaves are considered extreme beyond the 30ºC mark. Extreme heat can be a serious health risk for those with heart and lung conditions, and more deaths are recorded in the UK during heatwave days. The heatwave thresholds were updated by the Met office in January 2022; in the North of England, a heatwave is declared when the daily maximum temperature reaches between 25-26 degrees, depending on the area. Heatwave deaths now reach into the many thousands in the UK. Heatwaves in cities can also cause spikes in toxic air pollution, causing breathing difficulties and developmental problems in children.

Floods

The UK is now facing frequent record-breaking winter floods, with fatalities, damage to homes, businesses and livelihoods. Around 2.4 million people live in immediate flood risks areas in England (Environment Agency, 2009). Within the TfN geography, the Environment Agency identified the following areas with a proportionately high flood risk: Cumbria, Merseyside and the Yorkshire West Coast. As of 2021 the annual UK spend on flood defence is around £5 billion with this number increasing annually with climate change adaptation. Flooding events disrupt England's transport infrastructure, with rail services and road networks being inaccessible during flooding events.

Wildfires

While UK wildfires are small in comparison to those in California in the US, Australia, and the Amazon, they are increasing in occurrences and severity. There were less than 100 fires across the country altogether from 2011–17, within 2019 alone there was an estimated 137 fires (European Forest Fire Information System, 2020). In 2018, temperatures reached over 30ºC in June leading to large fires across the country. A key fire that year, at Saddleworth Moor in Greater Manchester, ignited again in 2019. The UK's 2019 fires were considered particularly unusual because they took place early in the year, from February to May. Large wildfires create air pollution and can come at a cost to local economies. They may damage important habitats for UK wildlife, including national parks, ancient woodland, and peatlands and cause mass disruption to rural transport networks within the TfN geography. Out of all the regions within the UK the North West was the most heavily affected region with an estimated 18,000 hectares of land being subject to this process from 2009-2017 (Forestry Commission, 2019). The North East and Yorkshire and North Yorkshire suffered 322 hectares and 5,713 hectares of effected areas respectively during this period.

The UK Climate Change Risk Assessment (CCRA, 2022) notes the climate of the north of England is already impacted by seasonal extreme whether with the effects of wildfires and floods being more severe than previously recorded.

In the Climate Resilient Infrastructure: Preparing for a Changing Climate Table 5 (DEFRA, 2011), the following risks have been identified in relation to transport:

Table 5: Climate change impact on various transport infrastructure within the UK (DEFRA, 2011)

Transport Sector	Climate Impact	Possible implication for infrastructure (based on no adaptation action)
Road based travel	• Increased / more intense precipitation • Wetter winters / drier summers • Higher temperatures	• Flood risk to roads • Increased scour of bridges • Increased instability of embankments • Increased damage to road surfaces
Rail	• Increased / more intense precipitation • Wetter winters / drier summers • Higher temperatures	• Flood risk to rail lines • Increased scour of bridges • Increased instability of embankments • Increased rail buckling • Passenger comfort
Ports	• Sea level rise • Increased storminess and higher winds	• Flood risk to ports • Increased disruption to operations
Airports	• Increased / more intense precipitation • Higher temperatures	• Flood risk to airports • Lift of aircraft reduced

The CCRA 2022 report Table 6 (DEFRA, 2022) denotes that an increase of 2 to 4 degrees Celsius increases the risk to infrastructure by varying ways in throughout the decades of 2050 and 2080.

Table 6: Predicted effect of temperature warming on UK infrastructure with cause (DEFRA, 2022, p.11)

Risk or Opportunity	2050's. 2/4 °C	2080's. 2 °C	2080's. 4 °C
I1. Risks to infrastructure networks (water,	Negative effect, Very High	Negative effect, Very High	Negative effect, Very High

energy, transport, ICT) from cascading failures.			
I2. Risks to infrastructure services from river, surface water and groundwater flooding	Negative effect, High to Very High	Negative effect, High to Very High	Negative effect, Very High
I5. Risks to transport networks from slope and embankment failure.	Negative effect, Medium to High	Negative effect, Medium to High	Negative effect, High
I8. Risks to public water supplies from reduced water availability.	Negative effect, High	Negative effect, High	Negative effect, High
I12. Risks to transport from high and low temperatures, high winds, lightning.	Negative effect, Medium to High	Negative effect, Medium to High	Negative effect, Medium to High
I4 Risks to bridges and pipelines from flooding and erosion	Negative effect, Medium	Negative effect, Medium	Negative effect, Medium
I3 Risks to infrastructure services from coastal flooding and erosion	Negative effect, Medium	Negative effect, Medium	Negative effect, Medium

The most certain effect to infrastructure identified is from groundwater flooding and cascading failures in infrastructure with a very high confidence level of failure in infrastructure from a 2/4 °C warming pathway (DEFRA, 2022). The identified infrastructure in the reports at risk from cascading failures are water, energy, transport, and communication networks. There are no benefits presented with a global warming effect increasing temperatures, for any of the presented infrastructure.

Specific threats to the North of England will be identified within the publication of the CCRA4 through a regional assessment of risks; as required by the Climate Change Act 2008, the government must publish a CCRA's every five years. Prior to this the Emergency Preparedness, Response, & Recovery Report published by the Department for Transport identifies risk areas for the North's transport networks (DfT, 2021). Tadcaster Bridge upon the A659 in North Yorkshire is one such site, in 2015 the Bridge collapsed from a classified extreme storm. This disrupted the transport network on a regional scale, slowing logistical transport, commuter transport and increasing emergency services response time. Similarly, in Cumbria, Storm Desmond in 2015 caused a landslide from flooding which closed the A591 from Thirlmere to Dunmail Rise. This resulted in car traffic needing to be diverted over 40 miles, whilst HGVs needed to be diverted 70 miles. In regard to railways, the Cumbria Coast railway line was closed for over a month in 2020 due to severe damage to a railway bridge at Parton following three consecutive storms: Dennis, Ciara and Jorge.

1.2.4 Land use, Soil and Agriculture

Across the TfN geography, there is a mix of land uses, including heavily urbanised, suburban, urban fringe and rural locations, but predominantly the land use is rural. There are also a range of Agricultural Land Classifications across the TfN geography.

The Governments 25 year Environment Plan outlines its ambitions to use and manage land sustainably which is relevant to the STP2. In particular, it notes its intention to improve soil health, and restore and protect peatlands, as well as improving the way they manage and incentivise land management.

Future transport schemes may need to utilise areas of land not previously used for transport, which, particularly in rural areas, would likely affect the soil and agriculture. Soil is a finite resource that fulfils many important functions and services (ecosystem services) for society. Soil can be a growing medium for food, timber and other crops, a store for carbon and water, a reservoir for biodiversity and can act as a buffer against pollution.

Furthermore, nutrient pollution is a big environmental issue for many areas in England. In freshwater habitats and estuaries, increased levels of nutrients (especially nitrogen and phosphorus) can speed up the growth of certain plants, disrupting natural processes and impacting wildlife (Natural England, 2022b). This process (called 'eutrophication') damages these water dependent sites and harms the plants and wildlife that are meant to be there. In technical terms it can put sites in 'unfavourable condition'. The sources of excess nutrients are very site specific but include sewage treatment works, septic tanks, livestock, arable farming and industrial processes.

Where sites are already in unfavourable condition, extra wastewater from new housing developments can make matters worse and undermine ongoing efforts to recover these sites. However, when development is designed alongside suitable mitigation measures, that additional damage can often be avoided. Natural England has reviewed the available evidence on Habitats Sites that are in unfavourable condition due to high nutrient levels (Natural England, 2022b). Where plans or projects will contribute additional nutrients to these sites, then a robust Habitats Regulations Assessment is required in accordance with well-established principles. Natural England have given advice to 74 local authorities about the impact of nutrient pollution. Figure 15 below shows the local authorities affected by Natural England's nutrient neutrality advice.

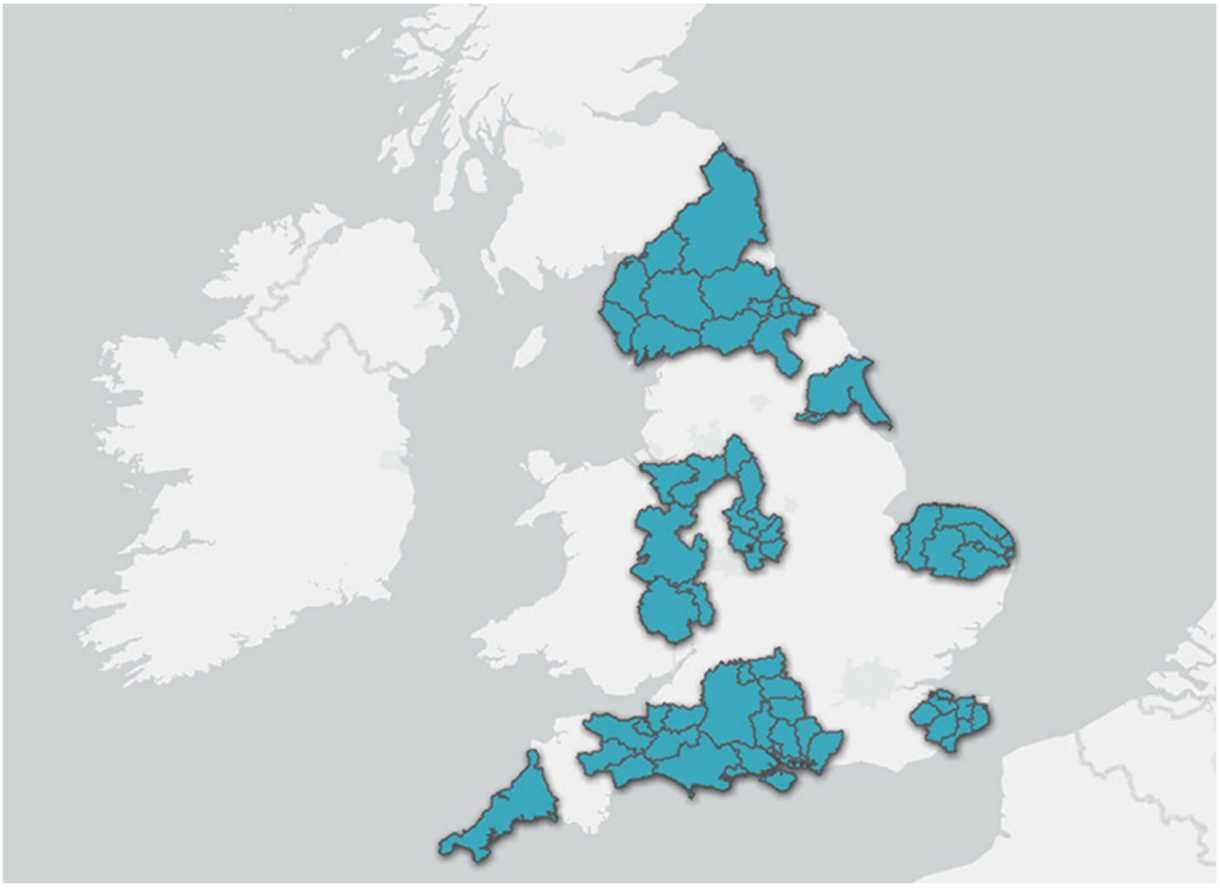


Figure 15: Local Authorities affected by Natural England's nutrient neutrality advice (Planning Resource, 2022)

North West Land Use

The North West comprises Cumbria, Cheshire, Lancashire (including Blackpool), Blackburn, Greater Manchester, Merseyside (including Liverpool and Sefton), Wirral, Halton and Warrington. Parts of the Lake District, Yorkshire Dales and Peak District are also included. According to the Office for National Statistics (2011), the North West covers 14,100 sq.km (11% of the total area of England) and is the fourth smallest region in England after London, the North East and the West

Midlands. In 2021 the North West has the third largest population with 7.4 million residents (ONS, 2022).

The North West has a long western coastline facing the Irish Sea, running between its shared border with Scotland to North Wales. To the east, the Pennine Hills separate the region from the North East, and Yorkshire and The Humber.

The land use split between Urban/Rural areas can be seen below in Figure 16.

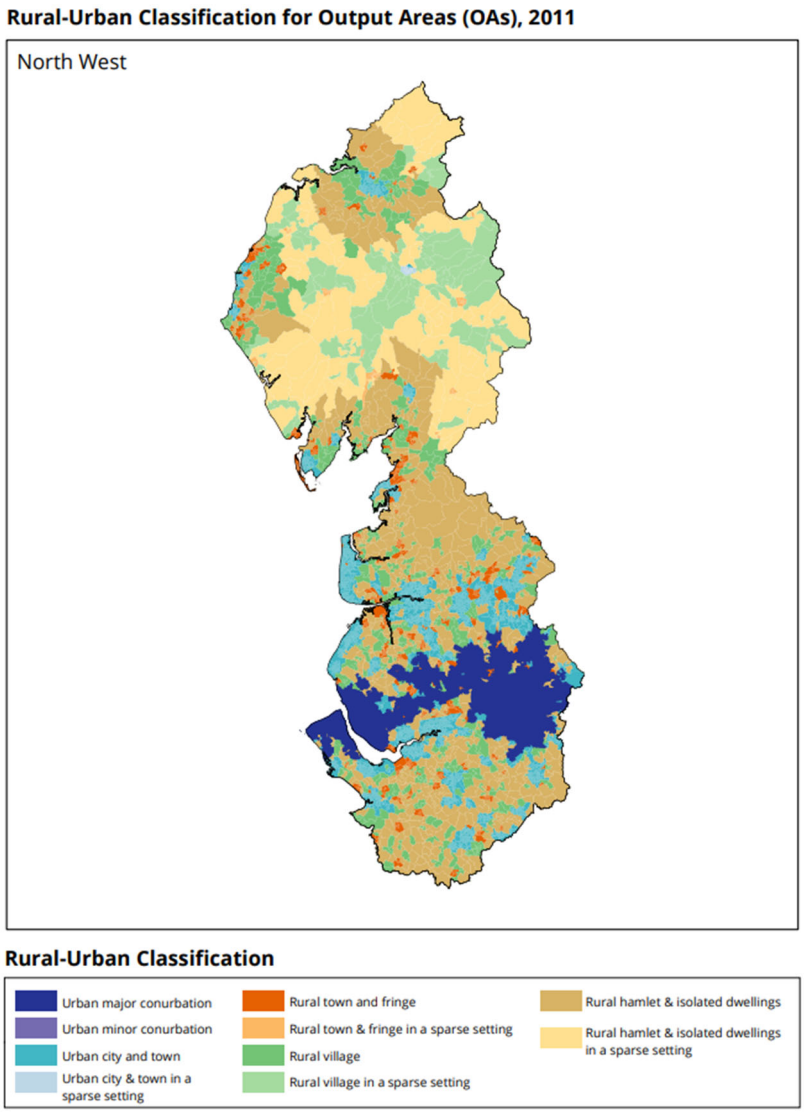


Figure 16: North West urban/ rural land split (ONS, 2011c)

North East Land Use

The North East comprises Northumberland, Durham, Darlington, Hartlepool and Stockton-on-Tees, South Teeside and Tyneside and Sunderland. It also includes parts of the Lake District, the Yorkshire Dales and the Peak District.

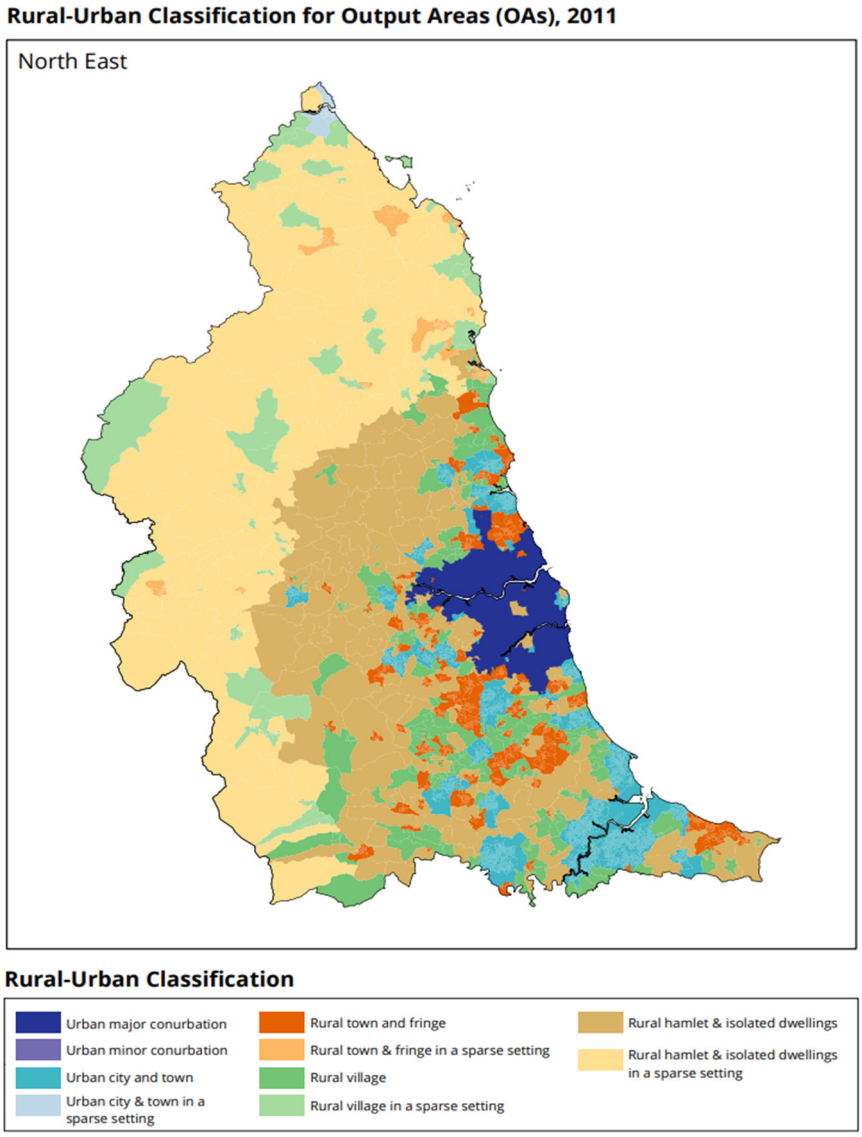


Figure 17: North East urban/ rural land split (ONS, 2011c)

According to the Office for National Statistics (2011), the North East covers 8,600 sq.km and is the second smallest region in England, after London. The North Easts population in 2021 was 2.6 million (ONS, 2022), the smallest population size of all regions in England. The North East has a long eastern coastline facing the North Sea, running from its shared border with Scotland to North Yorkshire. To the west, the Cheviot Hills and North Pennines rise towards Cumbria in the North West region. The land use split between Urban/Rural areas can be seen above in Figure 17.

Yorkshire and The Humber Land Use

The Yorkshire & the Humber region comprises the East Riding, Kingston upon Hull, North and North East Lincolnshire, the City of York, and North, South and West Yorkshire. According to the Office for National Statistics (2011), Yorkshire and The Humber covers 15,408sq.km and is the largest region in England. However, in 2021, Yorkshire and the Humber had a population of only

5.5 million (ONS, 2022) and is the third lowest populated region in England. The region has a long eastern coastline facing the North Sea. To the west, the Pennine Hills separate it from the North West region.

North Yorkshire is the largest of the four sub-regions within Yorkshire and The Humber, and is largely rural, accounting for nearly half of the entire Yorkshire and Humber region's agricultural production. North Yorkshire also comprises the majority of two National Parks – the heather moorlands of the North York Moors and the Pennine Hills of the Yorkshire Dales. The Peak District also lies within a large part of the Sheffield City area, and smaller parts of both Barnsley and Kirklees boroughs.

The Land use split between Urban/Rural areas can be seen below in Figure 18.

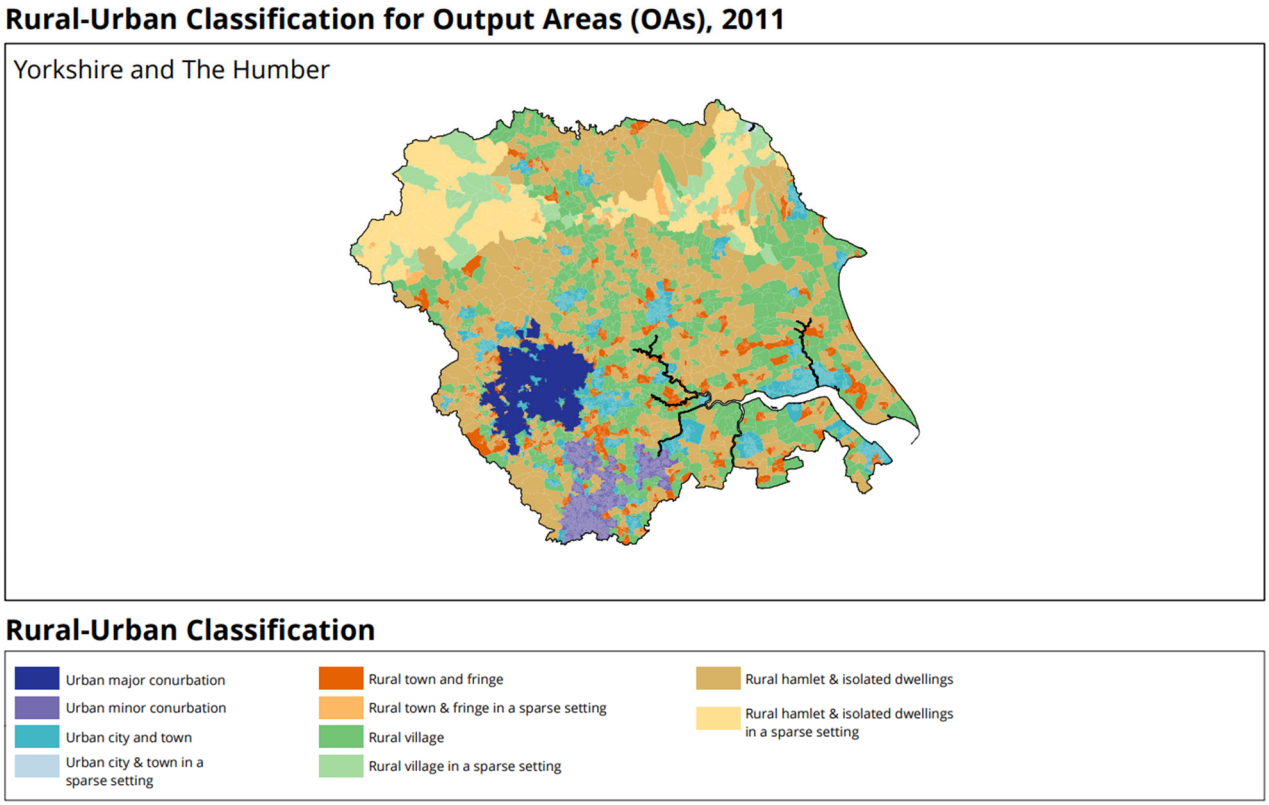


Figure 18: Yorkshire and The Humber urban/ rural land split (ONS 2011c)

Contaminated Land

Due to past industrial and other human activities, including former factories, mines, storage depots, steelworks, refineries and landfills, many areas of land in the UK have been contaminated. Transport infrastructure is also a frequent source of land contamination. Sites can be contaminated with a number of harmful substances, such as oils and tars, heavy metals, asbestos and chemicals;

land contamination may also be caused by accidental release of substances to the environment, including from current day operations.

It is difficult to know which land has been or is currently suffering from ongoing contamination. Therefore, the known sites of contamination may represent only a small percentage of the overall contaminated sites in England. Given the present and historic levels of industrial activity, as well as high levels of urbanisation within the TfN geography, it is considered that the number of areas of contaminated land will be considerable.

Within the TfN geography there a several sites which have been identified as 'Special Sites' which include land that:

- Seriously affects drinking waters, surface waters or important groundwater sources;
- has been, or is being, used for certain industrial activities, such as oil refining or making explosives;
- is being or has been regulated using a permit issued under the integrated pollution control or pollution prevention and control regimes;
- has been used to get rid of waste acid tars;
- is owned or occupied by the Ministry of Defence;
- is contaminated by radioactivity; and,
- is a nuclear site.

Once a Local Council has decided that an area is a Special Site, it is then regulated by the Environment Agency. Table 7 below outlines the Special Sites within the TfN geography:

Table 7:Special Sites of contamination within the TfN geography

Site ID	Site Name	County	Type
1301	Former gasworks, Station Road, Bawtry, Area 1	Yorkshire	Special Site
24123	Former Green Tree garage	Yorkshire	Special Site
46672	Former gasworks, Station Road, Bawtry, Areas 2 & 3	Yorkshire	Special Site
261	Bransholme Landfill site	Yorkshire	Former special site
26941	Low Bransholme	Yorkshire	Former special site
265	Mitchell Cotts Site	Yorkshire	Special Site

341	Woldgate Former Landfill - Bridlington	Yorkshire	Special Site
481	Grosvenor Chemicals	Yorkshire	Special Site
8501	Old Hampole Quarry	Yorkshire	Special Site
35784	Former Yarm Gasworks	Northumberland Durham & Tees	Special Site
41286	Halliwell Banks	Northumberland Durham & Tees	Special Site
321	Hoole Bank Acid Tar Lagoon	Greater Manchester Merseyside & Cheshire	Special Site
541	Scholars Court	Greater Manchester Merseyside & Cheshire	Special Site
8002	Former Albright and Wilson Works (Rhodia)	Cumbria & Lancashire	Special Site
24622	Smithy Lane, Willaston, Ellesmere Port PSS	Greater Manchester Merseyside & Cheshire	Special Site
26082	Litherland Road Gas Works	Greater Manchester Merseyside & Cheshire	Former special site
38642	Bulldog Tools	Greater Manchester Merseyside & Cheshire	Special Site
38741	St Michaels Golf Course	Greater Manchester Merseyside & Cheshire	Special Site
45088	Sefton Meadows Extension 1	Greater Manchester Merseyside & Cheshire	Special Site
45089	Sefton Meadows Extension 2	Greater Manchester Merseyside & Cheshire	Special Site

Additionally, both former and present landfill sites can be potential areas of contamination. Known and authorised landfill sites are located across the TfN geography and tend to be located in proximity to more heavily urbanised areas.

1.2.5 Landscape and Townscape

Although largely rural, the TfN geography includes a range of settlement types including hamlets and larger urban conurbations and is formed of various different landscape types ranging from hills and valleys to low lying plains and estuaries. Urban conurbations of particular note include the cities of Manchester, Leeds, Sheffield, Liverpool, York, Middlesborough, Sunderland and Newcastle Upon Tyne.

The Glover Review into Protected Landscapes (2019) was commissioned by the government in response to the 25 Year Environment Plan, as an independent review into whether the protections for National Parks and AONBs are still fit for purpose. In particular, it considered what might be done better, what changes will help and whether the definitions and systems in place are still valid. This was reviewed by the Government in January 2022.

A series of 159 National Character Areas (NCA) have been developed by Natural England to describe the landscape (along with other associated aspects such as biodiversity, geodiversity, history, and cultural and economic activity) of the whole of England. The National Character Areas of relevance to the TfN geography are outlined in below, using profiles formed by Natural England, developed to draw on current evidence and knowledge.

Table 8: National Character Area profiles (Natural England, 2021)

National Character Areas	Overview
1 North Northumberland Coastal Plain	The North Northumberland Coastal Plain is a narrow, windswept strip that runs from the Anglo-Scottish border south to the mouth of the River Coquet, bounded by the sea to the east and the Northumberland Sandstone Hills to the west. The gently undulating inland plain is dominated by arable farming, with large, regular fields bounded by gappy hedgerows and in some places grey sandstone walls, with some pasture for beef cattle and sheep. Woodland cover is sparse and predominantly confined to the river valleys that meander across the coastal plain and the estate woodlands around Howick. The dramatic coastline is exceptionally varied, with rocky headlands and cliffs contrasting with long, sweeping sandy beaches backed by dunes, and extensive intertidal mudflats and salt marsh around Lindisfarne. The nationally important Whin Sill outcrops both inland and at the coast, supporting rare Whin grassland, and forming the distinctive rocky Farne Islands offshore.
2 Northumberland Sandstone Hills	The Northumberland Sandstone Hills curve across central Northumberland in a series of distinctive flat-topped ridges which provide panoramic views of the Cheviots and the coast. The ridgetops and upper slopes are covered with heather and grass moorland broken by large geometric blocks of conifer. Below this is pasture with some

	arable cultivation on the lower and dip slopes, broadleaved woodland on scarp slopes and along watercourses and a few notable parklands. There is a long tradition of rearing hardy sheep and cattle in this area. A number of major rivers flow east to the coast: the Wansbeck and Font arise in the Sandstone Hills while the Aln and Coquet break through from the Cheviot Fringe. The Till meanders through the lowlands of the northwest corner of the National Character Area (NCA). The Till and Coquet are designated for their biodiversity value and are important game fisheries. The Sandstone Hills play an important role in the recharge of the Fell Sandstone Aquifer; the quality and availability of water in this NCA are important for the supply of water locally and to northern Northumberland. This area, with its sparse settlement, slow change and cultural continuity, is perceived as very tranquil, valued for its open vistas and dark night skies. The largely undisturbed landscape holds significant prehistoric and medieval archaeological remains which together form some of the most interesting and nationally important archaeological landscapes in England.
3 Cheviot Fringe	The Cheviot Fringe NCA is a tranquil, undulating, lowland landscape, framed by the Cheviots NCA to the west and the Northumberland Sandstone Hills NCA to the east. The western edge falls within the Northumberland National Park and encompasses the edge of the Cheviot Hills. Weathering of the underlying bedrock combined with the widespread blanket of glacial and alluvial deposits have resulted in fertile soils that support the agriculture which dominates this area, and the river valleys provide much of the North East region's sand and gravel resources. The vales to the south are a patchwork of arable farmland, pasture and meadows with the regular field pattern still strong, delineated by hedgerows punctuated with trees. To the north, arable cultivation dominates and the fields are flatter and larger with fewer hedgerows. Conifer blocks and shelterbelts are prominent in the

	landscape with broadleaved woodland predominantly along watercourses. The rivers Coquet, Till and Tweed are designated as Sites of Special Scientific Interest and the River Tweed is designated as a Special Area of Conservation due to the support that that both these areas provide to internationally and nationally threatened species such as Atlantic salmon, sea trout, otter, lamprey, water vole and water crowfoot, and are important for their invertebrate assemblages and riparian habitats. Settlements take the form of nucleated villages, small hamlets and isolated farmsteads connected by a network of narrow, rural lanes. The town of Wooler, the largest in the area, is situated on the A697 which is the only major road that runs the length of the NCA
4 Cheviots	The distinctive, smooth, rounded hills of the Cheviots National Character Area (NCA) are part of the remote upland chain of the Northumberland moors which form the northern end of the Northumberland National Park. The wild, open upland landscape is dominated by rolling moorlands; there are extensive mosaics of heath, blanket bog and grassland, managed for sheep and cattle rearing and, grouse moors. This NCA is noted for the high quality of its rivers. The headwaters of the rivers Coquet (a Site of Special Scientific Interest) and Till (within the River Tweed Special Area of Conservation), designated for nationally and internationally important assemblage of wildlife including species such as otter, freshwater pearl mussel, brook and river lamprey, Atlantic salmon, water crowfoot, river jelly lichen and the diatom Didymosphenia. Settlement is sparse, with isolated farmsteads in the sheltered valley bottoms and small hamlets and villages in the foothills. Buildings are largely constructed from local stone, as are the drystone walls or dykes that enclose the large regular fields on the upper slopes; hedgerows enclose the fields on the lower slopes and in the valley bottoms.
5 Border Moors and Forests	The Border Moors and Forests National Character Area (NCA) consists of an extensive, sparsely populated upland plateau, with long-distance views and a strong sense of remoteness and tranquillity. The

	rivers North Tyne and Rede form wide valleys through the uplands, while the rivers Lyne and Irthing flow south-west to the Solway Firth. The high altitude and climatic conditions led to the build-up of peat deposits and the formation of a large expanse of upland mire habitats, much of which is internationally designated as Border Mires, Kielder–Butterburn Special Area of Conservation. There is also widespread archaeological and historical evidence indicating the strategic importance of this border area, most notably Roman marching camps and later defensible farmhouses. The peatlands and their associated habitats, together with the extensive woodland cover, play a very important role in storing carbon and regulating water supply downstream.
6 Solway Basin	The Solway Basin is a low-lying National Character Area (NCA) of gently undulating low hills that grade into the coastal plain and estuarine landscape of the Solway Firth. . The area is dominated by pastoral agriculture in rectilinear fields bounded by hedges but with increasing arable farming on the low hills. The coastal zone is characterised by a more open, wind-swept, dynamic and tidal landscape of salt marshes, beaches, sand dunes and intertidal flats along the margins of the Solway Firth and the Irish Sea. As well as being part of the Solway Coast Area of Outstanding Natural Beauty (AONB), almost the entire NCA coastline and many of the lowland wetlands are nationally and internationally important for their habitats and the species they support. Along the coast, the Solway Firth is designated SAC and SPA and Ramsar site for its populations of breeding birds and wintering waders and wildfowl.
7 West Cumbria Coastal Plain	The West Cumbria Coastal Plain National Character Area (NCA) forms a plain of varying width between the Cumbrian High Fells NCA in the east and the Irish Sea to the west. The coastline encompasses a diverse range of habitats including mudflats, shingle and pebble beaches, honeycomb worm reefs, soft cliffs, the high sandstone cliffs of St Bees, dune systems, expansive estuarine

	systems and the barrier islands of Walney and Foulney. Inland the wind-swept and open pastoral farmland of the undulating plain is dissected by more sheltered lowland river valleys. These valleys are delineated by woodland and grade into coastal landscapes as they approach the sea. The arable landscape of the St Bees area provides a contrast with the surrounding pastoral landscape. The coast from Walney Island to St Bees, including the Duddon Estuary and the estuary complex at Ravenglass, has a number of internationally and nationally designated nature conservation sites.
8 Cumbria High Fells	The Cumbria High Fells covers the north and central Lake District and is largely within the Lake District National Park. It is a dramatic upland landscape, carved by past glaciations, with rugged peaks, ridges and open fells, separated by U-shaped valleys with a radiating pattern of lakes and rivers. This working, pastoral landscape, with its network of drystone walls, has developed from a hill farming heritage dating from medieval times, with common grazing on the open fells (the largest area of common land in England), small enclosed valley fields and rougher intakes/allotments on valley sides. Cumbria High Fells contains the most biologically diverse range of upland habitats in England, with internationally important fell habitats, Arctic Alpine plants, lakes, rivers, woodlands and a few species-rich meadows/pastures.
9 Eden Valley	The Eden Valley National Character Area (NCA) in north-east Cumbria encompasses the broad valleys of the River Eden and its tributaries. The river contracts between wide flood plain areas to the steep, wooded Eden Gorge. It contrasts markedly with the scarp face of the North Pennines to the east, the Orton Fells to the south and the rugged upland fells of the Lake District to the west, and the NCA includes a small part of the North Pennines Area of Outstanding Natural Beauty.

	The undulating landform is largely the result of material deposited at the end of the last ice age, molded into the characteristic mounds of drumlins and eskers, and giving rise to fertile soils. This gives the valley its characteristic intimate blend of undulating mixed farmland with significant areas of woodland, farm copses, mature hedgerow trees, stone walls and historic villages. This sense of shelter and containment is enhanced by the juxtaposition with its wilder' upland neighbours. The NCA is characterized by high levels of tranquillity.
10 North Pennines	The North Pennines National Character Area (NCA), at the northern end of the Pennine ridge, has a distinct identity, with its remote upland moorlands divided by quiet dales. It is characterised by a sense of remoteness, with few settlements, slow change and cultural continuity. It comprises some of the highest and most exposed moorland summits in England, with several major rivers, including the South Tyne, Wear and Tees, draining out to the north, east and south-east. The geology of the North Pennines is internationally significant, with the area being designated as a UNESCO European and Global Geopark. The mosaics of moorland habitat are of international significance, with 46 per cent of the area designated Special Protection Areas (SPA) for the populations of birds such as merlin, black and red grouse, ring ouzel and golden plover. The peat soils underlying the moorland habitats, especially blanket bog, store significant volumes of carbon. Special Areas of Conservation (SAC) cover 44 per cent of the NCA, and include upland heath, blanket bog, rare assemblages of arctic-alpine plants, species-rich grasslands, rivers, woodlands and freshwater habitats.
11 Tyne Gap and Hadrian's Wall	This narrow, distinctive corridor centred on the River Tyne separates the uplands of the North Pennines National Character Area (NCA) from the Border Moors and Forests NCA. . A mosaic of arable and pasture land, conifer plantations and well-wooded valley sides occur, along with the fertile lowland corridor of the river flood plain.

	Here, flat, arable fields contrast with the larger-scale upper slopes of valleys. In the west, cattle and sheep graze large areas of rough pasture, divided by walls and fences, merging to mixed and arable land in the east. A well-wooded mosaic of deciduous, mixed and coniferous woodland provides habitat for priority species – red squirrel and woodland birds. Broadleaved woodland on steeper slopes lines the rivers. The River Tyne and a network of tributaries is a major landscape feature, with the South Tyne flowing west to east and North Tyne flowing north to south and both converging just outside Hexham. Nearby, natural eutrophic lakes known as 'loughs' occur, designated as a SSSI and SAC.
12 Mid Northumberland	Mid Northumberland is an intermediate plateau of gently undulating farmland which forms a transitional area between the Northumberland Sandstone Hills to the west and the low-lying coastal plain to the east. The area is dissected by several small rivers which flow eastwards to the sea. Within this predominantly farmed landscape there are many small woodlands and shelterbelts, and a few areas of open water, relatively infrequent within Northumberland. This is a rural area of generally high tranquillity, with a great diversity of heritage assets, from the earthworks of prehistoric and medieval settlements to castles, tower houses, farmsteads and designed parklands.
13 South East Northumberland Coastal Plain	The South East Northumberland Coastal Plain is a flat, low-lying strip along the coast of the North Sea, extending from north Tyneside in the south to Amble and the Coquet Estuary in the north. It is largely urbanised in the south and more rural to the north, with large fields, restored and active open cast coal mines and a coast of rocky headlands and wide, sandy bays. Rural areas support mixed farming, with fields divided by low, often gappy hedgerows and few trees. The coast supports a wide diversity of habitats including sand dunes, maritime cliffs and slopes, coastal and flood plain grazing marsh and mudflats. Parts of the coast are of European importance for the bird population. The rivers Blyth, Wansbeck, Coquet, Pont and Seaton

	Burn support rich wildlife, including white-clawed crayfish, otter, water vole and salmonids, and are important for recreation (walking, fishing and wildlife watching), water abstraction and sense of place
14 Tyne and Wear Lowlands	Tyne and Wear Lowlands National Character Area (NCA) is an area of gently undulating or rolling land, incised by the valleys of the major rivers and their tributaries. It is densely populated and heavily influenced by urban settlement, industry and infrastructure. Between settlements there are wide stretches of agricultural land. Hadrian's Wall, which extends north-west from this NCA, is a World Heritage Site and the Hadrian's Wall Path National Trail provides recreational opportunities for visitors and local people. The major settlements in the NCA are distinctive. On the southern bank of the Tyne, Newcastle upon Tyne and Gateshead are linked by a series of dramatic bridges, including the Tyne, High Level and Gateshead Millennium bridges. The historic centre of Durham is located on a prime defensive site, high up on a bluff in the middle of a tight, incised meander on the River Wear. The castle, cathedral and historic centre combine to form an historic landscape which has been designated a World Heritage Site.
15 Durham Magnesian Limestone Plateau	The Durham Magnesian Limestone Plateau is an open, agricultural landscape with sharply defined boundaries in the form of a steep limestone escarpment to the west and a dramatic coast of limestone cliffs, headlands and bays to the east. Rural land cover consists of arable land and grazing pasture, with small, isolated areas of wildlife-rich habitat such as Magnesian Limestone grassland and ancient woodland in the narrow valleys (or denes) running down to the coast. The coast is an important breeding and feeding area for migratory birds, and harbour porpoise frequents inshore waters. The area has been strongly shaped by its industry, with coal mining and quarrying in particular leaving a very clear mark on local landscapes and identity. Settlements range from larger urban areas such as Sunderland to the north and ex-mining towns with their distinctive terraces to the south

	and east, to scattered traditional stone villages built around village greens on the plateau and 'New Towns' such as Peterlee and Newton Aycliffe.
16 Durham Coalfield Pennine Fringe	The Durham Coalfield Pennine Fringe National Character Area (NCA) is a transitional landscape between the North Pennines NCA to the west and the Tyne and Wear Lowlands NCA to the east. It is formed by a series of broad ridges, separated by river valleys, with a strong west–east grain. Some 3 percent (2,252 ha) of the NCA lies within the North Pennines Area of Outstanding Natural Beauty, and 204 ha falls within the North Pennine Moors Special Area of Conservation and Special Protection Area, designated for its habitats (including dry heath, blanket bog and old sessile oak woodland) and upland breeding birds (including golden plover, curlew, dunlin, hen harrier and merlin). The west is more upland in character, with large, open, regular fields bounded by drystone walls or fences, and is primarily used for sheep and cattle grazing. In the east the farmed landscape becomes more mixed, with arable crops grown on the richer land, and more irregular fields divided by hedges rather than walls. Settlement is denser in the north and the east, with larger towns such as Consett, Stanley and Bishop Auckland giving these sections a more urban feel.
17 Orton Fells	The Orton Fells National Character Area comprises a limestone plateau with a complex mix of limestone pavements, upland heath, and calcareous and acid grassland. The fells are open, exposed and sweeping, with long-distance panoramic views out to the skylines of the adjacent uplands – the Cumbria High Fells, the Howgills, the Yorkshire Dales and the North Pennines. Nine per cent of the NCA lies within the Lake District National Park. On the higher land there are occasional ash trees, as well as copses sheltering the dispersed farmsteads. Otherwise woodland cover is low, with upland ash woodlands largely restricted to the steep sides of lower valleys, and small shelterbelts including conifers, especially in the north. There are few settlements, making it a very quiet rural area, with the exception

	of one main north–south transport corridor of motorway, roads and rail in the west.
18 Howgill Fells	The Howgill Fells are Silurian and Ordovician sandstone and gritstone uplands with distinctive high, rounded ridges and dome-like summits separated by long, steep-sided valleys; around half is National Park. Large areas are designated as Sites of Special Scientific Interest (SSSI) for their geology and active fluvial geomorphology. Lower, enclosed slopes offer a contrasting pastoral scene, with rough, rushy pastures grading into improved land, with some hay meadows and purple moor-grass, surrounded by drystone walls and hedges. Flower-rich verges occur along some quiet lanes. Livestock farming predominates, with sheep, Fell ponies and cattle. There is limited tree cover: mainly gill woodland and remnant broadleaved woods.
19 South Cumbria Low Fells	The South Cumbria Low Fells is an internationally recognised landscape, two-thirds of which is covered by the Lake District National Park designation. To the east the area extends to cover the River Lune valley. It is characterised by undulating low fells and ridges which, in the central section, are dissected by the two major lakes – Windermere and Coniston Water – and minor river valleys. Windermere is the largest lake in England and an iconic feature of the Lake District, heavily used for recreation and tourism. The central area of the NCA, between Coniston Water and Windermere, is one of the most densely wooded areas in England, with extensive areas of broadleaved and conifer woodland and parkland. The higher ground supports a mosaic of upland heathland, interspersed with rocky outcrops, tarns, fast-flowing becks and stretches of bracken. Valleys support a working landscape with fields bounded by drystone walls reflecting the geology of the area.
20 Morecambe Bay Limestones	Morecambe Bay Limestones National Character Area (NCA) is a lowland landscape arcing round the head of Morecambe Bay consisting of conspicuous limestone hills with prominent scars, cliffs, screes and exposed limestone pavements separated by areas of low-lying undulating farmland. The margins of Morecambe Bay have been

	formed by faulted outcrops of Lower Carboniferous Limestone, forming upstanding blocks and bare limestone scars, pavements and cliffs. Lower-lying undulating pastoral areas are found between the hills and the coast, including a larger-scale rolling landscape to the west and a smaller-scale landscape that contrasts with the surrounding limestone hills to the east. Sites of international importance include Morecambe Bay Pavements SAC.
21 Yorkshire Dales	The Yorkshire Dales National Character Area (NCA), situated in the Pennine uplands, is a landscape of high, exposed moorland dissected by sheltered valleys or dales, each with their own character. In the dales the environment is more sheltered and there are intricate patterns of walled fields, containing meadow grasses and wild flowers. Small villages and farmsteads, built of local stone, are tucked into sheltered corners. There are large areas of actively managed grouse moorlands in the north and the east of the NCA.
22 Pennine Dales Fringe	The Pennine Dales Fringe National Character Area (NCA) lies between the uplands of the Pennines to the west, and the Magnesian Limestone ridge and arable lowlands to the east. Almost 23 per cent of the area falls within the Nidderdale Area of Outstanding Natural Beauty (AONB) and almost one per cent in the North Pennines AONB. The land has a varied topography of exposed upland moorland fringes and plateaux dropping to lower foothills, separated by major river valleys and incised by numerous minor tributary valleys. Broadleaved woodlands (many of them of ancient origin), coniferous and mixed plantations, and numerous small woods and hedgerow trees all contribute to the well-wooded character of the area. Hamlets, villages and small market towns are particularly distinctive, with strong visual unity, being built in local Millstone Grit Group and Yoredale Group stone in the west and Magnesian Limestone in the east.
23 Tees Lowlands	The Tees Lowlands National Character Area (NCA) forms a broad, open plain dominated by the meandering lower reaches of the River Tees and its tributaries, with wide views to distant hills. The large

	conurbation around the Lower Tees and Teesmouth contrasts with the rural area to the south and west, which is largely agricultural in character. The mosaic of intertidal and wetland habitats within the Tees Estuary are internationally designated as Teesmouth and Cleveland Coast Special Protection Area and Ramsar site, due to their importance for waterfowl. These areas are in close proximity to heavy industry, which has developed due to the estuary's strategic location close to; mineral reserves, a network of main roads, railways and Teesport. Industrial installations form a dramatic skyline when viewed from the surrounding hills. Agricultural land is intensively farmed, with large fields and sparse woodland, and a settlement pattern influenced both by the river and by past agricultural practices.
25 North Yorkshire Moors and Cleveland Hills	The North York Moors and Cleveland Hills are an elevated upland of sandstone geology, incised by valleys, which features the largest continuous expanse of upland heather moorland in England, internationally recognised for its important habitats and the moorland bird population it supports. The expansive, largely treeless, central moorland plateau contrasts strongly with the enclosed valleys; some are narrow and wooded, while others such as the Esk are wider, with an upland landscape of walled and hedged pastures. Over 25 per cent of the area is semi-natural moorland habitat (upland heathland and blanket bog), much of which is designated as Sites of Special Scientific Interest, and the area has about 21 per cent woodland cover (mostly located to the south-west and south-east). It is largely unpopulated, with scattered farmsteads and small villages, and the main population centres lie along the coast and southern edge. A substantial part of the area forms the North York Moors National Park, with both its natural and cultural heritage shaping a distinctive sense of place, drawing many visitors from afar.
31 Morecambe Coat and Lune Estuary	The Morecambe Coast and Lune Estuary is a relatively small and low-lying National Character Area (NCA) bordering Morecambe Bay. It includes areas of high population in the towns of Heysham and Morecambe and the City of Lancaster, but also encompasses areas of high tranquillity, particularly around the Lune Estuary and westwards

	along the Pilling Coast. Away from the coast and urban areas, the landscape is mainly one of pastoral agriculture, including dairy, which varies in character from reclaimed grasslands bounded by wet ditches in the lowest-lying areas to a hedged landscape including frequent boundary trees as the land begins to rise. Towards the boundary with the adjacent upland NCAs, and where drumlins are present providing abundant field stone, stone walls start to predominate. To the north and west the NCA is framed by areas of higher ground, including the Lake District Fells and Bowland Fells.
32 Lancashire and Amounderness Plain	The Lancashire and Amounderness Plain is an area of high-grade agricultural land, bounded by Morecambe Bay in the north and Liverpool in the south. The eastern boundary is contained by the Bowland Fringe. The plain is made up of a series of low-lying landscape types: in the east, undulating lowland farmland on the highly productive coastal plain, and in the west, the former mosslands and their remnant sites, and the coastal marshes and dunes. The northern Fylde (or Amounderness) coastal plain contains the estuary and lower reaches of the River Wyre, as well as its tributaries, the rivers Calder and Brock. It is predominantly improved pasture, with isolated arable fields. It is an ordered landscape of medium-sized fields with field ponds, clipped hedgerows, and drainage ditches. This is a medium- to large-scale landscape, where blocks of wind sculpted mixed woodland punctuate the relatively flat to gently rolling plain.
33 Bowland Fringe and Pendle Hill	The Bowland Fringe and Pendle Hill National Character Area (NCA) is a transitional landscape that wraps around the dramatic upland core of the Bowland Fells, underpinned by Carboniferous geology. Over half of this NCA, along with the Bowland Fells, makes up the Forest of Bowland Area of Outstanding Natural Beauty. This is a diverse landscape of herb-rich hay meadows – several of which are nationally and internationally designated – lush pastures, broadleaved woodland, parkland and waterbodies (including rivers and streams supporting nationally and internationally protected species). The numerous river valleys and associated woodlands are a major component of the area. To the west, this NCA includes part of the Bowland Fells Special

	Protection Area (SPA), designated for its important populations of hen harrier, merlin and lesser black-backed gull. The influence of human habitation and activity, and the area's long farming history, contribute significantly to its character. In contrast to the predominantly rural feel of the area, this NCA includes several relatively urban areas including Clitheroe, Bentham and Longridge.
35 Lancashire Valleys	The Lancashire Valleys run north-east from Chorley through Blackburn and Burnley to Colne. The National Character Area (NCA) lies mainly in east Lancashire and is bounded to the north-west by the Bowland Fells fringe and the Millstone Grit outcrop of Pendle Hill, and to the south by the Southern Pennines. A small proportion of the area (5 per cent) lies in the Forest of Bowland Area of Outstanding Natural Beauty. The Lancashire Valleys broadly consist of the wide vale of the rivers Ribble and Calder and their tributaries, running north-east to south-west between the natural backdrops of Pendle Hill and the Southern Pennines. This visually contained landscape has a strong urban character. The Lancashire Valleys are underlain by Carboniferous rocks including limestone, Millstone Grit, shales and Coal Measures. The bedrock is largely covered by glacial and post-glacial deposits of sands, gravels, clays and alluvium. Localised surface exposures of bedrock have given rise to extractive industries, including stone quarrying and coal mining.
36 Southern Pennines	The Southern Pennines are part of the Pennine ridge of hills, lying between the Peak District National Park and Yorkshire Dales National Park. This is a landscape of large-scale sweeping moorlands, pastures enclosed by drystone walls, and gritstone settlements contained within narrow valleys. The area contains internationally important mosaics of moorland habitats which support rare birds such as merlin, short-eared owl and twite.
37 Yorkshire Southern Pennine Fringe	The Yorkshire Southern Pennine Fringe National Character Area (NCA) is a transitional landscape from the upland areas of the Southern Pennines NCA in the west through to the low-lying land of

	the Nottinghamshire, Derbyshire and Yorkshire Coalfield NCA to the east. The most striking aspect of the landscape is the mingling of predominantly 'gritstone' industrial towns and villages with the strong valley forms and pastoral agriculture of the Pennine foothills. The gritstone industrial buildings and settlements bring a sense of visual unity to the landscape. The landscape is dominated by industrial buildings and structures such as factories, chimneys, railways and canals. Travelers crossing the NCA from west to east experience a change from pastoral treeless hill tops, where drystone walls are the predominant field boundary, to wooded valleys, where large urban settlements such as Bradford, Huddersfield and Sheffield are focused in the valleys and were built up around the former industries such as coal mining, steelmaking and the woollen industry. The World Heritage Site of Saltaire stands as an example model town built with the wealth produced by the industries prevalent in this area. In the east, settlements are separated by areas of arable farming with hedgerows and lowland meadows.
38 Nottinghamshire, Derbyshire and Yorkshire Coalfield	The Nottinghamshire, Derbyshire and Yorkshire Coalfield is an area that has seen great change over the past few centuries. The impact of widespread industrialisation and development on the landscape and settlement pattern within the National Character Area (NCA) is clear, influencing the visual and ecological landscape. The geological deposits of coal and iron, along with the water supply, brought mass industrialisation to the area to exploit these resources. A generally low-lying area, with hills and escarpments above wide valleys, the landscape embraces major industrial towns and cities as well as villages and countryside. Over half of the NCA (64 per cent) is currently designated as greenbelt land; this maintains some distinction between settlements and represents areas that are often under pressure for development and changes in land use. Very little of the NCA is designated for geology or nature conservation, but instead the landscape is dotted with many pockets and patches of habitat where species find refuge. This is often on land that was once worked for minerals or occupied by major industry, and as these enterprises have

	declined the land they once dominated has opened up with opportunities to create a new landscape which will continue to provide a strong sense of place for local populations.
39 Humberhead Levels	The Humberhead Levels is a flat, low-lying and large scale agricultural landscape bounded to the west by the low ridge of the Southern Magnesian Limestone and to the east by the Yorkshire Wolds (north of the Humber) and the Northern Lincolnshire Edge with Coversands (south of the Humber). To the north it merges into the slightly undulating landscape of the Vale of York, at the line of the Escrick Moraine, and in the south it merges in to the Trent and Belvoir Vales and Sherwood.
40 Holderness	Holderness is a rural, low-lying, undulating plain with the broad, shallow valley of the River Hull flowing southwards through the centre towards Hull. The river eventually joins the expansive Humber Estuary where it becomes tidal, enclosed by flood banks, and drains into the North Sea. The National Character Area (NCA) is bounded by the dip slope of the Yorkshire Wolds to the north and west, while eastwards, beyond the coastline of soft boulder clay cliffs, lies the North Sea. Rapid erosion of these cliffs is a conspicuous feature of this NCA, and forms part of an important coastal process of sediment transfer. Holderness is the single most important source of sediment in the southern North Sea: the sediment is carried south to the Humber, the Lincolnshire coast and the Wash, where it feeds beaches and through accretion helps intertidal habitats to adjust to rising sea levels.
41 Humber Estuary	The Humber Estuary National Character Area (NCA) focuses on the open and expansive waters of the Humber where it flows in to the North Sea and the adjacent low-lying land. Several major rivers flow into the Humber, including the Trent, Don, Aire, Ouse and Hull, thus draining one-fifth of England. This is a low-lying estuarine landscape, with extensive stretches of intertidal habitats including mudflats, salt marsh and reedbeds, coastal dunes and wetlands along the side of the estuary.

42 Lincolnshire Coast and Marshes	This area is characterised by a wide coastal plain which extends from Barton-upon-Humber in the north, across to Grimsby at the mouth of the Humber and south to Skegness. The area is bounded by the North Sea along its eastern edge and by the Lincolnshire Wolds to the west. The wide coastal plain incorporates three distinctively different but closely interconnected areas which run broadly parallel with the edge of the Wolds. To the west is the Middle Marsh which comprises a softly undulating arable landscape with a greater number of woodlands and hedgerows than other areas. To the east lies the Outmarsh, an open landscape of arable land, mixed with rich pasture divided by narrow dykes. The Outmarsh has changed in character – and was once as grassy as Romney Marsh or the Somerset Levels. It has gradually turned into an area which is predominately arable, particularly since effective pump drainage was introduced in the 2nd half of the 20th century, following the 1953 floods.
43 Lincolnshire Wolds	The Lincolnshire Wolds National Character Area (NCA) is a long, narrow band of rolling agricultural land dominated by a west-facing chalk escarpment approximately 50 m high. The area is characterised by a range of varied yet unified features including open, arable plateau hill tops, chalk escarpments, deep dry valleys with sinuous beech woods and isolated ash trees punctuating the skyline. The area is sparsely settled with many villages hidden within the folds of the landscape and modest country houses and farmsteads. The landscape of the Wolds is strongly influenced by the underlying geology and the later glacial action that reshaped it. The solid geology is largely made up of a sequence of sandstones, clays, sandy limestones, ironstones and chalk deposited between 155 and 95 million years ago during the late Jurassic and Cretaceous periods. The chalk is capped in places by glacial deposits, while glacial meltwater channels have carved away parts of the Wolds to leave steep valleys. To the south-east, the overlying glacial till creates a rounded edge to the Wolds, and towards the southern end the chalk cap has been removed to reveal the Lower Cretaceous sands, clays and ironstones which form a series of low hills with gravel terraces. A variety of local materials, some of which

	are used as building material, are found across the area including sandy limestone, sandstone, ironstone and chalk, with striking red chalk being notable.
44 Central Lincolnshire Vale	The Central Lincolnshire Vale National Character Area's (NCA's) tranquil, rural and sparsely settled landscape is largely used for agricultural production, mainly for the growing of arable crops, principally cereals. This is in spite of historically challenging soils and conditions. Its dominant 'boulder clay' derived soils underlain by mudstone bedrock lead to seasonably waterlogged conditions which, under natural unmodified conditions, support wet grasslands and woodlands; however, a history of agricultural improvement along with modern machinery and agrochemicals have transformed the land and vastly increased its productivity. An imperceptible rise in landform across the centre of the NCA means that the northern half drains north into the River Ancholme and out to the Humber, while the southern end drains into the River Witham and The Wash. Most of this natural drainage pattern has been straightened, deepened and confined within steep embankments and the land drained – especially north towards the Humber. In contrast, pockets of wind-blown sand deposits (the Coversands) and river-derived sands and gravels (the Fen Edge Gravels) have led to localised contrasting landscapes where soils are sandy, acidic and infertile and heathland habitats are found along with some extensive coniferous plantations
45 Northern Lincolnshire Edge with Coversands	The Northern Lincolnshire Edge with Coversands National Character Area (NCA) comprises a ridge of Jurassic limestone running north from Lincoln to the Humber Estuary. The scarp slope rises prominently from adjacent low-lying land, forming the Edge or Cliff, and giving panoramic views out, in particular to the west. In the north is a second, lower scarp of ironstone. In the vicinity of Scunthorpe are the Coversands, post-glacial wind-blown sands which have given rise to mosaics of heathland, acid grassland and oak/birch woodland, supporting rare plant and animal communities akin to the Brecklands. Risby Warren, historically used as a rabbit warren, reveals the distinctive formation of inland dunes. Several of these sandy sites are

	designated as Sites of Special Scientific Interest, along with a number of disused limestone, ironstone and sand extraction sites, which comprise geological exposures alongside calcareous grassland, open water and other semi-natural habitats. At the northern boundary the limestone drops below the River Humber.
49 Sherwood	The Sherwood NCA extends north from Nottingham, principally coinciding with an outcrop of sandstone which forms a belt of gently rolling hills. Historically it was managed as woodland and remains a well wooded area. The oak and birch wood pasture in the heartland of Sherwood Forest and more recent pine plantations, contribute strongly to the sense of place. Large estate parklands, heathland, open arable land and a strong mining heritage also characterise the area. The area contains the settlements of Mansfield, Worksop, Retford and Ollerton around its peripheries and sits on an aquifer that provides water to the area.
50 Derbyshire Peak Fringe and Lower Derwent	The Derbyshire Peak Fringe and Lower Derwent National Character Area (NCA) is a picturesque transitional area between the natural beauty of the Peak District National Park to the west and the largely urban, formerly mined Derbyshire Coal Measures to the east. Often referred to as the Gateway to the Peaks, this area is underlain mostly by the Carboniferous geology of the eastern Coal Measures and by Millstone Grit (sandstones) in the west – through which the rivers at the heart of this NCA have cut their valleys. Although the area was not included in the National Park, it was seriously considered during the original boundary selection in 1950 and remains a landscape of extremely high quality.
51 Dark Peak	The Dark Peak is a landscape of large-scale sweeping moorlands, in-bye pastures enclosed by drystone walls, and gritstone settlements, within the Pennine chain. It falls almost entirely within, and forms a large part of, the Peak District National Park. Approximately 46 per cent of the area has been designated as a Special Protection Area and Special Area of Conservation, both being the highest forms of environmental protection afforded by European Law. Some 46 per

	cent of the National Character Area (NCA) has also been designated as Sites of Special Scientific Interest (SSSI) and the range of different SSSI, from the Eastern Peak District Moors to Chatsworth Old Park and clough woodlands to geological formations, demonstrates the variation of important characteristics and landscapes within the NCA.
53 South West Peak	The South West Peak is an area of upland and associated foothills in the south-west region of the Pennines. It lies in the south-west part of the Peak District and 65 per cent of the National Character Area (NCA) falls within the Peak District National Park, which was Britain's first National Park, being designated in 1951. The South West Peak stretches from just south of Stockport in the north to Leek in the south, and is contained by the fringes of Buxton and Macclesfield to the east and west. It is an upland landscape characterised by Carboniferous age Millstone Grit and Coal Measures and is often scenically and distinctly diverse. The area has an open moorland core. Strong ridges such as Morridge run north to south. The moorland core fringes fall away to gentle slopes, dissected by steep wooded cloughs, and fast-flowing streams are found at lower elevations. These open out to form wider upland river valleys, some of which include reservoirs such as Errwood and Tittesworth, and are also characterised by permanent grassland with rushy pasture, species-rich hay meadows and improved productive farmland. This working landscape is dominated by livestock farming; the fields are medium to small in size and bounded mostly by drystone gritstone walls, with some hedgerows at lower elevations.
54 Manchester Pennine Fringe	The Manchester Pennine Fringe occupies the transitional zone between the open moorlands of the Dark Peak and Southern Pennines, and the densely populated urban conurbation of Manchester. The area wraps around Manchester from Bolton in the north-west to the edge of Hazel Grove in the east, and includes the industrial towns of Bury, Bolton, Rochdale, Oldham, Dukinfield and Glossop. This transitional area runs along the edge of the Millstone Grit of the Pennine uplands and is underlain by Carboniferous Millstone Grit and

	the Pennine Coal Measures, which broadly dip to the south-west. The area owes much of its character to its proximity to the adjacent Pennine moors, and the deeply incised, steep valleys that characterise the transition from moorland to urban area. The elevation of the area is generally between 100 m and 300 m, between the lower plains and higher Pennine moors.
55 Manchester Conurbation	A number of settlements have grown and come together to form the Manchester conurbation, including Manchester, Salford, Stockport, Sale, Ashton-under- Lyne, Swinton, Altrincham, Stretford, Prestwich, Cheadle Hulme, Denton and Droylsden. The area is characterised by dense urban and industrial development, commercial, financial, retail and administrative centres, commuter suburbs and housing, interspersed with a network of green infrastructure. The conurbation is centred on low hills, crossed by several river valleys that thread through the urban fabric. The geology is dominated by sandstones, overlain by thick deposits of glacial till. The underlying Permo-Triassic sandstones provide an extensive aquifer, contributing groundwater for a large number of industrial users as well as public water supply. River valleys form important corridors of semi-natural habitats and natural greenspace – with open grassland, woodland and wetland – linking urban centres with open countryside. The industrial heritage now provides sites of wildlife interest in the urban environment. Canals that weave through the conurbation not only offer opportunities for access and recreation, but also form a network of wetland habitats. Sections of the Rochdale Canal, in particular, have been designated as being of international importance as a Special Area of Conservation (SAC). Woodland cover is generally low, but variable – and significant for such a heavily urban location. New areas of community woodland have been created in the Red Rose Forest and Pennine Edge Forest.
56 Lancashire Coal Measures	The Lancashire Coal Measures National Character Area (NCA) surrounds the towns of St Helens and Wigan and extends from the Mersey Valley NCA in the south to the Lancashire and Amounderness Plain NCA in the north-west. Rocks from the

	Carboniferous Coal Measures underlie most of the area, giving rise to a varied topography of gentle hills and valleys, with patchy layers of glacial deposits. This fragmented landscape rises to 179 m at the summit of Billinge Hill on the western boundary, and then falls abruptly to the Lancashire and Amounderness Plain and Merseyside Conurbation to the west, and the Mersey Valley to the south. Views of the foothills of the southern Pennines can be seen to the east. The area is dominated by its industrial heritage, long associated with mining activity. The resulting landscape is a complex mosaic of farmland, scattered urban centres, industry, active mineral sites and derelict or reclaimed workings, giving this area a strong and distinctive identity.
57 Sefton Coast	The Sefton Coast National Character Area (NCA) runs from the mouth of the Ribble Estuary in the north to the edge of Crosby in the south. It is characterised by intertidal sand flats and mudflats, coastal sand dunes, coastal dune heathland and conifer plantations, and is backed by farmland. It contains a series of coastal settlements that include Southport, Ainsdale, Formby and Hightown. The sedimentary shoreline experiences a range of physical environments influenced by shallow water and high tidal ranges. This has led to the development of extensive sandy and muddy/sandy beaches along the coast. Dunes of recent wind-blown sand present the dominant landscape feature along much of the coast, rising locally to 20 m above sea level in the areas around Ainsdale and Formby. There are pine plantations on the dunes at Formby and Ainsdale. Large areas of the coastline and estuaries are internationally designated for their conservation importance as wildlife habitats. The Sefton Coast Special Area of Conservation is internationally important for the sand dune complexes with all types of dune habitats. The Ribble and Alt Estuaries Ramsar site and Special Protection Area are internationally important for a wide range of birds and other wetland species. There are populations of many internationally, nationally and regionally important species including natterjack toad, sand lizard and red squirrel.

58 Merseyside Conurbation	The Merseyside Conurbation National Character Area (NCA) is a predominantly urban and suburban landscape, based around the settlements of Liverpool, Birkenhead, Bootle, Kirkby, Maghull, Huyton, Bebington and Wallasey. The NCA sits on a low-lying but gently rolling platform punctuated by low sandstone ridges and bisected by the lower estuary of the River Mersey. There is a dense settlement pattern of housing and large-scale industry focusing on the city of Liverpool and Birkenhead/east Wirral, with their diverse historic and cultural centres. Many of the city edge settlements function as commuter settlements. There is a large proportion of industrial land use, with docks, warehouses and associated commercial land, interlinked by an extensive transport infrastructure.
59 Wirral	The Wirral National Character Area (NCA) is located on a peninsula formed by the Mersey and Dee estuaries. The landscape of the NCA is based on the formal landscapes of former large country estates, rural areas, natural coastal scenery and wooded sandstone ridges, which combine to give the NCA a unique character. The NCA is separated from the urban areas of east Wirral by a dramatic sandstone ridge, as well as by the M53 motorway. This is a rich pastoral landscape interspersed with settlements. Red sandstone is common; the pink hues of the local stone bring warmth to the landscape and provide a unifying theme in buildings, walls and bridges.
60 Mersey Valley	The Mersey Valley National Character Area (NCA) consists of a wide, low-lying river valley landscape focusing on the River Mersey, its estuary, associated tributaries and waterways. It is a varied landscape that extends from the mosslands near the Manchester Conurbation NCA in the east, to the Merseyside Conurbation NCA and the wide estuary with intertidal mudflats/sand flats and salt marsh in the west. The River Mersey is tidal from Howley Weir in Warrington. The area encompasses a complex mix of extensive industrial development and urban areas, with high-quality farmland in between. Farmland in the north of the Mersey Valley NCA is predominantly arable, while in the south there is a mix of arable and pasture. Field pattern is regular and large scale, often defined by

	degraded hedgerows with isolated hedgerow trees. In the east, open, flat farmland is found on the rich, dark peaty soils of the former mosses, with a complex network of drainage ditches. Urban and industrial developments line the banks of the River Mersey. Industrial infrastructure is often prominent, with large-scale, highly visible development including chemical works and oil refineries. The Manchester Ship Canal links the estuary to the heart of Manchester, perpetuating the industrial development of the area. There is a dense communication network of major roads, railways, canals and transmission lines. The urban and suburban areas provide housing for those working in neighbouring conurbations, as well as in the industries of the Mersey Valley.
61 Shropshire, Cheshire and Staffordshire Plain	The Shropshire, Cheshire and Staffordshire Plain National Character Area (NCA) comprises most of the county of Cheshire, the northern half of Shropshire and a large part of north-west Staffordshire. This is an expanse of flat or gently undulating, lush, pastoral farmland, which is bounded by the Mersey Valley NCA in the north, with its urban and industrial development, and extending to the rural Shropshire Hills NCA in the south. To the west, it is bounded by the hills of the Welsh borders and to the east and south-east by the urban areas within the Potteries and Churnet Valley, Needwood and South Derbyshire Claylands, and Cannock Chase and Cank Wood NCAs. A series of small sandstone ridges cut across the plain and are very prominent features within this open landscape. The Mid-Cheshire Ridge, the Maer and the Hanchurch Hills are the most significant. They are characterised by steep sides and woodland is often ancient semi-natural woodland which is notably absent from the plain, except around Northwich.
62 Cheshire Sandstone Ridge	The Cheshire Sandstone Ridge National Character Area (NCA) is situated between Malpas and Frodsham and is surrounded on all sides by the Shropshire, Cheshire and Staffordshire Plain NCA, except to the north, where the ridge drops into the Mersey Valley NCA. It is a discontinuous ridge, but is very prominent, rising sharply from the

	gently rolling topography of the surrounding NCAs. The topography provided by the reddish-pink Triassic sandstone ridge has been exploited for centuries, as evidenced by the remains of defensive fortifications and artefacts from the Bronze and Iron Ages, and the Saxon and Roman periods. The fortifications were linked by a track which now forms part of the Sandstone Trail along the ridge, offering expansive views to walkers. A number of communication masts are prominently located on the highest ground and are visible over a wide area, and a war memorial stands at the northern tip of the NCA, providing a distinctive local landmark.

To help protect the unique landscapes of the UK, a total of 15 National Parks have been designated. Of these, five are located within the TfN geography:

Table 9: National Parks within the TfN geography (National Parks UK, 2021)

Name	Overview
Northumberland National Park	Northumberland National Park sits between the Scottish border in the north to just south of Hadrian's Wall UNESCO World Heritage site, covering an area of more than 410 square miles. With a diverse landscape, including moorland covered with grasses, woodland and waterfalls, a third of the park is made up of priority habitats, which are recognised for their national and international environmental importance, whilst 10,000 hectares are sites of special scientific interest. Northumberland National Park is the most remote and least populated of all of England's national parks and is home to four out of the five cleanest rivers in Britain. Additionally, the park is home to prehistoric rock art and hill forts, ruins of medieval castles and bastles and sits alongside the UNESCO World Heritage Site Hadrian's Wall. A third of North East England's 1,389 scheduled monuments are found in the park, which also has 229 listed buildings and structures.
Lake District National Park	Lake District National Park is a UNESCO World Heritage site and home to beautiful scenery, abundant wildlife and cultural heritage. Its lakes, tarns and rivers are nationally important stretches of water due to their range of habitats, and presence of species such as vendance,

	charr, crayfish and schelly. The ancient woodlands provide a home for native animals and plants and the presence of wood pasture, pollards and old coppice woodland form part of the rich cultural heritage of the National Park. The diverse landscape – a mixture of lakes, farmland, fells, woodland and settlement gives each valley a visual and cultural distinctiveness. Additionally, rich archaeology and complex geology contribute to understanding of past climates and settlements.
Yorkshire Dales National Park	The Yorkshire Dales National Park has some of the most spectacular peaks in England, with the Yorkshire Three Peaks of Whernside, Ingleborough and Pen-y-Ghent amongst the highest in the county. There are waterfalls throughout the Yorkshire Dales, alongside over a quarter of England's flower-rich upland hay-meadows and the most extensive cave system in the UK. Around 42% of the National Park is moorland, which is noted as being international important for wildlife, plant species and the carbon they store as peat.
North York Moors National Park	The North York Moors was established as a National Park in 1952 and covers 1,436 square kilometres between Scarborough, Thirsk and Teesside. The diverse landscape is a mix of woodlands, coastline and 44,000 hectares of heather moorland, which is designated as a Site of Special Scientific Interest for its heathland habitat and breeding birds. Other key habitats include the limestone belt, with an abundance of wild flowers and rich wildlife and the coast, which offers seashore habitats for a variety of plants and animals. The National Park also features over 800 Scheduled Monuments and 1,500 ancient boundary stones and crosses.
Peak District National Park	The Peak District National Park covers more than 550 square miles and is bounded by the counties of Derbyshire, Cheshire, Staffordshire, South and West Yorkshire and Greater Manchester. The Peak District was the first of the UK's National Parks to be designated in April 1951. Wildlife in the area includes red deer in the autumn and white mountain hares in the winter and is home to endangered ground nesting birds including curlew, lapwing and golden plover. It is a diverse area with varied geology, including gritstone and limestone with a landscape mix including woodland, heather moorland and

	blanket bog. The peak district has three Peak District Character areas, including the Dark Peak, the Southwest Peak and the White Peak, of which the latter lies outside the TfN boundary.

1.2.6 Natural Resources and Waste

Waste Management

Across the TfN geography, planning for solid waste differs depending upon the role of the Local Authority. In some instances it is managed at the local authority level, for example in Cumbria, where it is managed at the District council level, while in others, for example across Greater Manchester, it is managed strategically via partnerships between a number of local authorities. Table 10 outlines the regional picture of waste in England from 2016 data.

Table 10: Management of all local authority collected waste by region 2020/21 (thousand tonnes)

Region	Landfill	Incineration	Recycling/ Composted	Other	Total
North East	104	749	449	26	1,329
North West	335	1,588	1,625	87	3,635
Yorkshire and the Humber	98	1,291	1,060	87	2,537
England	2,016	12,466	10,708	700	25,890

Overall landfill rates have fallen across England in the years from 2000 to 2016 as shown in Figure 19 below.

Figure 19: Landfill inputs across England 2000-2016 (EA, 2016)

Recycling performance also varies considerably between local authorities, with householders in the lowest performing areas recycling around a fifth of all the waste material they produce. At the other end of the scale, households in the best performing local authorities recycle as much as 71 per cent of everything they throw away. This is illustrated in Figure 20 below.

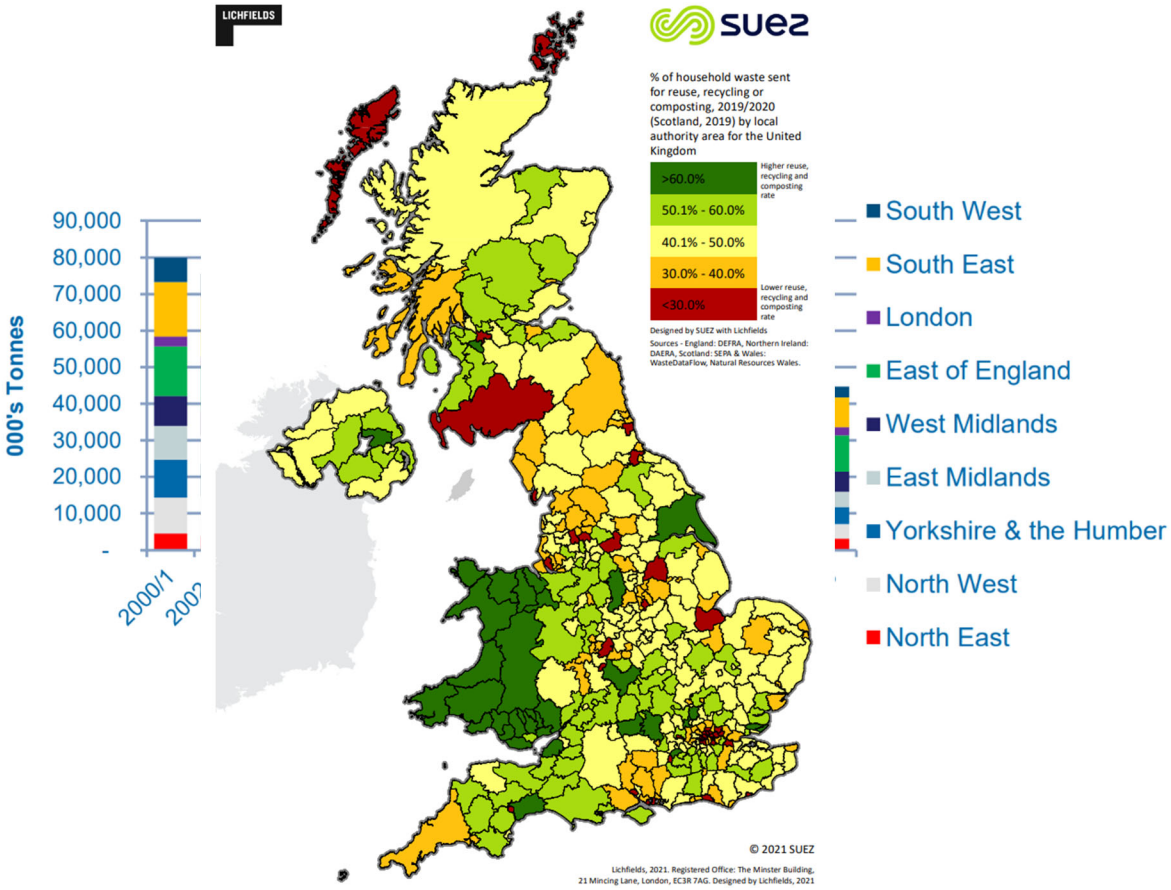


Figure 20: Percentage of household waste sent for reuse, recycling or composting 2019/20 (Suez, 2021)

Resource Efficiency

Transport is the biggest component of energy consumption in the UK (BEIS, 2021). It should be noted that consumption in 2020 was significantly affected by the COVID-19.

Road transport remains the dominant consumer in transport. Figure 21 below shows the trends in transport consumption from 1970 to 2020, showing an increasing consumption in road and air transport, whilst rail and water remain comparatively small.

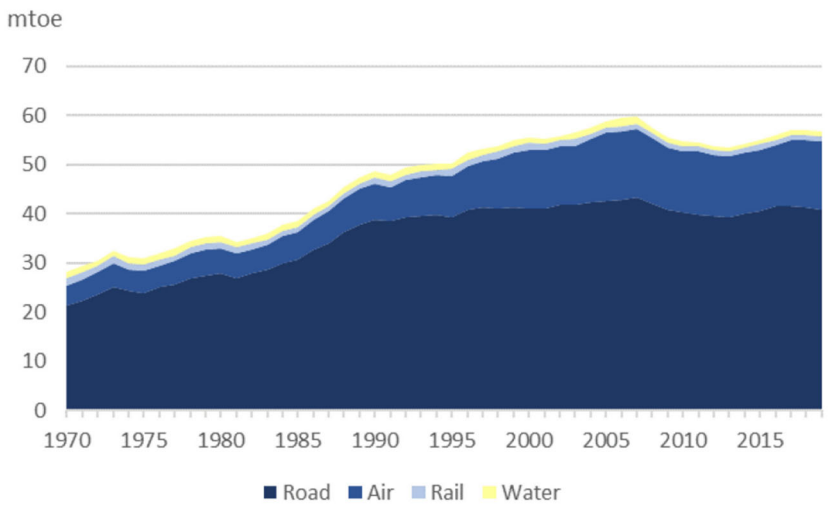


Figure 21: Trends in transport consumption 1970-2020 (BEIS, 2020)

As noted by the Department for Business Energy and Industrial Strategy (BEIS 2021), electricity consumption in road transport, modelled using information from the DVLA on electric vehicle registrations, is estimated to have increased by 50 per cent between 2019 and 2020 from 32 to 48 thousand tonnes of oil equivalent (ktoe). 108,000 battery electric vehicles were registered for the first time in 2020 compared to 38,000 in 2019. For 2020 this estimate was reduced to account for the lower numbers of journeys compared to a more typical year.

1.2.7 Water Resources, Flooding and Water Quality

Across the TfN geography, there are a range of water bodies organised into a series of River Basin Districts, defined as an area of land and sea, made up of one or more neighbouring river basins together with their associated groundwaters and coastal waters, which is identified under Article 3(1) (of the water framework directive) as the main unit for management of river basins.

The Environment Agencies Managing Water Abstraction Paper (EA 2021h) seeks to ensure there is enough water for the future needs of both people and the environment. The policies outlined in the Managing Water Abstraction Paper all contribute to achieving the Government's 25 year Environment Plan.

The River Basin Districts are sub-divided into a series of River Management Catchments, based on the main waterbodies for that district. Table 11 below outlines the River Basin Districts and their respective River Management Catchments, relevant to the TfN geography. It should be noted that not all of the River Management Catchments listed are fully, or partially, within the TfN geography.

Table 11: River Basin Districts and River Management Catchments

River Basin District	River Management Catchments
Humber	Aire and Calder Derwent Derbyshire Derwent Humber Don and Rother Dove Esk and Coast Hull and East Riding Idle and Torne Louth Grimsby and Ancholme Soar Swale, Ure, Nidd and Upper Ouse Tame Anker and Lease Trent Lower and Erewash Trent Valley Staffordshire Wharfe and Lower Ouse
North West	Alt and Crossens Irwell Derwent North West Douglas Irwell

	Kent and Leven Lower Mersey Lune Ribble South West Lakes Upper Mersey Weaver Gowy Wyre
Northumbria	Northumberland Tees Tyne Wear
Solway Tweed	Eden and Esk Till Tweed Waver and Wampool
Dee	Dee

Flood Risk Management Plans (FRMPs) explain the risk of flooding from rivers, the sea, surface water, groundwater, and reservoirs. FRMPs set out how risk management authorities will work with communities to manage flood and coastal risk over the period 2015-2021. Risk management authorities include the Environment Agency, local councils, internal drainage boards, Highways England and lead local flood authorities (LLFAs). FRMPs must be reviewed by the Environment Agency and Lead Local Flood Authorities every 6 years. This is a requirement of the Flood Risk Regulations 2009. A 3-month public consultation on the draft FRMPs for 2021 to 2027 ran from 22 October 2021 to 21 January 2022; the next steps include identifying any actions as a result of the consultation and implementing any changes needed in the FRMPs.

Each FRMP covers a specific river basin district, with eleven river basin districts (seven solely) in England. The FRMP identifies Flood Risk Areas which are considered to be areas that require flood risk management plans for local sources of flooding.

The Water Framework Directive has identified a range of significant water management challenges across the water bodies of England. These are outlined in Table 12 below.

Table 12: WFD identified significant water management issues (EA, 2021b)

Water Management Issue	Overview
Climate Change	Climate change is already affecting the water environment. It will continue to impact the river basin districts from catchment to coast through changes to weather patterns, sea level rise, and increased frequency of natural hazards, such as extreme rainfall, heat waves and drought.
Biodiversity crisis	The combination of climate change, how land, water and seas are used and managed, and how nature is valued have led to a major crisis for nature – a biodiversity crisis. In the UK, 90% of wetland habitats have been lost in the last 100 years, and over 10% of freshwater and wetland species are threatened with extinction. Rare and valuable habitats such as chalk streams are degraded. Urgent action is needed to reduce the pressures these habitats and species are facing and to increase their quantity, quality and connectedness so biodiversity can thrive. This will in turn improve resilience to climate impacts.
Changes to levels and flows	In some places water companies, industry and agriculture are taking too much water from rivers and aquifers. This damages the water environment and the wildlife that lives there. If action is not taken, the problem will increase and many areas of England will face water shortages by 2050.
Chemicals in the water environment	Manufactured chemicals that find their way into water, air and soil can be harmful to people and the environment. Some build up in animals and may represent risks to top predators and people, if not properly controlled.
Invasive non-native species	The damage that invasive non-native species cause can have major and permanent results. They can erode and undermine riverbanks, introduce new diseases, and can make native wildlife extinct.
Physical modifications	For thousands of years the water environment has been physically modified to support farming, industry, transport, and by building places to live. Some of these changes have damaged habitats for wildlife and

	changed the natural functioning of catchments. This damage continues and is increasing.
Plastics pollution	Many people are more aware than ever that plastic has an impact on seas and wildlife. Because of the way plastics are produced, used and disposed of, these plastics can also pollute rivers, streams, lakes, soil and air. Micro-plastics are a growing concern but one which needs more research. These tiny particles are entering the environment in large quantities and the potential consequences of this on people's health, the food chain and wildlife is not yet understood.
Pollution from abandoned mines	There are thousands of former mines across the landscape today. Almost all the metal mines closed over 100 years ago but they still pollute rivers and harm fish, river insects and habitats. Pollution from coal mines smothers river beds and harms the local habitat. In some areas, groundwater used for drinking water supply is threatened due to the pollution from coalfields.
Pollution for agriculture and rural areas	Farming and rural land use is always changing. The way some land is currently managed, the use of fertilisers and pesticides, and impacts from livestock are major reasons why many rivers and groundwater are polluted. Pressure from spreading of farm manures, imported sewage sludge and organic wastes are contributing to the problem.
Pollution from towns, cities and transport	In England, 83% of the population live in urban areas. Most of the waters in these urban areas are damaged by pollution from drainage, roads, transport, industries and housing. Historic pollution from factories and heavy industry has also left a legacy contaminating land, soils and water.
Pollution from water industry wastewater	Wastewater pollution has in the past damaged rivers, streams and coastal waters very badly. But the situation has improved a lot in the last 30 years.

	Despite these improvements, water industry activities are still one of the main reasons why waters are not in a good enough state. Work is underway to address these problems, but more is needed. Of particular concern are storm overflows from combined sewerage systems that damage wildlife and the recreation value of the water environment.

The significant water management challenges outlines in Table 12 covers the whole range of threats to water bodies. The most significant issue relates to the threat that many rivers, streams, lakes, estuaries and coasts are degraded and damaged by development, industry, agriculture, and modifications to provide flood protection. Climate change and a growing population are adding to these pressures and without concerted action now will lead to irreversible impacts for future generations.

Pollution incidents can occur directly; for example, resulting from a road traffic accident or an accidental spillage during construction or maintenance, or through rainwater draining from roads and pavements carrying pollutants, including grit, bacteria, oils, metals, vehicle emissions, detergent and road salt drains to surface water. This threat from transport infrastructure pollution has been recognised by the Environment Agency and a range of other bodies such as National Highways and other highway authorities. This recognition has resulted in initiatives such as the Environment Agency and National Highways Memorandum of Understanding (MoU) agreement covering the strategic road network and remediation of high-risk outfalls.

Outfalls will generally be treated with sustainable drainage systems (SuDS), which is a broad term of measures from those that can trap pollutants at the side of the carriageway through a swale (shallow grassy ditch) to large balancing ponds that regulate flow quantity as well as allowing pollutants to settle out. To address physical modification pressures, techniques such as fish and eel passes are installed to allow fish migration.

SuDS are moderately resilient to climate change as they use natural processes and cope well with fluctuations, although prolonged drought may restrict their effectiveness. They can achieve a range of benefits, when used on the strategic road network these include water quality improvements, flood risk reduction and water availability.

The proposed updated set of environmental objectives in the plans will be legally binding once the final updated plans are approved by Secretary of State for Environment, Food and Rural Affairs. All public bodies must have regard to these objectives when making decisions that could affect the

quality of the water environment. The environmental objectives covered by the River Basin Management Plans 2021-27 are:

- Preventing deterioration of the status of surface waters and groundwater;
- achieving objectives and standards for protected areas;
- aiming to achieve good status for all water bodies;
- reversing any significant and sustained upward trends in pollutant concentrations in groundwater;
- cessation of discharges, emissions and losses of priority hazardous substances into surface waters; and,
- progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants.

The following describes the current state of the water environment and significant risks to water management / quality for each of the River Basin Districts that are relevant to the TfN geography.

Humber River Basin District

According to the Humber River Basin District Draft Flood Risk Management Plan 2021-27, The Humber River basin covers an area of 26,100km² and extends from the West Midlands in the south, northwards to North Yorkshire and from Staffordshire in the west to part of Lincolnshire and the Humber Estuary in the east.

There are 16 management catchments that make up the river basin district which include many interconnected rivers, lakes, groundwater and coastal waters. The catchment ranges from the upland areas of the Peak District, South Pennines and the North York Moors with their internationally important peat lands, across the Derbyshire and Yorkshire Dales and the fertile river valleys of the Trent and Ouse, to the free-draining chalk of the Yorkshire and Lincolnshire Wolds. It should be noted that not all of The Humber River basin area is within the TfN geography.

The number and type of water bodies in The Humber River basin district are outlined below in Table 13.

Table 13: Number and type of water body in The Humber River basin district (EA, 2021a)

Water body category	Natural	Artificial	Heavily Modified	Total

River, canals and surface water transfers	455	104	285	844
Lake	11	19	104	134
Coastal	0	0	2	2
Estuarine	1	2	4	7
Groundwater	51	0	0	51
Total	518	125	395	1038

The current status of surface and groundwater water bodies in The Humber River basin district are outlined below in Table 14, 15 and 16.

Table 14: Ecological 2021 classification of surface waters in the Humber Region (EA, 2021a)

Ecological Status of potential	Bad	Poor	Moderate	Good	High	Total
Number of water bodies	26	156	655	150	0	987

Table 15: Chemical 2021 classification of surface waters in the Humber Region (EA, 2021a)

Chemical Status	Fail	Good	Total
Number of water bodies	987	0	987

Table 16: Chemical and quantitative 2021 classification for groundwater, Humber (EA, 2021a)

Total Number of water bodies	Quantitative Status Poor	Quantitative Status Good	Chemical Status Poor	Chemical Status Good
51	10	41	26	25

There are also a number of significant water management issues within this river basin district, as listed below:

- Changes to the natural flow and level of water;
- Invasive non-native species;
- physical modifications;

- pollution from abandoned mines;
- pollution for rural areas;
- pollution from towns, cities and transport; and,
- pollution from waste water.

Measures have been put in place to help manage the above issues and help prevent deterioration and protect the many uses of the water environment and the benefits it provides. Many of these measures also help improve the quality of the water environment.

A range of local measures have also been set for each catchment within the district to address water management issues, shown below in Table 17.

Table 17: Water management issues to be addressed by local measures, The Humber River Basin District

Catchment	Issues to be addresses by local measures
Aire and Calder	Mitigation of the effects of heavily modified water bodies Point source pollution, primarily from water company assets Diffuse pollution, both urban and rural Other identified issues include litter and invasive species.
Derwent Derbyshire	Diffuse rural pollution Diffuse and point source urban pollution Impoverished biodiversity within the catchment and barriers to fish movement
Derwent Humber	Reducing diffuse water pollution from agriculture Removing barriers to fish migration and improving in-channel habitat Restoring the River Derwent Site of Special Scientific Interest (SSSI) to favourable condition
Don and Rother	Heavily modified habitat, Point source pollution Diffuse pollution.

Dove	Diffuse rural pollution by phosphates, pesticides and sediment Negative impacts of man-made modifications such as weirs, and the benefits of bank reinforcements and large woody material on river function and habitat Balancing high visitor numbers and recreational use with wildlife protection
Esk and Coast	Achieving high ecological status on the Esk is essential for the survival of critically endangered freshwater pearl mussel and Atlantic salmon and sea trout stocks Reduce diffuse water pollution from agriculture Removal or easement of barriers to fish migration and improving in-channel habitat to increase populations of Atlantic salmon and sea trout
Hull and East Riding	Diffuse pollution (both agricultural and urban) Sustainable drainage systems (SuDS) Restoration of habitats and links to natural river processes
Humber Estuary	Coastal squeeze and intertidal habitat loss Tributyltin contamination in the inner estuary Dissolved oxygen sag in the inner estuary during summer months
Idle and Torne	Rural diffuse pollution Urban point source and diffuse pollution Hydro morphological issues relating to land drainage
Louth, Grimsby and Ancholme	The extent of historic river modification Pollution from rural areas Pollution from waste water
Lower Trent and Erewash	Diffuse pollution from rural and urban areas Fish passage

	Channel modification
Soar	Diffuse pollution from agriculture and urban areas Modified river and wetland habitats Limited understanding of the multiple benefits of rivers, wetlands and sustainable drainage systems (SuDS)
Staffordshire Trent Valley	Diffuse pollution from rural areas resulting in elevated levels of phosphates, pesticides and sediments Man-made changes to the shape and flow of rivers that include the engineering of river channels, the introduction of barriers to fish and changes to riparian habitat Diffuse pollution from towns and cities resulting in impacts on fish and invertebrate populations
Swale, Ure, Nidd and Upper Ouse	Diffuse rural pollution, Promote natural flood risk Mitigate the impact of morphological changes.
Tame, Anker and Mease	Diffuse pollution from urban and rural areas, Habitat modification Improving stakeholder engagement.
Wharfe and Lower Ouse	Fish passage, Invasive species Flood risk management.

Of the 12.3 million people living in the river basin district, there are approximately 1 million people at risk of surface water flooding and over 60,000 people at high risk of flooding from rivers and the sea (EA, 2021c).

There is currently 2,100km of coastal and tidal defences across the river basin district, protecting thousands of properties; many of these properties also benefit from the river flood risk management schemes, including homes and businesses in Lower Tame, Leicestershire and Grimsby.

Flooding from culverted rivers (rivers that have been redirected underground through tunnels) is recognised as a major problem in the Humber. There are over 320 culverts across the river basin district.

There are 396 measures to prevent risk in the 2015 FRMP. Measures in the Humber river basin district to prevent flood risk include:

- Ensuring new development is appropriate, safe and does not increase flood risk elsewhere;
- assessing flood risk further by developing strategies, monitoring programmes and improving modelling; and,
- considering opportunities for storing water upstream of towns and cities.

There are also a further 280 measures to prepare for risk in the Humber FRMP, which are particular importance in 'rapid response areas' such as the Aire and Calder catchment. In addition, there are 390 actions in the Humber FRMP to reduce the likelihood of flooding affecting people and property in specific locations or in locations that have flooded in the past. Examples of large flood defence schemes in the Humber river basin district are in Wakefield, Todmorden, Sheffield, Stoke-on-Trent and Rugeley.

North West River Basin District

According to the North West River Basin District Draft Flood Risk Management Plan 2021-27, The North West River basin covers an area of 13,200km² and extends from Cumbria in the north and includes parts of Staffordshire to the south, parts of North Yorkshire in the east and Merseyside to the west. In total, nearly 7 million people live and work in the North West and the district includes large urban areas such as Liverpool and Manchester.

The North West RBD has a rich diversity of wildlife and habitats, supporting many species of global and national importance. These include migratory salmon rivers with native white clawed crayfish and pearl mussel populations and lakes containing the Arctic char and the rare vendace. Around 80% of the river basin district is rural, with the majority of land being used for agriculture. Livestock farming is the most common rural land use, which has shaped much of the landscape. The Lake District and Lancashire coast are tourism centres and make a significant contribution to the local economy. The number and type of water bodies in the North West River basin district are outlined below in Table 18.

Table 18: Number and type of water body in the North West River basin district (EA, 2021a)

Water body category	Natural	Artificial	Heavily Modified	Total
River, canals and surface water transfers	258	25	151	434
Lake	30	17	116	163
Coastal	2	0	3	5
Estuarine	4	0	7	11
Groundwater	18	0	0	18
Total	312	42	277	631

The current status of surface and groundwater water bodies in the North West River basin district are outlined in Table 19, 20 and 21 below.

Table 19: Ecological 2021 classification of surface waters in the North West region (EA, 2021a)

Ecological Status of potential	Bad	Poor	Moderate	Good	High	Total
Number of water bodies	17	62	402	131	1	613

Table 20: Chemical 2021 classification of surface waters in the North West region (EA, 2021a)

Chemical Status	Fail	Good	Total
Number of water bodies	613	0	613

Table 21: Chemical and quantitative 2021 classification for groundwater, North West (EA, 2021a)

Total Number of water bodies	Quantitative Status Poor	Quantitative Status Good	Chemical Status Poor	Chemical Status Good
18	5	13	10	8

There are also a number of significant water management issues within this river basin district, as listed below:

- Changes to the natural flow and level of water;
- invasive non-native species;
- physical modifications;

- pollution from abandoned mines;
- pollution for rural areas;
- pollution from towns, cities and transport; and,
- pollution from waste water.

Measures have been put in place to help manage the above issues and help prevent deterioration and protect the many uses of the water environment and the benefits it provides. Many of these measures also help improve the quality of the water environment.

A range of local measures have also been set for each catchment within the district to address water management issues, shown in Table 22 below.

Table 22: Water management issues to be addressed by local measures, North West

Catchment	Issues to be addressed by local measures
Alt and Crossens	Physical modifications Urban diffuse pollution Rural diffuse pollution.
Derwent North West	Diffuse pollution from rural areas Physical modification of watercourses Invasive non-native species.
Douglas	Physical modifications Pollution from rural areas Pollution from urban sources, including waste water.
Irwell	Diffuse urban pollution Physical modification Contamination from sewage treatment.
Kent and Leven	Physical modifications Eutrophication Invasive non-native species.
Lune	Diffuse pollution from rural areas impacting on the bathing water and shellfish water quality standards Invasive non-native species Flash-flooding acid-runoff from grips and upland moors.
Mersey Estuary	Physical modifications

	Urban diffuse pollution Pollution from waste water.
Ribble	Pollution from rural areas Physical modifications Pollution from towns, cities and transport.
South West Lakes	Diffuse pollution from rural areas Physical modification of watercourses Invasive non-native species.
Upper Mersey	Diffuse pollution (urban and rural) Pollution from waste water Physical modifications.
Weaver and Gowy	Pollution from rural areas Waste water Physical modifications.
Wyre	Diffuse agricultural pollution Blockages to fish passage Invasive non-native species.

Of the 7 million people living in the river basin district, over 35,000 people live in an area at high risk of flooding from surface water and 31,000 are estimated to live in areas at high risk from flooding from rovers and the sea (EA, 2021d). High risk is defined as up to a 1 in 30 chance of flooding in any given year.

Thousands of properties are protected by coastal and tidal defences, including on the Fylde and Wirral peninsulas, and in Morecambe, Barrow-in-Furness, Whitehaven, Workington, and some towns along the estuaries of the North West river basin district; many of these properties also benefit from river flood risk management schemes, including homes and businesses in Warrington and Wigan.

Flooding from culverted watercourses is a recognised problem in the North West, with over 3,000 culverts just on the larger rivers. Out of sewer flooding is also another major issue. Measures in the North West river basin district to prevent flood risk include:

- Ensuring new development is appropriate, safe and does not increase flood risk elsewhere;
- identifying reservoirs with a high risk of flooding; and,

- working with local enterprise partnerships to support sustainable growth and partnerships in flood schemes.

There are also a range of measures are to reduce the likelihood of flooding affecting people and property in specific locations or in locations that have flooded in the past. Examples of large flood defence schemes in the North West river basin district are in Salford, Croston, Northwich, Fleetwood and Blackpool.

Northumbria River Basin District

According to the Northumbria River Basin District Draft Flood Risk Management Plan 2021-27, the Northumbria River basin covers an area of 9,000km², extending from the Scottish border in the north through Northumbria to Stockton-on-Tees in the south. It includes parts of Cumbria to the west and extends to North Sea to the east. The district includes Holy Island and the Farne Islands. Approximately 2.9 million people live in the region, mainly in the areas of Tyne and Wear and the Tees Valley.

Around 67% of the river basin district is farmed or used for forestry, with a mixture of arable and livestock production including sheep, and on higher ground moorland, management for grouse and forestry. The main industries are chemical, petrochemicals, food, drink, transport equipment and metal sectors. Although agriculture only makes up a small part of the regional economy it is critical element of the rural economy.

The number and type of water bodies in the Northumbrian River basin district are outlined below in Table 23.

Table 23: Number and type of water body in the Northumbria River basin district (EA, 2021a)

Water body category	Natural	Artificial	Heavily Modified	Total
River, canals and surface water transfers	221	2	92	315
Lake	9	10	26	45

Coastal	5	1	1	7
Estuarine	1	0	6	7
Groundwater	10	0	0	10
Total	246	13	125	384

The current status of surface and groundwater water bodies in the Northumbrian River basin district are outlined in Table 24, 25 and 26 below.

Table 24: Ecological 2021 classification of surface waters in the Northumberland region (EA, 2021a)

Ecological Status of potential	Bad	Poor	Moderate	Good	High	Total
Number of water bodies	11	62	202	97	2	374

Table 25: Chemical 2021 classification of surface waters in the Northumberland region (EA, 2021a)

Chemical Status	Fail	Good	Total
Number of water bodies	374	0	374

Table 26: Chemical and quantitative 2021 classification for groundwater, Northumberland (EA, 2021a)

Total Number of water bodies	Quantitative Status Poor	Quantitative Status Good	Chemical Status Poor	Chemical Status Good
10	1	9	7	3

There are also a number of significant water management issues within this river basin district, as listed below:

- Changes to the natural flow and level of water;
- invasive non-native species;
- physical modifications;
- pollution from abandoned mines;
- pollution for rural areas;
- pollution from towns, cities and transport; and,

- pollution from waste water.

Measures have been put in place to help manage the above issues and help prevent deterioration and protect the many uses of the water environment and the benefits it provides. Many of these measures also help improve the quality of the water environment.

A range of local measures have also been set for each catchment within the district to address water management issues, shown in Table 27.

Table 27: Water management issues to be addressed by local measures, Northumbria River Basin district

Catchment	Issues to be addressed by local measures
Northumberland Rivers	Diffuse pollution; The condition of urban watercourses; Obstructions to fish passage.
Tees	Urban and diffuse pollution, Invasive non-native species (INNS) Lost connectivity between estuary and river.
Tyne	Physical Modification, Diffuse pollution The pressures of existing and new housing.
Wear	Wastewater management, Industrial legacy including mining, quarrying and watercourse modifications, Urban and rural diffuse pollution.

Of the 2.9 million people living in the region, there are over 39,000 people at risk of flooding from rivers and the sea, and over 175,000 people at risk of flooding from surface water (EA 2021e).

Risk management authorities have reduced the risk of flooding for many properties by constructing local defences. On the coast, defences include the recently completed Redcar scheme, and in Warkworth defences protect parts of the town from a combination of river and tidal flood risk. A tidal defence scheme is currently under construction at Port Clarence on the River Tees.

Thousands of properties benefit from river flood defence schemes, including homes in Morpeth, Yarm, South Church, Ponteland and Hexham. Further schemes are ongoing, such as in Stockton and Gosforth. Further schemes are planned. Measures in the Northumbria river basin district to prevent flood risk include:

- Ensuring new development is appropriate, safe and does not increase flood risk elsewhere;
- identifying reservoirs with a high risk of flooding; and,
- working with local enterprise partnerships to support sustainable growth and partnerships in flood schemes.

There are also a range of measures to protect from risk and reduce the likelihood of flooding affecting people and property in specific locations or in locations that have flooded in the past. Examples of schemes in the Northumbria River basin district are in Stockton, Port Clarence, Morpeth and Gosforth.

Solway Tweed River Basin District

According to the Solway Tweed River Basin District Draft Flood Risk Management Plan 2021-27, the Solway Tweed River basin covers an area of 17,500km² and incorporates the Scottish Borders, Dumfries and Galloway and parts of Cumbria and Northumberland. It should be noted that as the Solway Tweed is a cross border district straddling the England-Scotland border, the issues relating to this catchment are reported differently to fully English districts.

The current status of surface and groundwater water bodies in the Solway Tweed River basin district are outlined in Table 28, 29 and 30 below.

Table 28: Ecological 2021 classification of surface waters in the Solway Tweed region (EA, 2021a)

Ecological Status of potential	Bad	Poor	Moderate	Good	High	Total
Number of water bodies	11	20	44	62	1	138

Table 29: Chemical 2021 classification of surface waters in the Solway Tweed region (EA, 2021a)

Chemical Status	Fail	Good	Total
Number of water bodies	138	0	138

Table 30: Chemical and quantitative 2021 classification for groundwater, Solway Tweed (EA, 2021a)

Total Number of water bodies	Quantitative Status Poor	Quantitative Status Good	Chemical Status Poor	Chemical Status Good
5	1	4	4	1

Water quality pressures in the Solway Tweed have been identified as follows:

- All pressures on water quality;
- rural diffuse pollution;
- acidification;
- waste water discharges; and,
- other sources of pollution.

Pollution from historic mining and quarrying are also recognised as a significant water quality problem in Solway Tweed district, with abandoned metal mines affecting Glenridding Beck (Greenside mines), Hilton Beck and the River Caldew.

Across the district, modification to the bed, banks or shores of water bodies is also a significant problem, with 81 water bodies adversely affected. Actions are being undertaken to address this issue. Actions are also being taken to remove barriers to fish movement, improve water flows and levels and address the issue of invasive non-native species.

Of the 450,000 people living in the area, more than 18,000 people are at risk of flooding from rivers and the sea and over 10,000 are at risk of surface water flooding.

Thousands of properties benefit from river flood defence schemes, including homes in Carlisle, Penrith and Appleby, with thousands of properties in the river basin district also benefiting from river flood risk management schemes, including homes and businesses in Penrith, Appleby, Longtown. Measures in the Solway Tweed river basin district to prevent flood risk include:

- Ensuring new development is appropriate, safe and does not increase flood risk elsewhere;
- identifying reservoirs with a high risk of flooding; and,
- working with local enterprise partnerships to support sustainable growth and partnerships in flood schemes.

Dee River Basin District

The Dee River Basin District spans the England and Wales border but lies mainly within Wales. In England the Dee RBD covers an area of 416 km², which is split between two discrete areas. The smaller southern area (65 km2) extends eastward from Selattyn to Welshampton. Around 89% of the river basin district is rural, with most land being used for agriculture. Over 160,000 people live in the English Dee River basin district.

The Dee River basin district encompasses a range of landscapes including Welsh mountains and steep sided wooded valleys, the plains of Cheshire and the mudflats in the estuary. It has a rich diversity of wildlife and habitats, supporting many species of global and national importance. The Dee is a migratory salmon river with internationally important pearl mussel populations. The estuary also supports globally important bird populations.

The number and type of water bodies in the Dee River basin district are outlined below in Table 31.

Table 31: Number and type of water body in the Dee River basin district (EA, 2021a)

Water body category	Natural	Artificial	Heavily Modified	Total
River, canals and surface water transfers	6	0	4	10
Lake	0	0	0	0
Coastal	0	0	0	0
Estuarine	0	0	0	0
Groundwater	1	0	0	1
Total	7	0	4	11

The current status of surface and groundwater water bodies in the Dee River basin district are outlined in Table 32, 33 and 34 below.

Table 32: Ecological 2021 classification of surface waters in the Dee Region (EA, 2021a)

Ecological Status of potential	Bad	Poor	Moderate	Good	High	Total
Number of water bodies	0	3	6	1	0	10

Table 33: Chemical 2021 classification of surface waters in the Dee Region (EA, 2021a)

Chemical Status	Fail	Good	Total

Number of water bodies	10	0	10

Table 34: Chemical and quantitative 2021 classification for groundwater, Dee (EA, 2021a)

Total Number of water bodies	Quantitative Status Poor	Quantitative Status Good	Chemical Status Poor	Chemical Status Good
1	0	1	1	0

There are also a number of significant water management issues within this river basin district, as listed below:

- Changes to the natural flow and level of water;
- physical modifications;
- pollution for rural areas;
- pollution from towns, cities and transport; and,
- pollution from waste water.

The River Dee is the only sub-catchment of this District. There are a range of generic local measures as follows:

- Actions to control or manage diffuse source inputs: reduce diffuse pollution at source;
- actions to control or manage point sources: reduce point source pollution at source;
- actions to improve regulated flows: Appropriate management of water releases;
- actions to improve modified habitat: Removal or easement of barriers to fish migration; and,
- actions to improve modified habitat: Improvement to condition of channel/bed and/or banks/shoreline.

Of the 160,000 people who live in the English Dee river basin district, over 3,000 people are at risk of flooding from rivers and the sea and around 11,000 people are at risk of surface water flooding.

There are 33,166 hectares of agricultural land in the river basin district, 6% of which is in an area at risk of flooding from the rivers and the sea and 2.8% in areas at high risk of flooding. Other areas at risk of flooding include parts of the road and railway networks, and many environmentally designated sites, such as the Dee estuary site of special scientific interest (SSSI). The river basin district is made up of a range of landscapes including mountains, steep-sided wooded valleys, the

plains of Cheshire and mudflats in the estuary. The varying landscape results in different flooding responses in different areas.

Frequent flooding in the lower Dee between Bangor-on-Dee and Chester (to the south of Chester) has resulted in very little urban development. The area is extensively used for agriculture, particularly intensive dairy farming on the fertile land in and around Wrexham and on the Cheshire Plain. The areas at highest risk of flooding are the communities situated along the tidal stretch of the river Dee, downstream of Chester. Important flood defences in the Dee catchment include:

- The River Dee flood embankments in Chester;
- Sealand main drain flood basin at Clifton Drive, Chester; and,
- Finchetts Gutter outfalls and debris screens at Sealand Road in Chester.

Measures in the Dee River basin district to prevent flood risk include:

- Ensuring new development is appropriate, safe and does not increase flood risk elsewhere;
- identifying reservoirs with a high risk of flooding; and,
- working with local enterprise partnerships to encourage sustainable growth and partnerships in flood Schemes.

Groundwater Source Protection Zones

Groundwater helps to maintain the flow in many rivers and provides a third or drinking water in England and Wales. In some areas of England, groundwater supplies up to 80% of potable water supply and as such it is crucial that the source of this water is adequately protected.

The Environment Agency defined Source Protection Zones (SPZs) for approximately 2000 groundwater sources to help protect these areas. These sources included wells, boreholes and springs used for public water supply. These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. Maps delineating SPZs include three main zones (inner, outer and total catchment) and a fourth zone of special interest, which is occasionally applied, to a groundwater source.

These zones are used in conjunction with the Environment Agency's Groundwater Protection Policy to set up pollution prevention measures in areas which are at a higher risk, and to monitor the activities of potential polluters nearby.

Threat to key Transport Infrastructure

Within the 2015 FRMPs' there was an aspiration to increase the resilience of transport infrastructure. In addition, in September 2016, the Government noted in the National Flood Resilience Review that National Highways planned to invest £78 million across England five years as part of its Flood Risk Management Plan to reduce the risk of flooding on major roads. The UK Government is in the process of developing a new National Resilience Strategy to respond to the most serious flood risks, following a Call for Evidence which took place between July-September 2021.

1.3 Social Context

1.3.1 Cultural Heritage

The term 'Cultural Heritage' describes individual heritage features and the landscapes in which these lie, but also the intrinsic attachment to the historical value of an area or feature with its surrounding community and sometimes, a wider regional, national or even international appeal. Any transport infrastructure alterations have the potential to impact directly on the heritage features themselves (e.g. land-take) and also disrupt the sense of place of cultural sites. This can be in the form of audible or visual pollution direct to the site and the surrounding landscape.

Table 35 (UNESCO, 2022) displays the world heritage sites considered by UNESCO within the TfN geography. There are also some sites included that have been subject to a removal process which are listed below. The sites are given with a respective area considered the actual structure of the site as well as buffer zone which is attached surrounding the site. Developments or changes within this buffer are also subject to interventions by UNESCO.

Table 35: UNESCO World Heritage Sites within the STP (UNESCO, 2022)

Site	Region	Site Description	Criteria	Date of Inscription	Area of UNESCO Site (ha) Buffer Zone Surrounding UNESCO Site (ha)
Jodrell Bank Observatory	North West	Located in a rural area of northwest England, free from radio interference, Jodrell Bank is one of the world's leading radio astronomy observatories. At the beginning of its use, in 1945, the property housed research on cosmic rays detected by radar echoes. This observatory, which is still	(i)(ii)(iv)(vi)	2019	Area of UNESCO Site: 17.38 Buffer Zone Surrounding UNESCO Site: 18.586.6

		in operation, includes several radio telescopes and working buildings, including engineering sheds and the Control Building. Jodrell Bank has had substantial scientific impact in fields such as the study of meteors and the moon, the discovery of quasars, quantum optics, and the tracking of spacecraft. This exceptional technological ensemble illustrates the transition from traditional optical astronomy to radio astronomy (1940s to 1960s), which led to radical changes in the understanding of the universe.			
Saltaire	West Yorkshire	Saltaire, West Yorkshire, is a complete and well-preserved industrial village of the second half of the 19th century. Its textile mills, public buildings and workers' housing are built in a harmonious style of high architectural standards and the urban plan survives intact, giving a vivid impression of Victorian philanthropic paternalism.	(ii)(iv)	2001	Area of UNESCO Site: 20 Buffer Zone Surrounding UNESCO Site: 1098
Studley Royal Park Including the Ruins of Fountains Abbey	North Yorkshire	In the 18th century a designed landscape of exceptional beauty was created around the ruins of the Cistercian Fountains Abbey, in Yorkshire. The spectacular ruins of the 12th century abbey and water mill, the Jacobean mansion of Fountains Hall, the Victorian masterpiece St Mary's	(i)(iv)	1986	Area of UNESCO Site: 310 Buffer Zone Surrounding UNESCO Site: 1932

		Church and one of the most magnificent Georgian water gardens ever created, make this a landscape of outstanding merit.			
Durham Castle and Cathedral	North East	Durham Cathedral was built in the late 11th and early 12th centuries to house the relics of St Cuthbert (evangelizer of Northumbria) and the Venerable Bede. It attests to the importance of the early Benedictine monastic community and is the largest and finest example of Norman architecture in England. The innovative audacity of its vaulting foreshadowed Gothic architecture. Behind the cathedral stands the castle, an ancient Norman fortress which was the residence of the prince-bishops of Durham.	(ii)(iv)(vi)	1986	Area of UNESCO Site: 8.79 Buffer Zone Surrounding UNESCO Site: N/A
Frontiers of the Roman Empire	Cumbria	The 118-km-long Hadrian's Wall (UK) was built on the orders of the Emperor Hadrian c. AD 122 at the northernmost limits of the Roman province of Britannia. It is a striking example of the organization of a military zone and illustrates the defensive techniques and geopolitical strategies of ancient Rome. The Antonine Wall, a 60-km long fortification in Scotland was started by Emperor Antonius Pius in 142 AD as a defence against the "barbarians" of the north. It constitutes the north-western-most	(ii)(iii)(iv)	1987	Area of UNESCO Site: 526.9 Buffer Zone Surrounding UNESCO Site: 5752.6

		portion of the Roman Limes.			
Sites Recently Removed					
Liverpool -Maritime Mercantile City	North West	Six areas in the historic centre and docklands of the maritime mercantile City of Liverpool bear witness to the development of one of the world's major trading centres in the 18th and 19th centuries. Liverpool played an important role in the growth of the British Empire and became the major port for the mass movement of people, e.g. slaves and emigrants from northern Europe to America. Liverpool was a pioneer in the development of modern dock technology, transport systems and port management. The listed sites feature a great number of significant commercial, civic and public buildings, including St George's Plateau.	(ii)(iii)(iv)	2004	Area of UNESCO Site: 136 Buffer Zone Surrounding UNESCO Site: 886.5

In addition to World Heritage Sites, there are four additional heritage classifications of sites considered:

- Listed Buildings;
- Scheduled Monuments;
- Park and Gardens; and,
- Battlefields.

There could be further sites not yet included in these listings which are currently being considered for inclusion by Historic England. Table 36 (Historic England, 2022) displays the following categories: Listed Buildings; Scheduled Monuments; Parks and Gardens and Battlefields which are within the TfN geography. There is some change in designated asset numbers from the previous

ISA1 scoping report- there has been a reduction in listed buildings in the TfN geography, an increase in designated battlefields, a reduction in parks and gardens, and a reduction in the number of designated monuments.

Table 36: Number and Type of Historic England assigned entities within the TfN geography (Historic England, 2022)

Area Name	Listed Buildings	Scheduled Monuments	Parks and Gardens	Battlefields
Lancashire	5267	135	32	0
North Yorkshire	12246	1739	43	5
Cumbria	7618	867	23	1
North East	3929	251	24	4
Tees Valley	1905	122	8	0
North of the Tyne	6645	1025	25	5
South Yorkshire	1178	48	11	0
Liverpool City Region	3206	44	25	1
Greater Manchester	3929	48	32	0
West Yorkshire	10499	337	38	3
East Riding of Yorkshire	2409	344	7	1
North East Lincolnshire	230	11	1	0
North Lincolnshire	915	47	1	0
City of Hull	479	2	2	0
City of York	1613	22	6	0
Blackpool	56	0	1	0
Blackburn with Darwen	228	6	6	0
Warrington	379	12	0	1
Cheshire East	2650	106	17	1
Cheshire West and Chester	2520	118	7	1
Total across TfN geography	**67901**	**5284**	**309**	**23**

Cultural and Heritage Capital Impact

Cultural capital is defined as an 'asset which embodies, stores or gives rise to cultural value in addition to whatever economic value it possess' (Throsby,1999). Whilst some empirical objects are quantifiable in terms of loss, under the Department for Digital, Culture Media and Sport (DCMS) definition of intangible assets, it is important to note that some assets can be impacted upon by a deterioration in customs, beliefs, and traditions of an area.

Ancient Woodlands

Located within Cumbria, Peak District and North York Moors are swathes of ancient woodland which are naturally sustained within the environment.

Historic Canals

Canal building began during the industrial revolution in the late 18th century, enabling the efficient transport of raw materials between inland factories and ports. The canal network at its golden age from 1770-1830, spanned 4000 miles. During this period notable canals were constructed within the north of England such as the Sankey Canal which helped Widnes become pivotal in the chemical industry (North,1966). During the 1840's, the use of canals began to decline because of the efficiency of road freight transport. Large parts of the canal network fell into decline and their use as large scale transportation networks become almost obsolete. In 1948 the network was nationalised and has since become increasingly used economically for tourism and recreation. Additionally, canal towpaths are also a key part of the North's growing active travel infrastructure.

1.3.2 Population

For socioeconomic assessment of the TfN geography, ONS population estimates are used alongside 2011 Census data. Where data are available for the respective authorities across the TfN area they are presented in the analysis. For data where these output areas are unavailable, the 11 LEP geographies are used with comparison with the North of England and the rest of the UK. 2021 Census data would be preferable in some of the indicators presented, however it is not currently fully available so cannot be used in the majority of the population analysis.

Age

Average age profiles vary throughout the TfN geography, influenced by a number of factors such as house prices, access to jobs, the natural environment and proximity to amenities. The following categories have been used when investigating the age demographic within the TfN geography and certain attributes apply to these ages in respect to transport implications and economic activity. 16–24-year-olds can be considered economically active as people within this age group and will be

demanding transport for occupational or higher education needs. People in the older and younger categories are more dependent on public transport and active travel rather than self-vehicular transport because of income, disability, and limited physical mobility.

- Under 15s (Children):
    - Have a focus on accessing education establishments and social or recreational facilities, the routes for which often fall outside of the best-served commuter corridors and require travel between neighbourhoods.
    - Have a greater reliance on active travel but are relatively more impacted by poor active travel conditions and are more vulnerable to the impacts of road traffic incidents.
    - Likely to be inexperienced or unconfident with changes to their usual travel behaviour or patterns.
    - Face relatively greater health impacts from high air and noise pollution levels.
- 16–24-Year-Olds (Young Adults)
    - Particularly likely to benefit from improved access to major employment centres through low-cost public transport and active travel.
    - Relatively more likely to be impacted by poverty and insecure work.
    - Demand will be linked to occupational locations during the day and demand for night-time economy at night such as cultural or music venues.
    - Able to make more informed decisions of transport methods if the information provided is sufficient and accurate.
- 65+ Year Olds (Older People)
    - Relatively greater levels of demand linked to accessing healthcare, community resources, and trips linked to caring responsibilities.
    - Relatively more likely to be impacted by poor quality information provision at public transport access points, and relatively less likely to access information through mobile phones and online sources.
    - Are disproportionately impacted by poor active travel conditions and severance effects linked to high traffic levels and traffic speeds and are disproportionately impacted by road traffic incidents.

Table 37 (ONS, 2020) shows the percentage of population by age profile across the authorities within the TfN geography. The average age profile of the North is skewed slightly to older ages than the rest of the UK. Under 15-year-olds make up 18.1%, compared with 18.9% for the whole of the UK. Furthermore, there is a significantly larger proportion of 16–24-year-olds living in the North of England at 12.6%, compared with 11.6% for the whole of the UK. The last age group in the data is over 65's with the North of England accounting for 19% of the population being in this category, compared with 18.7% for the whole of the UK.

The data presents the lowest percent of 16–24-year-olds within the East Riding of Yorkshire and North Yorkshire at 9% and 9.2% respectively, whilst simultaneously having the largest proportion of over 65s at 26.4% and 25.0%. Areas with the highest under 15s populations are Blackburn with Darwen, Greater Manchester and West Yorkshire at 23% for Blackburn and 20.5% for both Greater Manchester and West Yorkshire.

Table 37: Percentage of population by age categories (ONS, 2020)

Authority Area	Total Population	Under 15's (%)	16-24 (%)	25-64 (%)	Over 65's+ (%)
Lancashire	1,227,100	18.4	11.8	49.0	20.8
North Yorkshire	620,600	16.7	9.2	49.1	25.0
Cumbria	499,800	16.4	9.7	49.2	24.7
North East	1,164,100	17.4	11.7	50.5	20.4
Tees Valley	677,200	19.5	11.0	50.0	19.5
North of the Tyne	839,500	17.0	13.4	49.6	20.0
South Yorkshire	1,415,100	18.7	13.0	50.2	18.1
Liverpool City Region	1,564,000	18.3	12.4	50.2	19.1
Greater Manchester	2,848,300	20.5	12.6	51.0	15.9
West Yorkshire	2,345,200	20.5	13.1	49.7	16.7
East Riding of Yorkshire	343,200	16.3	9.0	48.3	26.4
North East Lincolnshire	159,400	19.4	10.3	49.4	20.9
North Lincolnshire	172,700	18.5	9.8	50.1	21.6
City of Hull	259,100	20.1	13.3	51.4	15.2
City of York	211,000	15.5	17.9	48.2	18.4
Blackpool	138,400	18.9	10.8	49.8	20.5

Blackburn with Darwen	150,000	23.0	12.8	49.5	14.7
Warrington	209,400	18.8	10.3	51.8	19.1
Cheshire East	386,700	18.0	9.3	49.7	23.0
Cheshire West and Chester	343,800	18.0	10.6	49.6	21.8
TfN geography	15,574,600	18.1	12.6	50.3	19.0
UK	65,185,700	18.9	11.6	50.8	18.7

Gender

Table 38 shows that across all regions within the North there is a makeup of roughly 51% of the population being female and 49% of the population being male. There are 6 exceptions within the TfN geography where the population gender is closer to being in parity: Greater Manchester, South Yorkshire, Blackburn with Darwen, Blackpool, Warrington, and City of Hull.

Table 38: Population by gender (ONS, 2020)

Authority area	Total	Male	Female
Lancashire	1,227,100	605,700	621,300
North Yorkshire	620,600	305,800	314,800
Cumbria	499,800	246,300	253,500
Greater Manchester	2,848,300	1,418,300	1,430,000
Liverpool City Region	1,564,000	765,300	798,700
North East	1,164,100	570,600	593,500
North of the Tyne	839,500	414,600	424,900
South Yorkshire	1,415,100	702,000	713,000
Tees Valley	677,200	332,500	344,700
West Yorkshire	2,345,200	1,155,000	1,190,200
Blackburn with Darwen	150,000	75,300	74,800
Blackpool	138,400	68,700	69,600
Cheshire East	386,700	189,300	197,400
Cheshire West and Chester	343,800	167,600	176,200
Warrington	209,400	103,800	105,600
East Riding of Yorkshire	343,200	168,400	174,800
City of Hull	259,100	130,500	128,600

North East Lincolnshire	159,400	78,100	81,300
North Lincolnshire	172,700	85,400	87,400
City of York	211,000	103,600	107,400
TfN geography	15,574,700	7,686,700	7,887,800
UK	65,185,700	32,211,600	32,974,200

Ethnicity

Table 39 (ONS, 2011) presents ethnicity data based on results within the 2011 Census. The percentage of people within the North who are of white ethnicity is greater than the overall percentage of people in England who are of white ethnicity. The LEP areas with the highest number of people who are white are Cheshire and Warrington, Cumbria, the North East, Hull, East Riding of Yorkshire, and North Yorkshire.

Black, Asian, and Mixed-Race categories make up proportionately less of the population in the North than they do in the rest of England. The largest category of these groups across the North are Asian, which makes up about 6% of the population, with the largest groups being concentrated in the Leeds and Greater Manchester LEP areas at 13.1 and 10% respectively. Likewise, the largest groups of ethnic black population reside within Leeds and Greater Manchester. Other ethnicity groups make up around 1% of the population in England, whereas across the North they make up 0.6% of the population, with Sheffield and Greater Manchester the two LEP geographies with a greater or equal to national proportion of other ethnicities.

Table 39: Population by ethnicity (ONS,2011b)

Local Enterprise Partnerships	White %	Mixed-Race %	Asian %	Black %	Other %	Total population of authority
Cheshire and Warrington	96.8	1.0	1.7	0.3	0.2	901,963
Cumbria	98.5	0.5	0.8	0.1	0.1	499,858
Greater Manchester	83.8	2.3	10.1	2.8	1.0	2,682,528

Hull and East Riding	96.4	1.0	1.6	0.6	0.5	590,585
Lancashire	90.4	1.1	7.9	0.4	0.3	1,460,893
Leeds City Region	81.8	2.2	13.1	2.1	0.9	2,226,058
Liverpool City Region	94.8	1.5	2.1	1.0	0.7	1,506,935
North East	95.5	0.8	2.7	0.5	0.4	1,934,095
Sheffield City Region	90.6	1.5	4.8	1.9	1.1	1,343,601
Tees Valley	94.8	1.0	3.3	0.5	0.4	662,791
York and North Yorkshire	96.6	0.9	1.8	0.5	0.3	796,427
TfN geography	90.6	1.5	6.0	1.3	0.6	14,932,796
England	85.4	2.3	7.8	3.5	1.0	53,012,456

Religion

Globalisation, migration, and an ageing population have led to a changing picture in religious beliefs within the UK. Secularisation and rise in alternative forms of religion has also increased since the post war period which has had a varied effect within the TfN geography (ONS, 2015). For this demographic analysis, data are only available for the major religions within the UK.

Data shown within Table 40 (ONS, 2011) shows that that around 59.4% of England's population considers themselves Christian, the largest category of religion within England. Across the North, 64.6% of the population stated that they were Christian. The largest concentration of Christians was found within Liverpool and Cumbria with 74.1% and 71.9% respectively.

The second largest category was no religion which is slightly higher in England than the Northern Region in the UK being 24.7% compared to 22.6%. The largest amount of this group was found within Sheffield and Hull and East Riding.

When looking at the other religions within the dataset, Muslims made up a similar percent of respondents within both the North and England. The largest concentration of Muslims is found within Leeds and Greater Manchester City Regions whereas in Cumbria, the area with the lowest relative proportion of Muslims, they only make up 0.3% of the population.

Table 40: Population by religion (ONS, 2011)

Local Enterprise Partnerships	Christian %	Buddhist %	Hindu %	Jewish %	Muslim %	Sikh %	Other religion %	No religion %	Religion not stated %	Population Responded
Cheshire and Warrington	69.9	0.2	0.3	0.1	0.7	0.1	0.3	21.9	6.4	901,963
Cumbria	71.9	0.3	0.1	0.0	0.3	0.0	0.3	20.3	6.9	499,858
Greater Manchester	61.8	0.4	0.9	0.9	8.7	0.2	0.3	20.8	6.1	2,682,528
Hull and East Riding	62.3	0.2	0.2	0.1	1.1	0.1	0.3	28.4	7.3	590,585
Lancashire	67.0	0.2	0.4	0.1	6.6	0.1	0.3	19.1	6.1	1,460,893
Leeds City Region	54.6	0.3	0.7	0.3	11.3	0.8	0.3	25.1	6.6	2,226,058
Liverpool City Region	74.1	0.3	0.3	0.2	1.3	0.1	0.2	17.4	6.1	1,506,935
North East	67.4	0.3	0.3	0.2	1.6	0.2	0.3	23.7	6.0	1,934,095
Sheffield City Region	61.0	0.3	0.4	0.1	4.3	0.2	0.3	26.8	6.7	1,343,601
Tees Valley	67.7	0.2	0.3	0.0	2.4	0.3	0.2	22.6	6.3	662,791
York and North Yorkshire	66.9	0.3	0.3	0.1	0.5	0.0	0.3	24.2	7.3	796,427
TfN geography	64.6	0.3	0.5	0.3	4.9	0.2	0.3	22.6	6.4	14,932,796
England	59.4	0.5	1.5	0.5	5.0	0.8	0.4	24.7	7.2	53,012,456

Marriage and Civil Partnerships

Data on marriage and civil partnerships is provided in Table 41 (ONS, 2011). Marriage between same sex couples was only passed in 2013 therefore is not included within the 2011 census, when accessible the 2021 census will provide an updated overview of this information. There is less of the population in the North who are not married or in a same sex civil partnership at 34.6% compared with England being at 34.8%. The population with the largest amount of people in marriage is the York, North Yorkshire and East Riding LEP area which is above the average for both the North and England. Same sex civil partnership accounts for 0.2% of the population in each of the LEP areas except for the Tees Valley where it is 0.1%.

Table 41: Marriage and civil partnerships (ONS, 2011)

LEPs	Single %	Married %	Same sex civil partnership %	Total population 16+
Cheshire and Warrington	29.1	50.8	0.2	416,359
Cumbria	30.0	50.7	0.2	739,324
Greater Manchester	38.4	42.6	0.2	2,148,505
Humber	33.0	47.1	0.2	486,373
Lancashire	32.6	46.9	0.2	1,186,777
Leeds City Region	35.2	45.8	0.2	1,779,864
Liverpool City Region	39.3	40.9	0.2	1,236,664
North East	34.5	45.5	0.2	1,598,941
Sheffield City Region	35.5	45.4	0.2	1,093,276
Tees Valley	34.1	45.8	0.1	535,508
York, North Yorkshire and East Riding	29.8	51.1	0.2	660,946
TfN geography	34.6	46.6	0.2	12,148,019
England	34.8	45.6	0.2	42,989,620

Areas of Deprivation

Across the TfN geography there are significant differences in levels of relative deprivation. Income deprivation is one of the fundamental indicators included in the index, this measures the proportion of the population experiencing deprivation in relation to low income. Income deprivation is greatest in the Liverpool and Tees Valley area and follows a similar trend to the overall IMD indices across each LEP area in the North.

The Index of Multiple Deprivation provides a relative measure of deprivation at the lower-layer super output (LSOA) level. All English LSOA are ranked into deciles 1 to 10, with 1 being the most deprived. Table 42 presents the data of LEPs in the TfN geography and ranks each domain of

deprivation in position comparable across the 39 UK LEPs. The domains are combined using the following weights: Income Deprivation (22.5%), Employment Deprivation (22.5%), Education, Skills and Training Deprivation (13.5%), Health Deprivation and Disability (13.5%), Crime (9.3%), Barriers to Housing and Services (9.3%) and Living Environment Deprivation (9.3%).

Health deprivation is a measure of the risk of premature death and the impairment of quality of life through poor physical and mental health. This measures the quantifiable aspects of health (e.g. premature mortality), but not human behaviour or an environmental change increasing the risk of adverse future health effects. The proportion of people living with health deprivation is greatest in Liverpool and the Tees Valley whilst YNYER has the lowest levels of health deprivation in the North. YNYER and Cheshire and Warrington are the only LEPs in the Northern Region that have less than 20% of their populations within the most deprived in terms of health and disability. Table 42 presents the data of LEPs in the TfN geography and ranks health deprivation in position comparable across the 39 UK LEPs.

Crime measures the risk of personal and material victimisation. Crime has a lower prevalence in Liverpool compared to Leeds, North Eastern and Tees Valley, which all are greater. Furthermore, the lowest crime ranking is apparent in Cumbria which is overall with the IMD considered more deprived than Cheshire and Warrington and YNER. Table 42 presents the data of LEPs in the TfN geography and ranks crime in position comparable across the 39 UK LEPs.

Barriers to Housing and Services measures the accessibility of housing and local services both geographically and financially. In barrier to housing and services the YNER area, which is the least deprived based on the IMD, ranks worse than Cheshire and Warrington, whilst Liverpool statistically ranks the best LEP. Urban environments tend to fare better in this domain, in populations with high income deprivation this can reflect low housing prices within the area, thus gaining a better score for access to barriers to housing and services. Table 42 presents the data of LEPs in the TfN geography and ranks barriers to housing and services in position comparable across the 39 UK LEPs.

Table 42: Index of Multiple Deprivation across LEPs in the TfN geography (MHCLG, 2019)

Local Enterprise Partnerships	IMD Average Rank	Income Average Rank	Health Average Rank	Crime Average Rank	Barriers to Housing and Services
Cheshire and Warrington	30	31	16	23	29
Cumbria	15	24	11	35	27

Greater Manchester	3	4	3	1	31
Humber	11	11	12	12	26
Lancashire	9	10	7	13	38
Leeds City Region	10	12	9	2	34
Liverpool City Region	1	2	1	6	37
North East	6	5	4	5	33
Sheffield City Region	7	7	6	7	35
Tees Valley	5	3	2	4	36
YNYER	33	34	32	38	24

Transport Related Social Exclusion

TRSE means being unable to access opportunities, key services, and community life as much as needed, and facing major obstacles in everyday life through the wider impacts of having to travel to access key destinations. These wider impacts include the cost and time entailed in using the transport system, and the impacts of stress and anxiety linked with using the transport system. Together, these impacts can contribute to a vicious cycle of poverty, isolation, and poor access to basic services.

TRSE is caused by the combination of fragmentation, unreliability, and high costs in the public transport system; poor conditions for walking, cycling, and wheeling in car-dominated environments; and the high levels of car dependency that result from this. This leads to poor access to key destinations for those primarily dependent on public transport and active travel, alongside forced car ownership, in which households are compelled to have access to a car, despite the costs of car access causing them significant hardship.

TfN's analysis of access to key destinations and relative deprivation indicates that 3.3 million people in the North live in areas where there is a high risk of TRSE. These are areas in which there is poor access to key destinations by public transport, high levels of car dependency, and significant vulnerability to social exclusion. These areas are widely distributed across the North, but are particularly concentrated in manufacturing and mining legacy areas, in rural-urban fringes, in smaller cities and towns, and in coastal communities. On average, those in the North are more at

risk of TRSE than those in the rest of England, with 23.3% of those in the North living in high-risk areas, compared with 16% of those in the South and Midlands.

Underlying the differences in the risk of TRSE between the North and the rest of England are significant regional differences. As shown in Figure 22, key to this is the significantly higher levels of risk of TRSE present in the North East, and the significantly lower levels of risk present in London. Indeed, when comparing the North West and Yorkshire and the Humber with the rest of England excluding London, the difference in the proportion of the population living in areas with a high risk of TRSE reduces to 0.5%. This is based on the proportion of LSOAs within each region with a TRSE Risk Category of three or higher. This indicates that the LSOA is in the bottom half of the distribution for both accessibility and vulnerability.

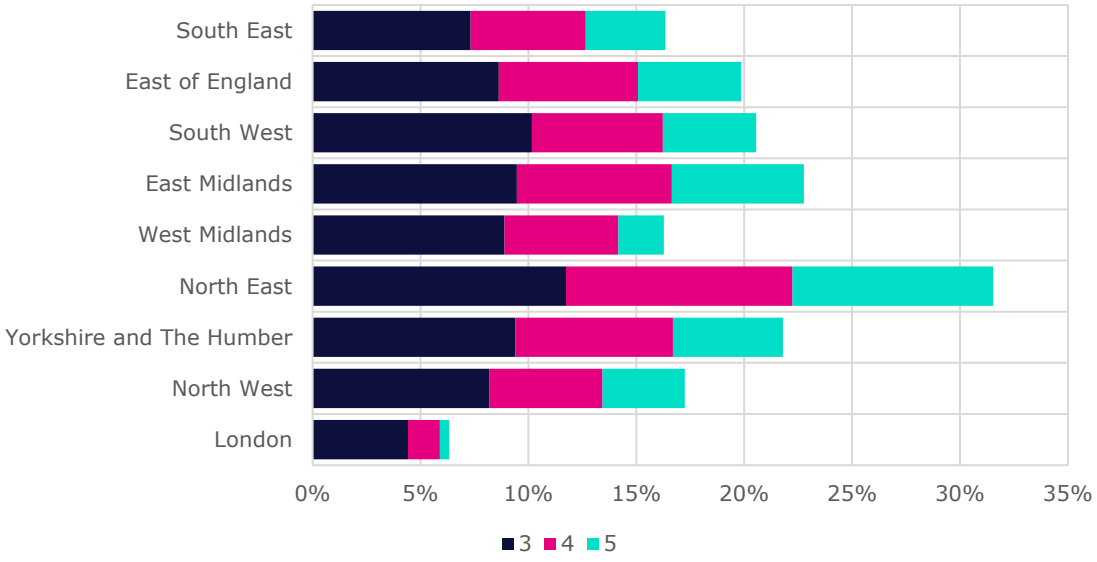


Figure 22: Population of the regions of England by TRSE Risk Category

Within the North, there are significant variations in the risk of TRSE between rural and urban area types. Broadly, the proportion of the population at a high risk of TRSE is lowest at the two ends of the classification – rural villages and dispersed communities and major urban conurbations. Comparatively, a greater proportion of the population of minor conurbations and smaller cities and towns are in areas with a high risk of TRSE, and rural town and fringe areas have the greatest proportion of the population in high-risk LSOAs. In general, this reflects the better than average transport links present in major conurbations, and the lower-than-average levels of deprivation present in rural villages and dispersed communities.

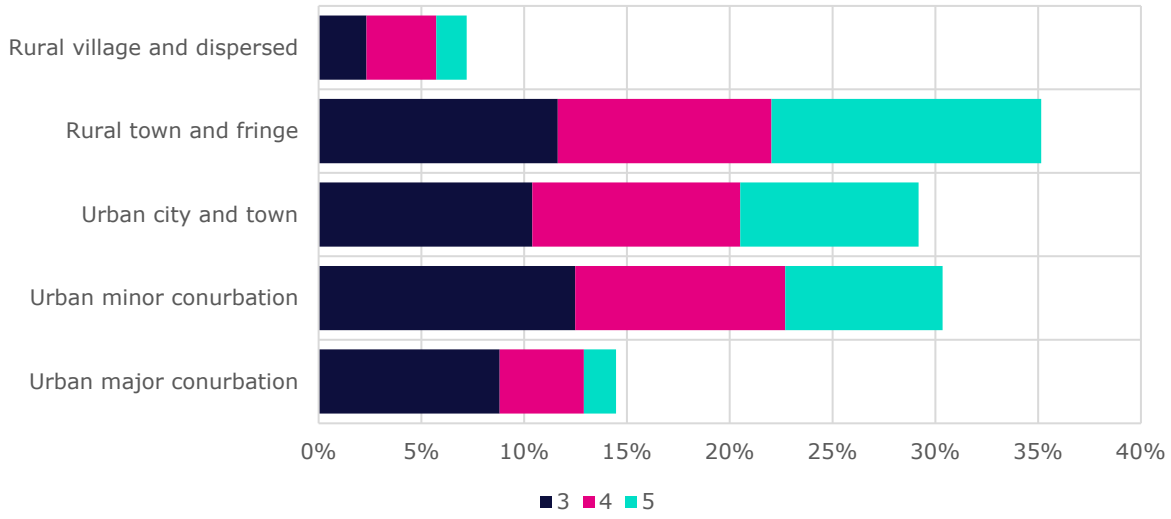


Figure 23: Population of rural-urban area types in the North by TRSE Risk Category

In addition to rural-urban distinctions within the North, and between the North and the rest of England, differences in the risk of TRSE are also evident when comparing by the place and population groups developed by the ONS. Across the 13 subgroups present in the North, there are significant variations in the level of risk of TRSE. As shown in Figure 24, the Ageing Coastal Living and Mining Legacy subgroups are particularly distinct, with 59% and 43% of the population in these subgroups having a high risk of TRSE. This compares with 21.3% of the population of the North as a whole, and 16% of the rest of England. Beyond this, three subgroups contain broadly similar proportion of the population at a high risk of TRSE – Manufacturing Legacy (32%), Sparse English and Welsh Countryside (31%), and Urban Living (27%).

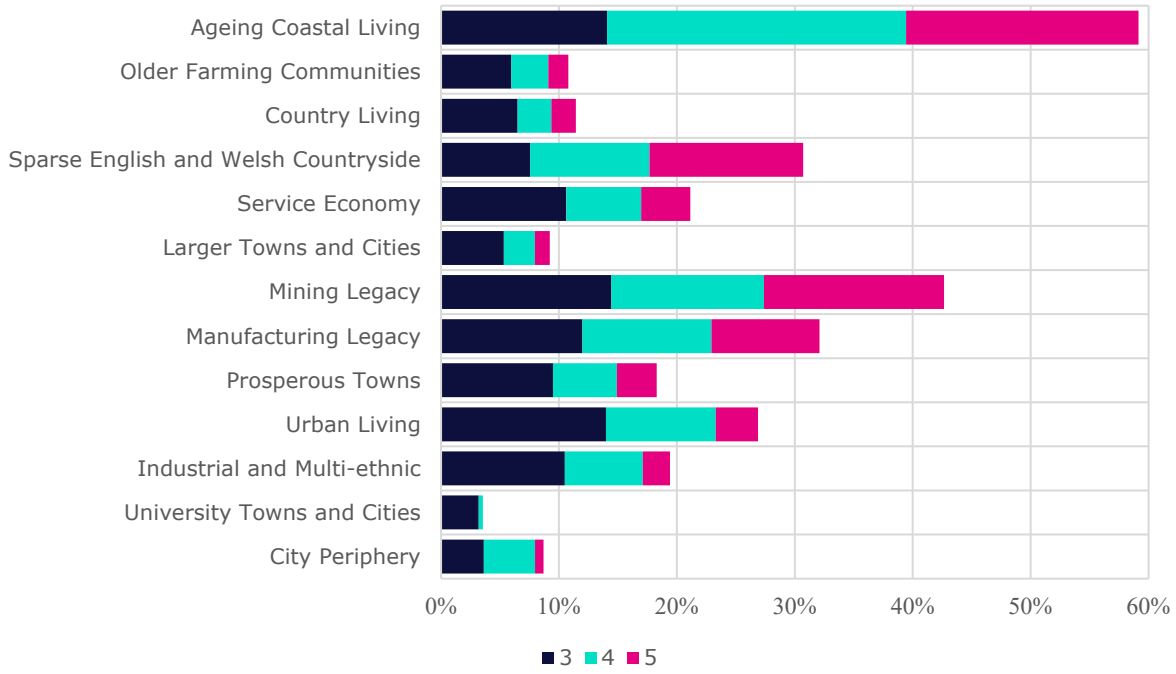


Figure 24: Population of ONS area subgroups in the North by TRSE Risk Category

Beyond the variations evident between rural and urban areas and ONS area types significant variations in the risk of TRSE are also evident between and within Local Authority Districts. Figure 25 shows the Local Authority Districts in the North where more than half the population is at a high risk of TRSE.

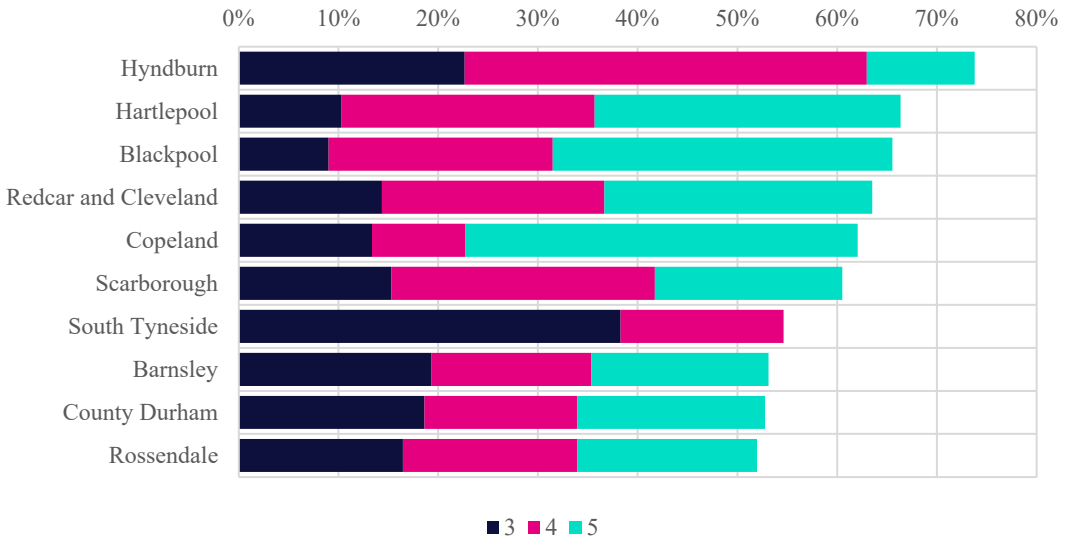


Figure 25: LADs in the North where over half the population is at a high risk of TRSE

Crime

Crime data is available from the ONS which is outputted by Police Force Area (PFA). This does not directly translate into LEP area outputs, so the relevant police forces have been selected within the TfN geography. The data measured is at crimes per 1000 people in the PFA with the most recent data available being from 2021-2022 shown in Table 43 (ONS, 2022b).

On average, the North has a higher proportion of people committing crime at 104 per 1000 people compared to 88.7 per 1000 people at a national level. The highest proportion of people committing crime is in Cleveland, which corresponds to the Tees Valley LEP area, at 129 per 1000 people. The largest category of crime in Cleveland is 'violence against a person', which similarly is the category with the highest crime rate for all the PFA areas.

A few notable trends occur, Merseyside has the highest number of drug offences per 1000 people at 8.3, putting it significantly higher than the next highest output area of Cleveland at 3.7 per 1000 people. West Yorkshire ranks the PFA with the highest amount of violence against a person crime recorded at 54.1 per 1000 people. The output area with the lowest number of crimes per 1000 people is North Yorkshire with 56.9 per 1000 people, with violence against a person and theft making up most crimes committed in North Yorkshire. The lowest category of crimes committed were robbery and possession of a weapons, which made up 0.9 of crimes reported in the North of England.

Table 43: Crime rate by offence (ONS, 2022b)

Police Force Area	Total recorded crime (excl. fraud)	Violence against a person	Sexual offences	Robbery	Theft	Criminal damage and arson	Drugs	Possession of weapons offences	Public order offences	Misc. crimes against society
Cleveland	129.0	49.2	4.4	1.2	33.8	17.5	3.7	1.1	14.6	3.3
Durham	92.3	39.0	3.3	0.3	20.6	14.7	2.2	0.5	9.3	2.5
Northumbria	92.0	35.8	3.6	0.5	24.1	10.7	2.0	0.8	12.1	2.4
Cheshire	84.6	39.5	3.5	0.4	16.0	7.6	1.6	0.3	14.1	1.6
Cumbria	74.4	33.7	3.4	0.3	13.7	10.1	2.0	0.5	9.3	1.4
Greater Manchester	124.3	47.3	4.1	1.9	34.1	11.6	2.5	1.5	18.2	3.2
Lancashire	92.0	40.4	3.5	0.7	23.6	11.3	1.8	1.0	7.5	2.3

Merseyside	115.6	47.9	3.3	0.9	23.4	11.1	8.3	0.9	17.3	2.4
Humberside	98.3	39.1	3.3	0.7	24.3	12.4	2.1	0.6	12.9	2.9
North Yorkshire	56.9	24.6	2.5	0.3	13.7	6.8	1.9	0.4	5.6	0.9
South Yorkshire	105.0	39.1	3.1	1.2	30.0	12.3	3.0	1.2	11.6	3.5
West Yorkshire	125.5	54.1	4.0	1.1	28.7	12.2	3.5	1.0	18.0	3.0
TfN geography	104.0	42.2	3.6	0.9	25.7	11.8	2.9	0.9	13.4	2.6
England	88.7	35.0	3.2	1.1	25.3	8.7	2.9	0.8	9.7	1.9

1.3.3 Human Health and Healthcare

The data from Table 44 (ONS, 2011c) is gathered using Census data and extrapolated using the Sullivan life table method. It is presented in a Likert scale with the choices in response ranging from 'very good' to 'very bad' with intervals in between. This provides a broad-ranging view of self-reported health but is not an indicator of the prevalence of specific levels of disease or illness.

The highest percentage of people reporting themselves as being in very good health was found in Cumbria at 49%, whilst the area with the worst recorded health status was in the North East with 8% of the population reporting themselves being in bad health and 1.9% in very bad health. The North of England reported overall a higher percentage of people reporting themselves as being in bad and very bad health compared to the rest of the English population. As a whole, the North has a higher proportion of the population reporting bad or very bad health than the rest of England.

Table 44: Health indicator (ONS, 2011c)

Authority	All categories: Long-term health problem or disability	Very good health %	Good health %	Fair health %	Bad health %	Very bad health %
Lancashire	1,171,339	45.9	33.7	14.1	4.9	1.4
North Yorkshire	598,376	47.7	34.5	13.2	3.6	1.0
Cumbria	499,858	45.0	34.6	14.4	4.7	1.3
North East	1,137,089	42.5	33.3	15.9	8.0	1.9
Tees Valley	662,791	44.6	33.6	14.7	5.4	1.6

North of the Tyne	797,006	45.5	33.2	14.6	5.2	1.5
South Yorkshire	1,343,601	44.5	33.7	14.8	5.5	1.6
Liverpool City Region	1,506,935	46.1	31.4	14.4	6.3	1.9
Greater Manchester	2,682,528	46.7	32.8	13.8	5.2	1.5
West Yorkshire	2,226,058	45.9	34.5	13.6	4.6	1.3
East Riding of Yorkshire	334,179	45.2	35.0	14.5	4.2	1.2
North East Lincolnshire	159,616	44.0	35.0	14.9	4.7	1.3
North Lincolnshire	167,446	43.7	35.8	14.7	4.5	1.2
City of Hull	256,406	43.1	34.9	14.9	5.5	1.6
City of York	198,051	49.7	34.2	12.0	3.2	0.9
Blackpool	142,065	39.8	33.8	16.9	7.3	2.2
Blackburn with Darwen	147,489	45.4	33.2	14.1	5.7	1.6
Warrington	202,228	49.8	32.7	12.1	4.2	1.2
Cheshire East	370,127	49.1	33.2	12.8	3.8	1.1
Cheshire West and Chester	329,608	48.5	33.1	12.9	4.3	1.2
TfN Geography	14,932,796	45.7	33.5	14.2	5.2	1.5
England	53,012,456	47.2	34.2	13.1	4.2	1.2

Life Expectancy

Life expectancy data is available for Females and Males between 2016 and 2018 at an MSOA level and has been aggregated to match the LEP regions within the STP geography, presented in Table 45 (ONS, 2019c). The average life expectancy for someone born between 2016 and 2018 is 79.63 for Males and 83.21 for females in England. In the Northern Region life expectancy for males and females is expected to be around 1 year less than the national average for England. The situation within the North, however, is mixed, with the following LEP areas having a greater life expectancy

than the Northern Region average: Cheshire and Warrington, Cumbria, Sheffield City Region, York, and North Yorkshire. Life expectancy in the York and North Yorkshire LEP region is around 1 year higher than the English life expectancy for Males and Females.

Table 45: Life expectancy (ONS, 2019c)

Local Enterprise Partnerships	Males between 2016-2018	Females between 2016-2018
Cheshire and Warrington	79.75	83.23
Cumbria	79.45	82.90
Greater Manchester	77.99	81.48
Hull and East Riding	78.16	82.14
Lancashire	78.14	81.84
Leeds City Region	78.24	82.06
Liverpool City Region	77.45	81.19
North East	77.55	81.66
Sheffield City Region	78.56	81.94
Tees Valley	77.80	81.59
York and North Yorkshire	80.68	84.14
TfN geography	78.31	81.99
England	79.63	83.21

Causes of Death

Data is available about the causes of death within each 11 LEP areas through the ONS and reported in Table 46 (ONS, 2021). The leading causes of death have been included in the output alongside data which is linked with a spatial causation of death. Cancer is the largest selected cause of mortality in England and the output areas, being responsible for 24.96% of deaths. This is slightly higher in the Northern Region with 25.10% of deaths being caused by cancer. Hull and East Riding had the largest proportion of deaths caused by cancer at 26.86%.

This data was collected after COVID-19, therefore data is available about the mortality rate of this disease and was attributed to 11.57% of all deaths in England within 2021 relating to COVID-19. The North of England had a smaller percent of deaths relating to COVID-19 at 10.06%. The Liverpool City Region was the only region in the North that had a greater proportion of COVID-19 deaths than the national average at 11.81%. Leeds has the highest percentage rate of death by suicide, with Tees Valley and York and North Yorkshire having the highest proportion of diabetes

deaths. Alzheimer and Dementia related deaths were highest as a proportion in Cheshire and Warrington accounting for 12.08% of all reported deaths.

Table 46: Underlying causes of death as a percentage of total mortality (ONS, 2021)

Local Enterprise Partnerships	All Causes	Cancer %	Dementia and Alzheimer disease %	Diabetes %	Suicide and injury/poisoning of undetermined intent %	COVID-19 %
Cheshire and Warrington	10,092	25.61	12.08	0.90	1.02	9.81
Cumbria	6,332	25.06	10.80	0.99	1.06	11.32
Greater Manchester	26,895	24.87	10.25	0.97	1.13	10.47
Hull and East Riding	10,685	26.86	10.84	1.37	0.80	8.58
Lancashire	17,578	23.62	9.81	0.95	1.02	10.95
Leeds City Region	22,107	24.23	10.11	1.34	1.27	9.60
Liverpool City Region	18,062	24.14	9.80	1.11	0.97	11.81
North East	22,693	25.96	9.17	1.11	1.06	9.32
Sheffield City Region	14,573	25.14	10.29	1.01	1.08	10.51
Tees Valley	7,581	25.97	10.37	1.40	1.15	9.66
York and North Yorkshire	8,790	27.10	10.51	1.38	0.74	7.33
TfN geography	165,388	25.10	10.18	1.12	1.06	10.06
England	549,349	24.69	10.50	1.25	0.95	11.57

Obesity

Data regarding obesity hospital admissions is reported at NHS Clinical Commissioning Group (CCG) level area and is shown in Table 47 (NHS ONS, 2021). This is based on adult hospital admissions relating to obesity in the year 2021. The North of England has a larger proportion of people admitted to hospital for causes linked to obesity than England at 1,912 per 100,000

compared to 1,869 per 100,000 for England. Females make up a larger proportion of people admitted to hospital for obesity than men in all the CCG output areas in the North. The greatest proportion of people admitted for obesity is within Lancashire and South Cumbria at 2,282 per 100,000. There is only one CCG area with less of a proportion of people admitted than the national average which is Cumbria and North East at 1,602 per 100,000.

Table 47: Obesity Hospital Admissions per 100,000 of population (NHS ONS, 2021)

Region, Commissioning Region and CCG of Residence	All	Male	Female
NHS England North East and Yorkshire (Yorkshire and Humber)	1,957	1,471	2,448
NHS England North East and Yorkshire (Cumbria and North East)	1,602	1,291	1,919
NHS England North West (Cheshire and Merseyside)	2,128	1,510	2,749
NHS England North West (Greater Manchester)	2,037	1,627	2,450
NHS England North West (Lancashire and South Cumbria)	2,282	1,792	2,781
TfN geography	1,912	1,486	2,344
England	1,869	1,412	2,333

Physical Activity

Levels of physical activity at the population level can be estimated Active Live Survey. The data is gathered through an annual survey of which 2020/2021 was the latest output data available and is presented in Table 48 (Sport England, 2021).

The 2020/2021 data shows that 61.40% of adults in England met the recommended physical activity guidelines of 150+ minutes of moderate physical activity a week, whilst 27.20% of adults were inactive. In the North, 58.70% of adults report meeting the recommended physical activity level, which falls slightly below the national average for England. The North of England also has a higher

proportion of people who consider themselves inactive at 28.97% compared to the national average. Out of all the Active Partnership Regions (APR) in the TfN area Cheshire, Cumbria, North Yorkshire, Northumberland and West Yorkshire had a greater than national average proportion of the population committing 150+ minutes of activity a week. Out of all the APR, Humber and Tees Valley ranked the worst for having an active population at 53.80% and 54.10% respectively.

Table 48: Physical activity (Sport England, 2021)

Active Partnership Regions	Inactive: less than 30 minutes a week	Fairly active: 30-149 minutes per week	Active: at least 150 minutes a week
Cheshire	23.60%	10.20%	66.20%
Cumbria	24.40%	10.00%	65.60%
Durham	30.80%	10.20%	59.00%
Greater Manchester	29.70%	11.70%	58.60%
Humber	34.10%	12.20%	53.80%
Lancashire	30.10%	10.40%	59.40%
Merseyside	30.10%	11.90%	58.00%
North Yorkshire	24.30%	10.00%	65.70%
Northumberland	25.70%	8.80%	65.50%
South Yorkshire	29.50%	11.60%	58.90%
Tees Valley	33.90%	11.90%	54.10%
Tyne and Wear	28.20%	12.40%	59.30%
West Yorkshire	26.90%	11.40%	61.70%
TfN geography	28.97%	11.33%	59.70%
England	27.20%	11.50%	61.40%

Walking and Cycling data is available from the Active Lives Survey by Sport England for 2021 and is measured from November 2020 to November 2021. People were asked how often they walk (walking referring to any continuous amount over 10 minutes of walking irrespective of purpose) and cycle (cycling referring to any amount of cycling, irrespective of purpose). Respondents' data is outputted within Table 49 (Sport England, 2021).

The data account for activity measured within a 28-day period before the survey was taken. There was a slightly higher percentage of respondents reporting walking within the last 28 days in the North of England than the national average at 62.43% compared to 62.20%. On the other hand, there is significantly less respondents reporting cycling within the last 28 days in the northern

region than in England at 13.77% compared to 16.40%. Within the North, Northumberland had the highest number of respondents reporting walking within the last 28-day period of the survey at 73.20%. Furthermore, North Yorkshire had the highest percentage of respondents cycling within 28 days of the survey being conducted. Tees Valley had the lowest number of respondents reporting walking in the TfN area at 58.60%, whilst West Yorkshire had the lowest for cycling at 12.10%.

Table 49: Walking and cycling (Sport England, 2021)

Active Partnership Regions	% of respondents walking within last 28 days	% of respondents cycling within last 28 days
Cheshire	67.20%	16.70%
Cumbria	69.00%	16.60%
Durham	63.70%	13.10%
Greater Manchester	58.90%	13.70%
Humber	58.60%	14.50%
Lancashire	62.60%	13.00%
Merseyside	60.70%	14.50%
North Yorkshire	67.00%	20.20%
Northumberland	73.20%	13.00%
South Yorkshire	62.10%	12.70%
Tees Valley	58.40%	12.50%
Tyne and Wear	59.70%	13.40%
West Yorkshire	65.20%	12.10%
TfN geography	62.43%	13.77%
England	62.20%	16.40%

Active Travel

Active travel has significant health benefits for users through associated increases in levels of physical activity, and significant potential to reduce negative transport externalities occurring through air and noise pollution, and through severance. In 2020, the UK Government announced the establishment of Active Travel England (ATE), linked to DfT's Gear Change strategy. The aims of ATE are to significantly increase levels of active travel, including having half of all journeys within towns and cities carried out by walking or cycling by 2030. Figures 26 and 27 below show the average number of trips and miles taken by car, public transport, and active travel in 2019, as

estimated by the National Travel Survey; indicating the scale of the challenge ATE are seeking to address.

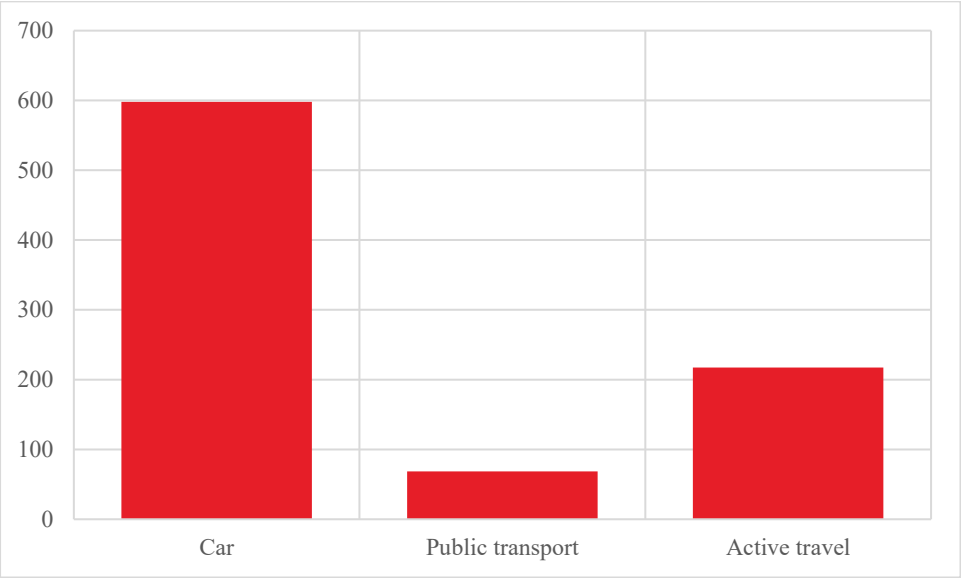


Figure 26: Average number of trips per persons in the North in 2019 by transport category

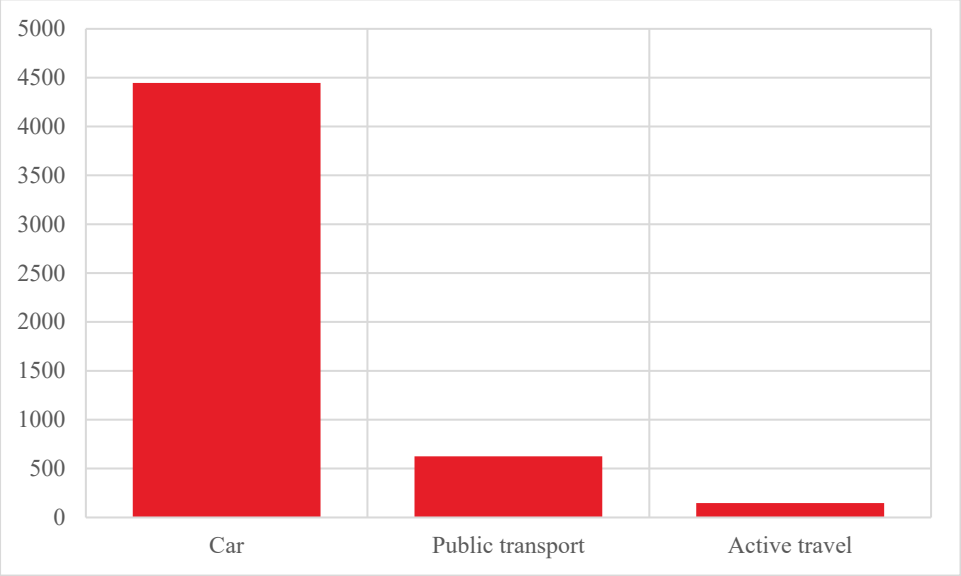


Figure 27: Average number of miles per persons in the North in 2019 by transport category

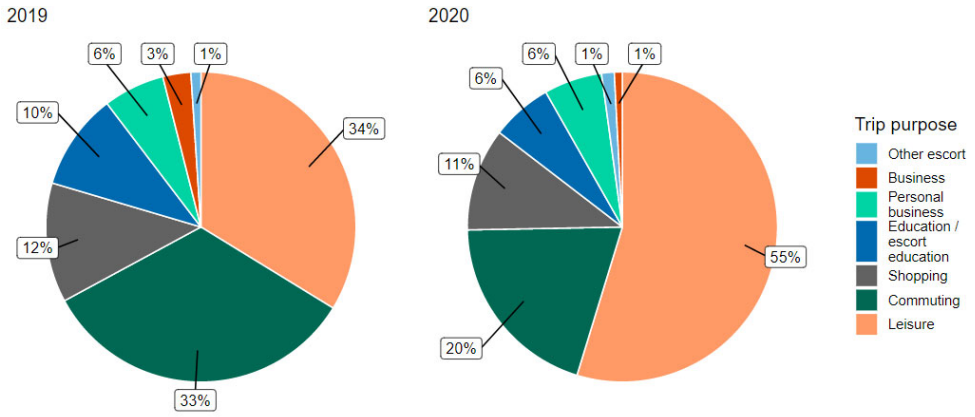


Figure 28: Proportion of cycling trips per person per year, by trip purpose, 2019 to 2020 (DFT, 2021c)

The proportion of people cycling for leisure has increased from 2019 to 2020 from 34% in 2019 to 55% of all trips in 2020, as shown in Figure 28 (DfT, 2021c). People using cycling to commute to places of employment has dropped 13% since 2019, primarily due to COVID-19. Notable cycling infrastructure upgrades have been announced across the North of England, including the Bee Network in Greater Manchester. The recent City Region Sustainable Transport Settlements (CRSTS) allocations for City Regions in the North of England has allocated £1,070 million to Greater Manchester, £830 million to West Yorkshire, £710 million to Liverpool City Region, £310 million to Tees Valley and £570 million to South Yorkshire. Included in this CRSTS is guidance on active travel in accordance with working with Active Travel England.

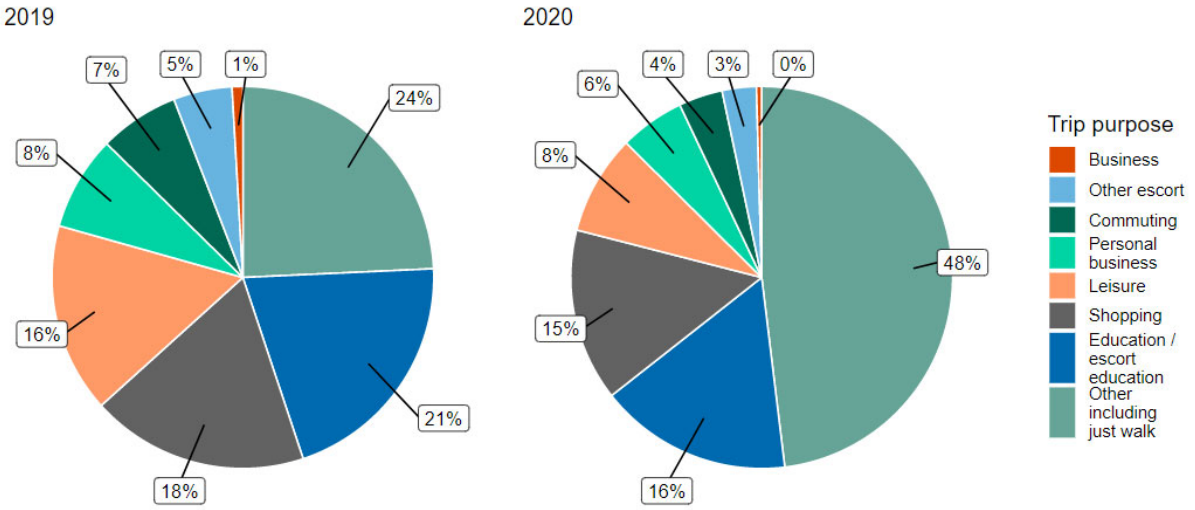


Figure 29: Proportion of walking trips per person per year, by trip purpose, 2019 to 2020 (DFT, 2021c)

The proportion of people walking for leisure has also risen from 24% in 2019 to 48% in 2020, as shown in Figure 29 (DfT, 2020c). The proportion of people traveling for education and shopping purposes has also fell from 2019 to 2020 by 5% and 3% respectively.

Road Safety

Road safety data is available from the Department for Transport (DfT) and outputted by PFA in Table 50 (DFT, 2020). This data provides a breakdown of road traffic incidents into 4 categories all with varying severity. The proportion of population killed and seriously injured has been presented separately and adjusted using the CRASH system used from 2019 for severity disagreements.

Across the North, there is a slightly higher percentage of fatal outcomes than the national average at 1.48% compared to 1.17%, whilst also having more seriously injured and less slightly injured.

There are only two areas with a lower than national average fatal accidents, which are Merseyside and Lancashire at 0.83% and 0.78%, respectively. The two areas with the highest number of fatal incidents, which are around double the national average, are North Yorkshire at 2.52% and Durham at 2.46%.

Table 50: Road safety (DFT, 2020)

Police Force Area	Killed %	Seriously Injured Rate %	Slightly Injured Rate %	All Casualties
Cheshire	1.65	19.67	78.68	1,699
Cleveland	1.83	19.74	78.43	767
Cumbria	2.11	26.55	71.34	949
Durham	2.46	22.17	75.37	812
Greater Manchester	2.08	18.57	79.34	3,218
Humberside	1.54	16.82	81.64	2,140
Lancashire	0.78	23.65	75.57	3,213
Merseyside	0.83	21.72	77.45	2,162
North Yorkshire	2.52	21.65	75.83	1,549
Northumbria	1.37	18.08	80.55	2,118
South Yorkshire	1.13	24.40	74.47	2,644
West Yorkshire	1.26	22.14	76.60	3,568
STP Region	1.48	21.17	77.35	24,839
England	1.17	18.33	80.51	106,886

Access to Healthy Assets and Hazards

The Access to Healthy Assets and Hazards (AHAH) index was developed by the CDRC to measure how healthy neighbourhoods are. The index combines indicators which feed into 4 equally weighted domains: Retail Environment; Health Services; Physical Environment and Air Quality. Each one of these domains has the following indicators (CDRC, 2022):

- Retail environment (access to fast food outlets, pubs, off-licences, tobacconists, gambling outlets);
- Health services (access to GPs, hospitals, pharmacies, dentists, leisure services);
- Physical environment (Blue Space, Green Space - Passive); and,
- Air quality (Nitrogen Dioxide, Particulate Matter 10, Sulphur Dioxide)

The AHAH index then ranks neighbourhoods at a lower super output area (LSOA) level based on deciles and assigns a 1 to 10 decile rank for each LSOA.

The data within Table 51 (CDRC, 2022) shows what percentage of LSOA's within each LEP's boundary are ranked within the AHAH deciles. Lancashire, Cumbria and North East LEP areas have 19% of their neighbourhoods within the best ranking AHAH decile, compared to Humber and Greater Manchester which only have 1% and 2% of their neighbourhoods respectively ranking within the best decile. The data also displays that Humber has a large concentration of neighbourhoods within the 3 worst performing deciles whereas most LEP areas within the TfN geography have a majority concentration of neighbourhoods within the median ranking deciles.

Table 51: Percentage of LSOA's in respective deciles for LEP's within the STP (CDRC, 2022b)

LEP	Best Performing	2nd	3rd	4th	5th	6th	7th	8th	9th	Worst Performing
Cheshire and Warrington	5	9	13	13	16	12	10	11	10	2
Cumbria	19	17	11	8	7	7	7	6	9	10
Greater Manchester	2	5	9	14	17	18	15	12	7	2
Humber	1	2	2	3	5	8	12	19	25	23
Lancashire	19	17	15	10	9	10	8	5	5	1
Leeds City Region	10	15	15	12	12	12	9	7	5	3
Liverpool City Region	5	5	8	13	13	14	14	13	11	5
North Eastern	19	20	16	12	10	7	5	5	3	2
Sheffield City Region	5	13	15	13	15	13	12	8	5	2
Tees Valley	10	17	17	13	13	12	9	6	5	~0
York and North Yorkshire	5	9	9	9	10	10	8	11	11	18
TfN geography	10	13	13	12	13	12	11	10	10	7

1.3.4 Transport

Railways

Rail is a pivotal mode of public transport for passengers and freight and commuters within the North of England, connecting cities, towns and rural communities. Major railway investment is planned for the North, including the Transpennine Route Upgrade and programmes in the Integrated Rail Plan, including HS2 and Northern Powerhouse Rail (NPR). A current map of the rail network within the TfN geography is not available at present however, there have been updates since the ISA1 scoping report.

The frequency of services from TfN stations and average journey time is shown in Table 52 (TfN, 2022), providing an overview of changes from 1997 to 2022.

Table 52: Journey times from TfN stations from 1997 to 2022 (TfN, 2022)

	Frequency in 1997	Average Journey Time in 1997	Frequency in 2017	Average Journey Time in 2017	Frequency in 2022	Average Journey Time in 2022
Liverpool	1	02:45	1	02:12	1	02:15
Manchester	1	02:30	3	02:09	2.5	02:10
Preston	1	02:37	2	02:15	2	02:42
Carlisle	0.5	04:00	2	03:22	1.5	03.43
Leeds	1	02:26	2	02:13	2	2:18
Sheffield	1	02:22	2	02:05	2	2:06
York	2	02:00	2-3	02:06	3	2:04
Newcastle	2	03:00	2	03:04	2.5	3:05

Across the North of England, there are 14 passenger rail operators that serve the North of England: Merseyrail, Cross Country, Avanti West Coast, TransPennine Express, West Midlands Trains, Northern, East Midlands, LNER, Lumo, Hull Trains, Grand Central, East Midlands Railway, ScotRail, and TfW. There are also several rail freight operators including GB Railfreight, Freightliner, and Direct Rail Services.

Figure 30 (ORR, 2022) shows that punctuality of the services by rail provider has decreased from the first quarter of 2021 to the same time in 2022 with TfW, East Midlands, Northern, West Midlands and TransPennine Express all suffering from increased delays of over 10 percentage points (pp).

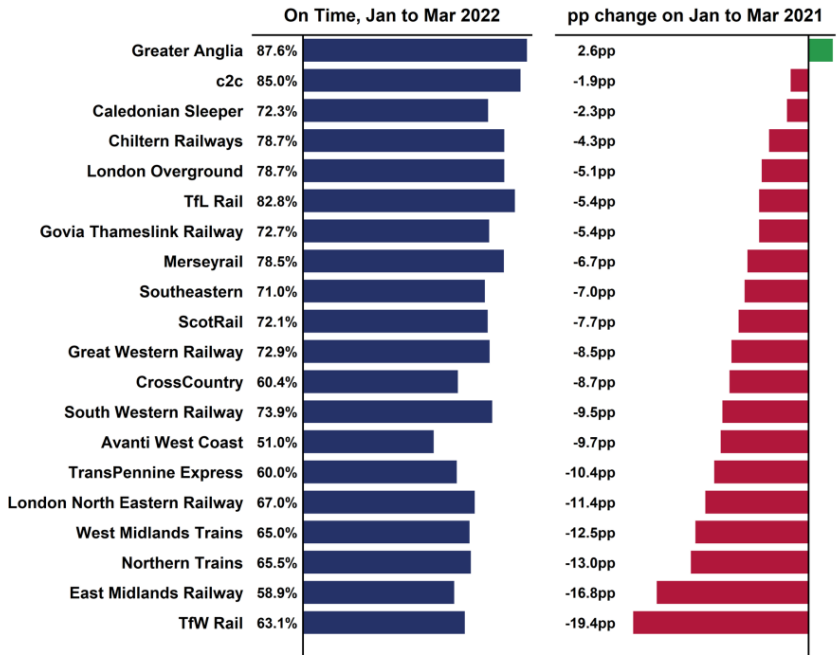


Figure 30: Punctuality of railway providers in Q1 2022 (ORR, 2022)

Roads

The Strategic Road Network (SRN) comprises approximately 4,300 miles of motorways and major ‘trunk’ A-roads in England, and it is managed by National Highways. The length of the SRN represents only around 2% of the total length of England’s Road network, but it carries roughly one-third of the total motor vehicle traffic in England (Hawksworth and DFT, 2022).

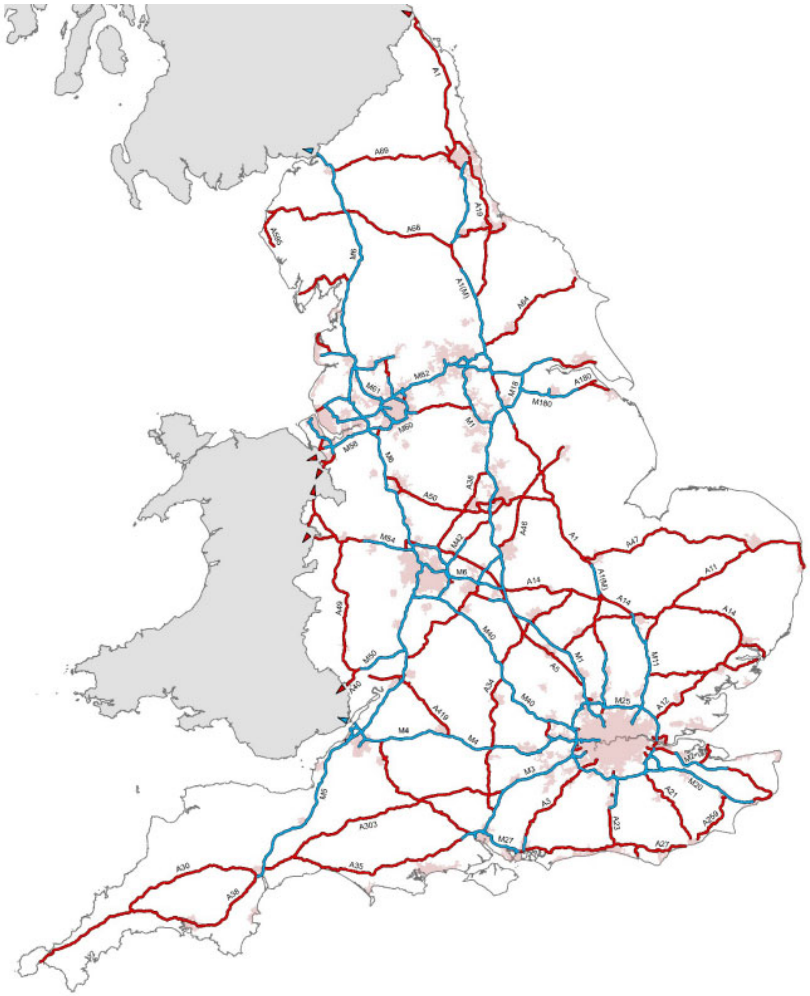


Figure 31: Strategic Road Network roads and routes (Hawksworth and DFT, 2014)

The extent of the SRN is shown within Figure 31 (Hawksworth and DFT, 2014). Beyond the SRN, the wider road network is managed by local authorities.

The SRN plays a vital role of connecting nodes within the TfN geography, for the movement of freight and commuter travel. This provides a vital method of connecting to other methods of transport such as ports or railway stations. Rail upgrades and new schemes will enhance connectivity, however there is still a reliance on the road network to facilitate economic growth within the North of England. Factors like geographical mobility and efficiency of goods transportation all have a role of increasing GVA across the North.

Major Roads Network (MRN)

Including the SRN, the MRN accounts for around 7% of the roads in the North. The MRN connects economic centres and planned centres of economic growth, alongside major transport hubs that support multimodal journeys (TfN, 2022). The extent of this network within the TfN geography is shown in Figure 32 (TfN, 2021b). More than 80% of commuting trips and 87% of freight

movements in the North use the road network, equating to more than 120.4 billion km travelled across the North's Road network every year.

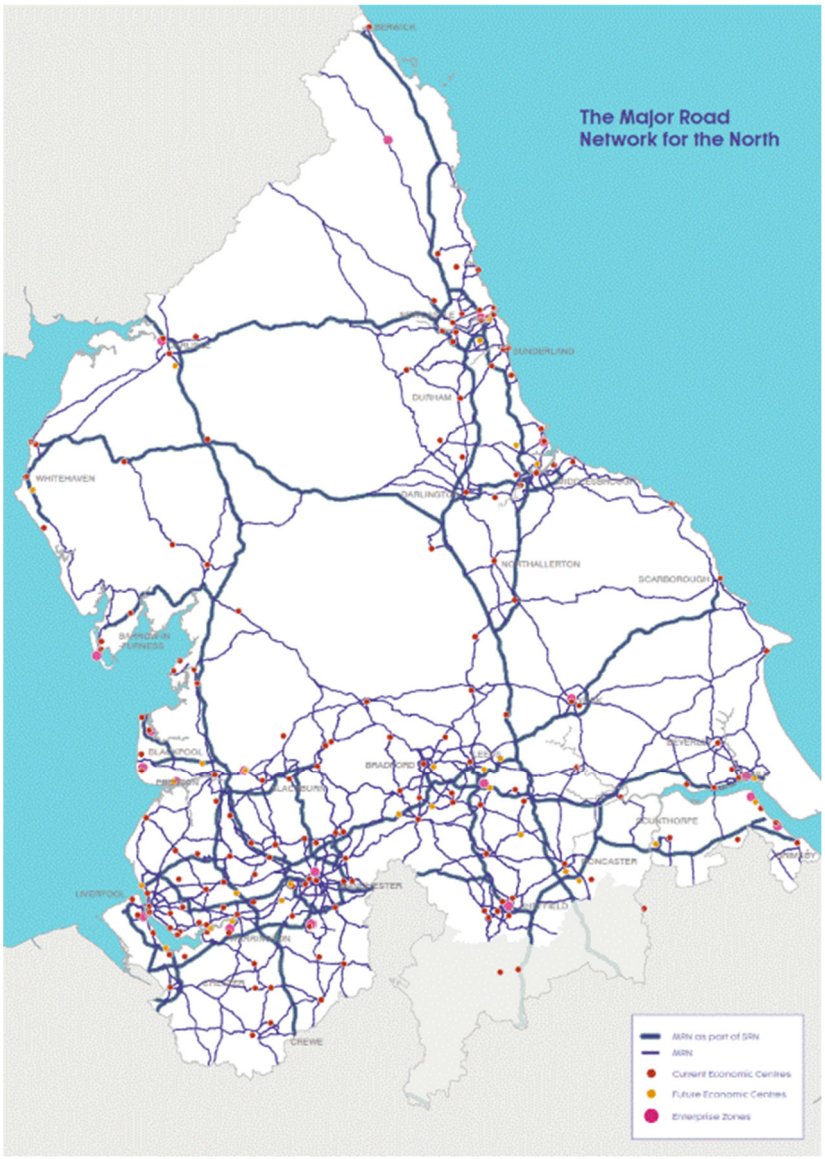


Figure 32: Major Road Network roads and routes (TfN, 2021b)

Airports

There are many stakeholders in most of England's airports ranging from Local Authorities to investment groups. Within the TfN geography, an overview of major airports is presented within Table 53 (Baker Grimwood and Tyres, 2022).

Table 53: Regional British Airports (Baker, Grimwood and Tyers, 2022)

Airport	Overview
Manchester International Airport	This airport is located at Ringway, 8.6 miles south west of Manchester City Centre. It is the UK's third biggest airport handling over 29 million passengers a year in 2019, subsequently in 2020 COVID-19 caused the passenger count to reduce to around 7 million. It officially opened in June 1938. Around 46 airlines offer direct flights from Manchester to 199 destinations worldwide. The airport comprises three terminals, a PremiAir VIP terminal, and a goods terminal and is the only British airport other than London's Heathrow Airport to operate two runways over 2,999 m in length and covers an area of 560 hectares (1,400 acres).
Liverpool John Lennon International Airport	This airport serving North West England, officially opened on 1st July 1933. The airport is located 7.5 miles south east of Liverpool City Centre. Liverpool John Lennon Airport handled over 5 million passengers in 2019, subsequently the pandemic reduced the passenger count to around 1.3 million in 2020. with flights to over 100 destinations in the UK and across Europe and with onward worldwide connections. There are planned upgrades to the infrastructure for the airport including a runway extension and construction of a nature reserve to the coastal permitter of the airport called Oglet Shore.
Carlisle Lake District Airport	This is a small regional airport located 5.8 miles east northeast of Carlisle, Cumbria. Carlisle airport has two runways and one terminal. It is frequently used for private aircrafts and flying training. Since 2020 the airport has been closed until further notice.
Newcastle International Airport	This international airport is located near the main area of Newcastle upon Tyne. In 2021 it was the 13th busiest airport in the United Kingdom and the third busiest in Northern England after Manchester Airport and Liverpool, handling around 5.2 million passengers. In 2019 it was named the best Airport in Europe for the second consecutive year in a row by Airports Council International. It has 1 terminal flying to around 80 destinations direct with 17 scheduled airlines.

Teesside International Airport	This is an international airport located in North East England about 10 miles south-west of Middlesbrough and 24 mi (39 km) south of Durham. A former RAF station, Teeside Airport, previously named Durham Tees Valley Airport began commercial operations in 1964. It was purchased by the council in 2018 and has attracted subsequent investment. It handled approximately 150,000 passengers in 2019, subsequently reducing to 38,000 in 2020.
Leeds Bradford International Airport	This airport is located at Yeadon, about 7 miles northwest of Leeds City Centre, and about 9 miles northeast from Bradford City Centre. It was opened in October 1931 as Yeadon Aerodrome. It was rated the 16th busiest airport in the UK in 2021. A new master plan has been proposed for the development of Leeds Bradford Airport over the next 10 years and outlines general proposals for the period from 2016 to 2030. Planning permission was granted in January 2019 to renovate and expand the terminal to create additional departure gate access, extended seating areas, improved baggage reclaim facilities and enlarged immigration and customs facilities.
Humberside International Airport	Humberside Airport is an international airport situated at Kirmington 12 miles from Grimsby, Hull**,** and Scunthorpe. In 2019, it handled approximately 204,463 passengers, subsequently reducing to 45,000 in 2020. There are only 4 airlines which run regular chartered flights to Humberside with only 2 international destinations that are not seasonal. It has declined significantly in passenger numbers since 2004 when it was at its peak, ferrying around 500,000 passengers a year.
Doncaster Sheffield International Airport	Doncaster Sheffield Airport, formerly named Robin Hood Airport Doncaster Sheffield, is an airport located at the former RAF Finningley station at Finningley. In 2019 it handled approximately 1,400,000 passengers. In July 2022 the airport's board stated that aviation activity on the site may no longer be commercially viable, determining that commercial flying from the airport will cease as of the 30th September 2022.

Ports

Ports across the TfN geography are listed below (HM Revenue and Customs, 2022):

North-eastern England:

- Berwick-upon-Tweed
- Blyth
- Bridlington
- Hartlepool
- Redcar
- Scarborough
- Seaham
- Sunderland Docks, Sunderland
- Teesport, Middlesbrough
- Port of Tyne, South Shields
- Warkworth
- Whitby

Humber:

- Goole
- Grimsby
- Port of Hull, Kingston upon Hull
- Port of Immingham, Immingham

Northwest England:

- Port of Barrow, Barrow-in-Furness
- Birkenhead
- Fleetwood
- Port of Garston, Garston
- Heysham Port, Heysham
- Lancaster
- Port of Liverpool, Liverpool Docks
- Port of Manchester, Manchester
- Maryport
- Preston

- Port Salford, Salford
- Silloth
- Whitehaven
- Workington

Northern ports handle a very high proportion of total imports and exports. The total imports arriving in the North in 2020 equated to 81 million tonnes, accounting for 36% of total UK imports. This figure is 60% higher than ports in Eastern and London. Exports from the North totalled 38 million tonnes in 2020, accounting for 32% of total UK exports. Comparably to ports in Eastern and London, this figure is 120% higher.

Total imports and exports in 2020 have been calculated, shown below, which provides a broad understanding of the total port freight traffic by region.

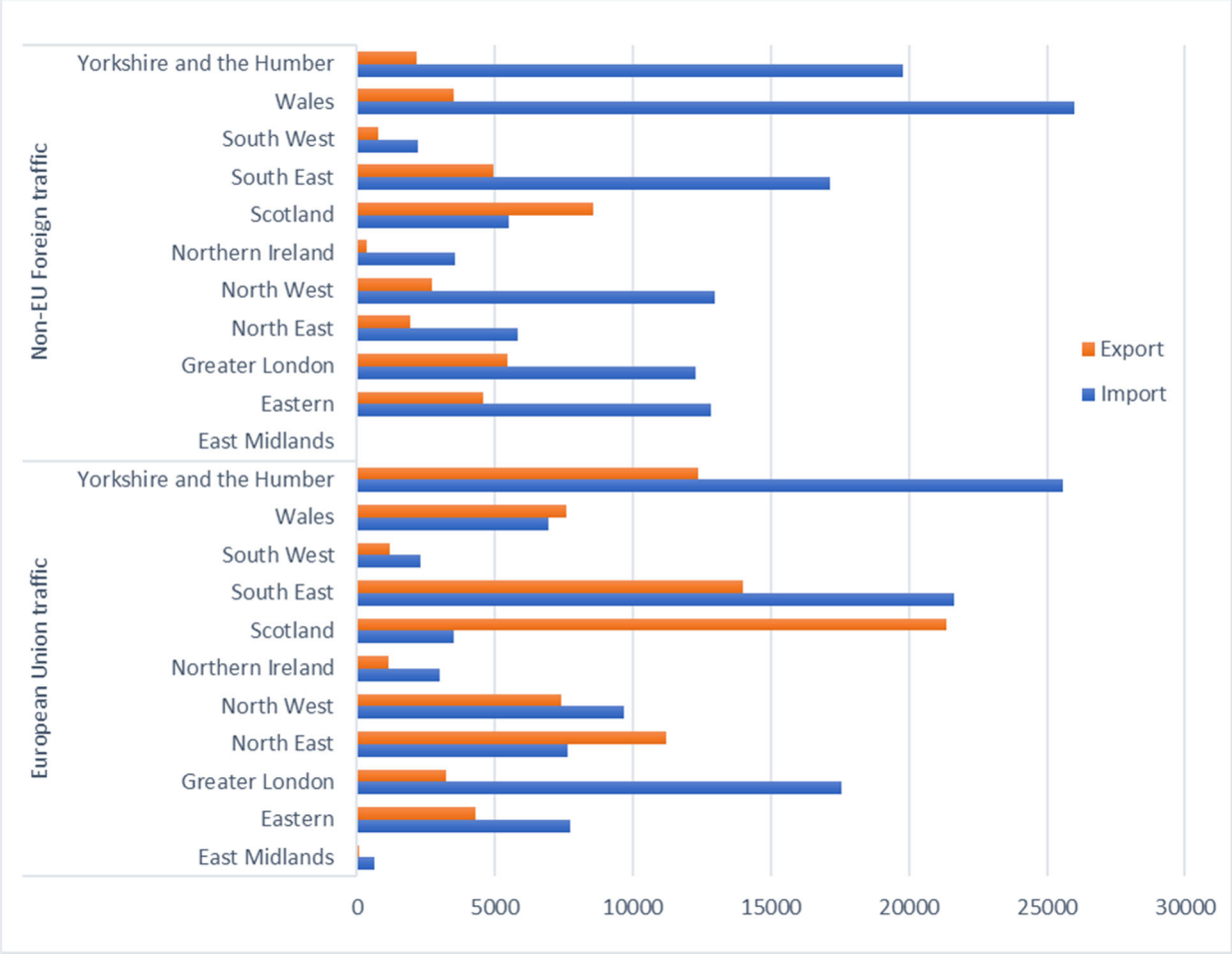


Figure 33: Total imports and exports (thousands tonnes) in 2020 by region (DfT, 2020)

Access to infrastructure

In 2020, the UK government released its National Infrastructure Strategy. In partnership with data gathered by the National Infrastructure Commission (NIC), the National Infrastructure Strategy sets

out the government's plans to transform the UK's infrastructure networks based around the three central objectives of levelling up, economic recovery and strengthening the Union. Levelling up, of particular relevance, sets out to address long-standing challenges of inequality in the UK. Access to infrastructure is noted as key to continued economic growth and the Strategy aims to invest and prioritise in areas across the country that have historically received less support in this area.

Infrastructure investment across the TfN geography is outlined below:

Table 54: Infrastructure investment across the TfN geography (Gov.uk, 2020)

Location	Investment
North East	• £209 million will be provided to the North East including £16m to redevelop Sunderland Central Station.
North West	• Greater Manchester and Liverpool City Region will benefit from intra-city transport settlements starting from 22/23; • £40 million will be provided to Preston City Region; • An additional £146 million will be provided to halve the construction time of dualling the A66 across the Pennines.
Yorkshire and the Humber	• Sheffield and Leeds City Regions will benefit from intra-city transport settlements starting form 22/23; • £319 million will be provided to West Yorkshire Combined Authority, including £30 million for active and sustainable travel and £171 million for a new bus rapid transit link in Sheffield City Region.

1.4 Economic Context

1.4.1 Economics

Economic Performance Gap

Figure 34 (ONS, 2022d) shows the difference in GVA per Capita between London, the rest of England excluding London (REEL), and the North of England. London GVA per capita has increased in difference to the average GVA per capita for England from around 168% in 2010 to

175% in 2020. The REEL in 2010 was 96% of the GVA per capita average, this reduced to about 92% in 2014 and stagnated until 2019. In 2020, the difference between the English GVA per capita and the REEL decreased to roughly about 2%. The difference between the English GVA per capita and the North of England's GVA per capita was around 20% in 2010 and has since slightly increased to around 23% in 2020.

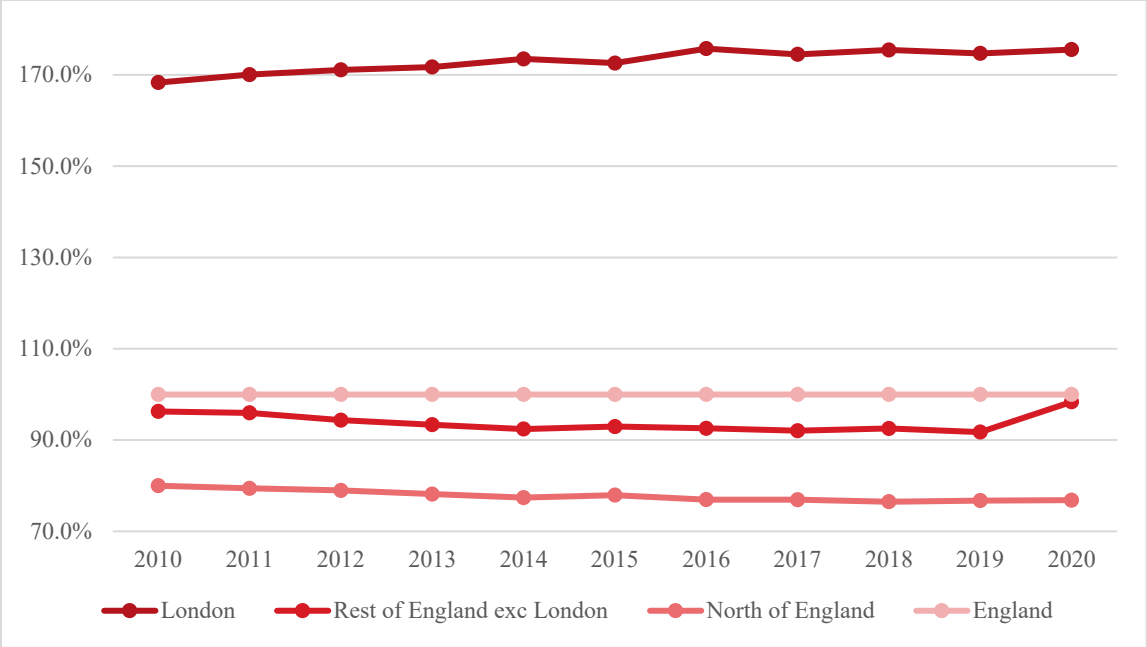


Figure 34: GVA per capita compared to English baseline GVA per capita (ONS, 2022d)

Figure 35 (ONS, 2022) gives a baseline year of 2015 (i.e. 100%) and displays different growth rates in comparison to that year. London GVA achieved 25% of its 2015 GVA levels between 2010 and 2015 whilst England as a whole experienced a slower growth rate achieving just 17.5% of its 2015 GVA since 2010.. The REEL experienced a slightly slower growth rate again, achieving 15.2%of its 2015 GVA since 2010. . The North of England experienced the slowest growth rate in the dataset, achieving 14% of its 2015 GVA since 2010. London then experienced a greater increase in growth of 18.8% above 2015 GVA levels by 2019. The North of England's growth rate was more proportionate to London's growth rate between 2015 and 2019 than it was between 2010 and 2015, experiencing a growth rate of 16.6% over this period. All regions were impacted by the Covid19 pandemic which caused the growth rate to decrease at similar rates.

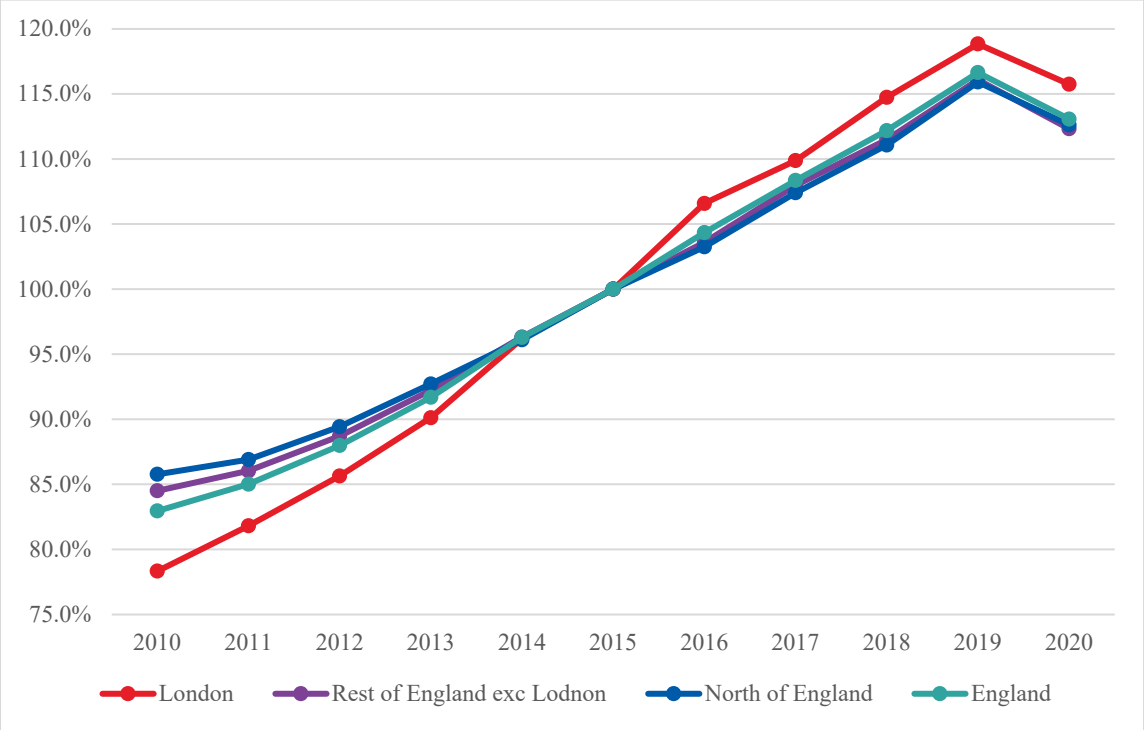


Figure 35: GVA growth from 2010- 2020 compared to a baseline year of 2015 (ONS, 2022d)

Economic summaries

Local Enterprise Partnerships (LEPs) are non-statutory bodies responsible for local economic development at a strategic level. Due to the availability of data at a Local Authority level, this report has used data at a LEP area level to outline the economic scenarios across the TfN geography. Each section then outlines economic figures for relevant authorities in each LEP area. 11 LEPs cover the TfN geography and each make a contribution to the population, employment and GVA of the North. An economic overview of each LEP area is detailed below:

North East

The North East LEP covers the local authority areas of Newcastle, County Durham, Gateshead, North and South Tyneside, Northumberland and Sunderland. As of 2020, the North East has a population of just over 2 million. The GVA of the North East LEP area is £40.1 billion, which is 2.6% of English GVA and 3.5% of the GVA of England excluding London.

The North East LEP area has fewer businesses per head than England and fewer business births and deaths (excluding London). Although the North East underperforms in these areas, since 2014 it has made progress in each, suggesting that the business base is growing and becoming more dynamic.

The proportion of the population in the North East LEP area that is of working age is slightly above that of England (excluding London). Although economic activity and employment rates are lower, these rates have increased since 2014, narrowing the overall gap. Employment and economic inactivity rates have also fallen, and the region has set out an ambition to increase job numbers to

approximately 1million by 2024. However, despite improvements, the working age economic activity rate and unemployment rates for 16-64-, and 50–64-year-olds remain above the England excluding London rates.

The region has strong linkages to Tees Valley to the south, Cumbria, North Yorkshire and Scotland however, linkages to wider areas of the North are limited. There are significant international linkages due to strong export activity and foreign investment.

Key sectors include Automotive Manufacturing, Life Sciences and Healthcare, Subsea and Offshore Technology, and Digital and Creative (North East LEP, 2019; TfN, 2016; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 55: Economic overview of North East Combined Authority (Nomis, 2022)

North East Combined Authority	
Resident Population	All people: 1,164,100 Aged 16-64-: 724,000
Employment and unemployment	Economically active: 548,700 In employment: 520,900 Unemployed: 27,700
Qualifications	NVQ4 and above: 219,700 No qualifications: 61,300
Jobs	Jobs density: 476,000
Businesses	Enterprises: 9,625 Local units: 37,075

Table 56: Economic overview of North of Tyne Combined Authority (Nomis, 2022)

North of Tyne Combined Authority	
Resident Population	All people: 839,500

	Aged 16-64: 528,500
Employment and unemployment	Economically active: 392,300 In employment: 366,000 Unemployed: 26,300
Qualifications	NVQ4 and above: 201,400 No qualifications: 43,300
Jobs	Jobs density: 411,000
Businesses	Enterprises: 25,185 Local units: 31,420

Cumbria

Cumbria is the second largest county in the UK and has a population of just under 500,000 and a GVA of £11 billion.

Cumbria has a dispersed settlement pattern and the second lowest population density in England. Poor connectivity has resulted in a lack of critical business mass and difficulty accessing growth opportunities afforded by the City Regions. However, Cumbria has an overarching vision to become one of the fastest growing economies in the UK, enhancing connectivity, infrastructure, and building on established clusters and investments in areas such as Nuclear and Marine Engineering.

The county has over 23,000 active businesses and enterprises and has a workforce of around 235,000 employed across a range of industries such as manufacturing (16%) and accommodation and food services (14%).

Key sectors include Nuclear, Advanced Manufacturing and the rural/ visitor economy, which generates £2.4 billion and attracts 41 million visitors per year (Cumbria LEP, 2022; TfN, 2016; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 57: Economic overview of Cumbria County Council (Nomis, 2022)

Cumbria County Council	
Resident Population	All people: 499,800 Aged 16-64: 294,500
Employment and unemployment	Economically active: 233,900 In employment: 227,200 Unemployed: 6,600
Qualifications	NVQ4 and above: 95,000 No qualifications: 18,300
Jobs	Jobs density: 271,000
Businesses	Enterprises: 23,385 Local units: 27,710

Tees Valley

Tees Valley is a partnership of 5 authorities; Darlington, Hartlepool, Middlesborough, Redcar & Cleveland and Stockton-on-Tees and has a population of just over 670,000 and a GVA of over £12.3 billion.

Historically, the Tees Valley economy has been supported by 'traditional' heavy and energy-intensive industries such as Mining and Steel-Making and whilst heavy industrial sites still remain prominent, there has been a shift across the area with the development of low carbon technologies, advanced manufacturing and engineering, and digital and creative sectors. It has been noted that developing these sectors, alongside logistics, health and biologics, and business and professional services is critical to boosting the competitiveness and improving the economic resilience of the area.

Employment is a key strategic priority for Tees Valley, with skills noted as a key driver in the local economy to improve workforce productivity. An ageing workforce poses a concern for Tees Valley, with 2016 figures highlighting the need for almost 116,000 replacement jobs across a range of sectors. Overall, there is an aim to create 25,000 'net new' private sector jobs and a focus on

addressing skills gaps, improving education attainment and increasing opportunities for Traineeships and Apprenticeship Programmes.

Tees Valley has functional linkages the North East City Region and North Yorkshire, with a particularly important commuting relationship to the North East and a number of shared major innovation and knowledge assets, such as Durham University. Linkages to other parts of the North are limited however, this is noted as a key area for growth, enhancing connectivity across the North and increasing employment opportunities.

Key sectors include the chemical, pharmaceutical and advanced manufacturing fields (Tees Valley LEP, 2016; TfN, 2016; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 58: Economic overview of Tees Valley Combines Authority (Nomis, 2022)

Tees Valley Combined Authority	
Resident Population	All people: 677,200 Aged 16-64: 413,000
Employment and unemployment	Economically active: 310,600 In employment: 290,000 Unemployed: 20,600
Qualifications	NVQ4 and above: 134,700 No qualifications: 26,600
Jobs	Jobs density: 296,000
Businesses	Enterprises: 17,715 Local units: 22,375

York, North Yorkshire and East Riding

York, North Yorkshire and East Riding is the largest local area spatially across the North, with a population of 1.143 million. The population has been growing due to inward migration however, this is happening at a slower rate than nationally. As of 2013, GVA totalled £21.7 billion. The GVA has been steadily rising, with 3.1% growth in 2011 and 3.0% growth in 2012.

The number of businesses in the York, North Yorkshire and East Riding is growing however, this is happening at a slower rate than nationally. As of 2016, there are 514,000 people employed, with the Health Industry and agriculture leading employers- agriculture employment is 2.7 times higher than nationally. Lack of innovation and technology have been noted as key areas for improvement.

Overall, the area is characterised by high skills and low rates of employment however, there is notable deprivation low skills and high unemployment towards the coastal areas and in some main towns. Up-skilling the existing workforce has been noted as vital to economic growth.

Access and connectivity has been identified as a key area for development. As largely rural, transport access to key service, work and neighbouring areas is poor and investment in east-west connectivity could reinforce sector specialisms and connect coastal and rural areas.

The local economy has a distinctive focus and key sectors include Agri-Tech, Food Manufacturing, and Bio-Renewables/ Low Carbon (TfN, 2016; North and North Yorkshire LEP, 2016).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 59: Economic overview of North Yorkshire County Council (Nomis, 2022)

North Yorkshire County Council	
Resident Population	All people: 620,000 Aged 16-64: 362,200
Employment and unemployment	Economically active: 297,300 In employment: 289,600 Unemployed: 7,700
Qualifications	NVQ4 and above: 151,700 No qualifications: 21,000
Jobs	Jobs density: 324,000

Businesses	Enterprises: 32,280 Local units: 37,320

Table 60: Economic overview of East Riding of Yorkshire Unitary Authority (Nomis, 2022)

East Riding of Yorkshire Unitary Authority	
Resident Population	All people: 343,200 Aged 16-64: 196,500
Employment and unemployment	Economically active: 158,200 In employment: 153,100 Unemployed: 5,500
Qualifications	NVQ4 and above: 75,700 No qualifications: 14,300
Jobs	Jobs density: 141,000
Businesses	Enterprises: 13,945 Local units: 15,855

Table 61: Economic overview of City of York Unitary Authority (Nomis, 2022)

City of York Unitary Authority	
Resident Population	All people: 211,000 Aged 16-64: 139,400
Employment and unemployment	Economically active: 114,700 In employment: 112,500 Unemployed: 3,300
Qualifications	NVQ4 and above: 80,000 No qualifications: 5,000

Jobs	Jobs density: 124,000
Businesses	Enterprises: 7,095 Local units: 9,015

Lancashire

Bordered by the city regions of Cumbria to the north, Leeds City Region and York and North Yorkshire to the east and Liverpool and Greater Manchester to the south, Lancashire covers the urban centres of Preston and Lancaster, a western coast and inland rural countryside. It has a population of over 1.5 million people, 60% of whom are of working age, and a GVA of £34 billion.

Although Lancashire has experienced sustained growth, figures pre-pandemic outlined that the area's average performance still falls below the wider UK and neighbouring city regions. The economic performance of Lancashire and GVA per resident is more than 20% below the national average.

Most recent figures set out in the 2021 Lancashire Enterprise Partnership Report show the impact of the Covid-19 pandemic on Lancashire. Pay-rolled jobs dropped considerably after March 2020 and the claimant count rose from 3.7% in March 2020 to 6.9% in May 2020. This rate has been consistent throughout the pandemic, standing at 6.8% as of March 2021, although this is broadly in line with the national and regional picture. Lancashire's working age population is also in decline, with out-migration of younger age groups impacting on the overall workforce.

There are cross-boundary flows with Manchester and Liverpool however, Lancashire is a largely self-contained labour market. Connectivity between Lancashire and neighbouring areas has been noted as weak, with issues around speed, frequency and rail links.

Key sectors include Tourism and Culture, Manufacturing, Energy and Low Carbon, Digital, Food and Agriculture, and Health (Lancashire LEP, 2021; TfN, 2016; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 62: Economic overview of Lancashire County Council (Nomis, 2022)

Lancashire County Council

Resident Population	All people: 1,227,100 Aged 16-64: 745,100
Employment and unemployment	Economically active: 576,000 In employment: 545,800 Unemployed: 30,100
Qualifications	NVQ4 and above: 257,000 No qualifications: 48,100
Jobs	Jobs density: 583,000
Businesses	Enterprises: 44,970 Local units: 51,965

Table 63: Economic overview of Blackpool Unitary Authority (Nomis, 2022)

Blackpool Unitary Authority	
Resident Population	All people: 134,400 Aged 16-64: 83,900
Employment and unemployment	Economically active: 62,800 In employment: 59,500 Unemployed: 3,800
Qualifications	NVQ4 and above: 23,200 No qualifications: 8,100
Jobs	Jobs density: 73,000
Businesses	Enterprises: 3,900 Local units: 4,900

Table 64: Economic overview of Blackburn with Darwen Unitary Authority (Nomis, 2022)

Blackburn with Darwen Unitary Authority	
Resident Population	All people: 150,000 Aged 16-64: 93,500
Employment and unemployment	Economically active: 66,300 In employment: 62,400 Unemployed: 4,000
Qualifications	NVQ4 and above: 30,100 No qualifications: 7,900
Jobs	Jobs density: 76,000
Businesses	Enterprises: 5,255 Local units: 6,120

Leeds City Region

As of 2020, Leeds City Region has a population of circa 2.5 million people and a GVA of £69 billion. It is the largest contributor to the UK economy in the Northern Powerhouse, and the largest regional economy outside of London. The region has a skilled workforce of 3 million people and 126,000 businesses. Although the economy of Leeds City Region is significant, the overall productivity gap between the rest of England persists.

The region has a fast-growing young population, with more under-24-year-olds than any other area outside the South East. Additionally, the region hosts the largest cluster of higher education institutions outside of London, with nine universities producing 39,000 skilled graduates each year.

The economy in the Leeds City Region is largely self-contained, with 92% of jobs taken by residents. With good proximity to ports in Liverpool and the Humber city regions, freight links, and good connectivity via road and rail, areas of the region are well situated. However, connectivity between Leeds, Bradford and Wakefield are in need of improvement, and deficiencies in local transport may have a long term impact on economic growth.

Leeds City Region is a leader in Digital Technology, Healthcare and Innovation and holds a strong reputation for its advanced Manufacturing, R&D and Product Development capabilities (Leeds City Region LEP, 2022; TfN, 2016; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 65: Economic overview of West Yorkshire Combined Authority (Nomis, 2022)

West Yorkshire Combined Authority	
Resident Population	All people: 2,345,200 Aged 16-64: 1,473,300
Employment and unemployment	Economically active: 1,146,400 In employment: 1,089,700 Unemployed: 56,700
Qualifications	NVQ4 and above: 551,300 No qualifications: 121,200
Jobs	Jobs density: 1,179,000
Businesses	Enterprises: 80,835 Local units: 95,490

Greater Manchester

Greater Manchester is made up of 10 districts- Wigan, Bolton, Bury, Rochdale, Salford, Manchester, Oldham, Trafford, Tameside and Stockport. The districts demonstrate a functional economic geography with a single labour market and interdependent businesses, towns and cities. Greater Manchester has a population of over 2.8 million people and a GVA of £55 billion. However, Greater Manchester has an ageing population, with a forecasted 50% growth for over 65s and 100% growth for over 85s by 2040.

There has been a decrease in skilled trade occupations, administration and secretarial roles across Greater Manchester, with an increased reliance on the service sector. To support economic growth, it will be crucial for Greater Manchester to maintain a sufficient labour force. Generally, figures

show that Greater Manchester falls behind the national average of qualifications and there are fewer apprenticeships undertaken. It has been noted that there is a need to improve the qualification and skills base.

Greater Manchester has a slightly lower proportion of businesses with 0-9 employees at 89.9%, compared with the rest of England at 89.6%. However, in other size bands, Greater Manchester has a higher proportion of firms compared against England, but not against the wider North West area. Based on 2018 data, there has been a general increase in businesses during 2015-2018 however, there has also been an increase in businesses deaths from 2016-17.

In recent years, there has been a large-scale expansion of the service sector, including financial and professional services. The creative and digital industry has also seen an increase, with education continuing as a key service area. Sectors in decline include Energy, Water and Manufacturing, with sectors for GVA growth to 2034 forecast to be Information and Communication, Wholesale and Retails, and Financial and other Business Services. To continue its growth and economic performance, it will be crucial that sufficient land for expansion in locations well served by public transport and other infrastructure are available.

Although well connected to the surrounding regions, research suggests that linkages to the Leeds City Region is 40% lower than would be expected. Additionally, there is a need to improve connectivity across the region, integrating public transport networks and encouraging sustainable travel through improved infrastructure.

Key sectors include Financial and Professional Services, Digital and Creative Industries, manufacturing, and Health and Life Sciences (TfN, 2016; Greater Manchester LEP, 2021; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 66: Economic overview of Greater Manchester Combined Authority (Nomis, 2022)

Greater Manchester Combined Authority	
Resident Population	All people: 2,848,300 Aged 16-64: 1,811,500
Employment and unemployment	Economically active: 1,388,800 In employment: 1,318,300

	Unemployed: 70,600
Qualifications	NVQ4 and above: 696,400 No qualifications: 148,200
Jobs	Jobs density: 1,500,000
Businesses	Enterprises: 106,035 Local units: 125,005

Liverpool City Region

Liverpool City Region includes the areas of Sefton, Liverpool, Knowsley, St Helens, Wirral, and Halton. It has a population of over 1.5 million people, with 35 million people within a 150 mile radius.

Historically, the Port of Liverpool was influential in the growth and development of the City Region. However, the economy of the City Region was impacted towards the second half of the 20th Century, with trade routes and business models changing. Since 2000, the economy has strengthened considerably, with an expanding business base, investment from its 4 universities and global trading opportunities through the Port and River Mersey.

The City Region has a GVA of £28.3 billion, with 649,700 people in employment and 43,500 businesses. There are 30,000 graduates per year, with 279,200 people across the region having attained degree level or above qualifications.

Liverpool City Region has economic linkages to Greater Manchester, Cheshire and Warrington, and Lancashire, with particularly strong commuting linkages to these areas. Freight contributes to wider economic linkages, with the Manchester Ship Canal playing an important role, alongside the national motorway and rail networks . Liverpool John Lennon Airport, passenger very terminals and the Liverpool cruise liner terminal also generate flows in to the City region, with 4.8 million passengers travelling through Liverpool John Lennon Airport per year. Strategic rail links, however, remain problematic in terms of journey quality, journey times and capacity constraints, with better north/south connectivity, alongside links to other Core Cities across the North, a key strategic priority.

Key sectors include Low Carbon, Advanced Manufacturing, Health and Life Sciences, and Digital and Creative industries (Liverpool City Region LEP, 2022; TfN, 2016, Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 67: Economic overview of Liverpool City Region (Nomis, 2022)

Liverpool City Region	
Resident Population	All people: 1,564,000 Aged 16-64: 979,500
Employment and unemployment	Economically active: 766,600 In employment: 731,900 Unemployed: 34,700
Qualifications	NVQ4 and above: 374,200 No qualifications: 74,100
Jobs	Jobs density: 710,000
Businesses	Enterprises: 44,120 Local units: 54,810

Sheffield City Region

Sheffield City Region covers the areas of Barnsley, Doncaster, Sheffield and Rotherham and, as of 2020, has a population of circa 1.4 million and a GVA of £30 billion. There is a longstanding tradition of Manufacturing and Steel across the City Region, with the economy rooted in these areas. Whilst the sector has evolved over recent years, Sheffield City Region maintains some highly specialised and Advanced manufacturing activity alongside continuing to grow the service and public sectors.

Whilst the City Region has a comparatively high level of apprenticeships compared to other areas, there are constraints and challenges, with apprentice starts largely aligned to low pay sectors. There are high rates of unemployment, poverty and economic activity in the region, with the rate of young people living in workless households standing at 5.6% above the national average.

By 2041, Sheffield City Region have set out key strategic targets to achieve inclusive growth, including an extra £7.6 billion in generated GVA, 33,000 extra people in higher level jobs, 30,000

more people with higher level skills and 9,000 people fewer with no skills or low qualifications. There is also an aim that the region's investment in R&D will be trebled, from £323 million to £1.1 billion. Transport is also a key growth priority, with external connectivity and internal connectivity between key centres and employment growth areas playing a role in growth projections.

Key sectors include Health Logistics, Digital and Creative, Health Technology and Advanced Manufacturing (South Yorkshire Mayoral Combined Authority, 2021; TfN, 2016; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 68: Economic overview of Sheffield City Region Combined Authority (Nomis, 2022)

Sheffield City Region Combined Authority	
Resident Population	All people: 1,415,100 Aged 16-64: 894,500
Employment and unemployment	Economically active: 696,700 In employment: 659,600 Unemployed: 37,100
Qualifications	NVQ4 and above: 320,000 No qualifications: 60,700
Jobs	Jobs density: 638,000
Businesses	Enterprises: 40,615 Local units: 49,020

Humber

As of 2014, the Humber has a population of 925,000 and a GVA of £17.5 billion. There are 35,490 businesses in the Humber, with its business base dominated by small businesses. Employment rates across the Humber stands at 72.4%, with the proportion of working age people that are economically active standing at 77.2%. Lower skilled occupations account for 30.1% of all occupations across the Humber, compared with a national average of 24.6%. Creating a higher number of highly-skilled jobs across the Humber is a continued challenge for the area. Although

progress has been made, there is a significant shortfall in the number of highly-skilled jobs compared to nationally, with the area needing an additional 38,000 highly-skilled jobs to match the average.

Key commuting, business and market linkages across the North include the Leeds City Region and the North, North Yorkshire and East riding area, with the economy relying on infrastructure and transport to connect it to larger consumer and industrial centres. There are also linkages to York and Sheffield for business, education and other professional services.

Key sectors include Food Manufacturing, Bio-renewables, Low Carbon and the visitor/ leisure economy (Humber LEP, 2016; TfN, 2016).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 69: Economic overview of Hull Unitary Authority (Nomis, 2022)

Hull Unitary Authority	
Resident Population	All people: 259,100 Aged 16-64: 167,500
Employment and unemployment	Economically active: 131,300 In employment: 123,700 Unemployed: 6,300
Qualifications	NVQ4 and above: 41,500 No qualifications: 18,600
Jobs	Jobs density: 138,000
Businesses	Enterprises: 6,335 Local units: 8,530

Table 70: Economic overview of North East Lincolnshire Unitary Authority (Nomis, 2022)

North East Lincolnshire Unitary Authority	
Resident Population	All people: 159,400 Aged 16-64: 95,100
Employment and unemployment	Economically active: 71,900 In employment: 69,700 Unemployed: 2,900
Qualifications	NVQ4 and above: 21,800 No qualifications: 11,200
Jobs	Jobs density: 73,000
Businesses	Enterprises: 4,800 Local units: 5,930

Table 71: Economic overview of North Lincolnshire Unitary Authority (Nomis, 2022)

North Lincolnshire Unitary Authority	
Resident Population	All people: 172,700 Aged 16-64: 103,600
Employment and unemployment	Economically active: 78,000 In employment: 76,500 Unemployed: 2,900
Qualifications	NVQ4 and above: 31,900 No qualifications: 9,400
Jobs	Jobs density: 85,000
Businesses	Enterprises: 5,625 Local units: 6,810

Cheshire and Warrington

As of 2017, Cheshire and Warrington has a population of over 930,000 people and a GVA of £29.3 billion. Its economy has doubled in size since 1997 and Cheshire and Warrington has the second highest level of GVA per head of population in England outside of London.

There are 488,000 people in employment in over 42,000 businesses, and Cheshire and Warrington produces almost 25% of the manufacturing output in the North West, with further strengths in Advanced Engineering, Professional Services, and Transport and Storage.

39.1% of workers are qualified to NVQ4 and above, with the average number of workers with no qualifications at all standing at 7.3%- a lower than average figure. Cheshire and Warrington has significant pressures from an ageing population, with a potential deficit of up to 60,000 graduates in the manufacturing, education and health, public administration, and transport and communication sectors.

70% of residents live and work in Cheshire and Warrington however, workers from other neighbouring authorities do commute into the area, highlighting the importance of connectivity with neighbouring areas and within the sub-region.

By 2040, Cheshire and Warrington aim to grow the economy to at least £50 billion GVA, create 120,000 net additional jobs, and be 20% more productive per resident than the UK average.

Key sectors include Manufacturing, Life Sciences, Energy and Environment, Logistics and Distribution, and Chemicals (Cheshire and Warrington LEP, 2017; Nomis, 2022).

Of relevance to the TfN geography, the below considers economic figures for relevant authorities in the LEP area. All figures have been taken from Nomis as the data source and are correct at the time of writing.

Table 72: Economic overview of Cheshire East Unitary Authority (Nomis, 2022)

Cheshire East Unitary Authority	
Resident Population	All people: 386,700 Aged 16-64: 228,000
Employment and unemployment	Economically active: 174,400 In employment: 168,800

	Unemployed: 6,600
Qualifications	NVQ4 and above: 100,500 No qualifications: 10,100
Jobs	Jobs density: 215,000
Businesses	Enterprises: 19,510 Local units: 22,175

Table 73: Economic overview of Cheshire West and Chester Unitary Authority (Nomis, 2022)

Cheshire West and Chester Unitary Authority	
Resident Population	All people: 343,800 Aged 16-64: 207,000
Employment and unemployment	Economically active: 164,400 In employment: 159,600 Unemployed: 5,900
Qualifications	NVQ4 and above: 87,400 No qualifications: 12,200
Jobs	Jobs density: 190,000
Businesses	Enterprises: 14,010 Local units: 16,680

Table 74: Economic overview of Warrington Unitary Authority (Nomis, 2022)

Warrington Unitary Authority	
Resident Population	All people: 209,400 Aged 16-64: 129,900
Employment and unemployment	Economically active: 108,400

	In employment: 105,000 Unemployed: 3,800
Qualifications	NVQ4 and above: 53,800 No qualifications: 5,800
Jobs	Jobs density: 153,000
Businesses	Enterprises: 9,135 Local units: 11,055

2. Appendix B: List of Consultees for the Scoping Report Consultation

Organisation	Regional/ Local Authority
Natural England (NE)	North East
Natural England (NE)	Cumbria and Lancashire
Natural England (NE)	Yorkshire
Natural England (NE)	Lincolnshire and Northamptonshire
Natural England (NE)	Greater Manchester, Merseyside and Cheshire
Natural England (NE)	East Midlands
Natural England (NE)	West Midlands
Environment Agency (EA)	North East
Environment Agency (EA)	Cumbria and Lancashire
Environment Agency (EA)	Yorkshire
Environment Agency (EA)	Lincolnshire and Northamptonshire
Environment Agency (EA)	Greater Manchester, Merseyside and Cheshire
Environment Agency (EA)	East Midlands
Environment Agency (EA)	West Midlands
Historic England (HE)	North East
Historic England (HE)	Yorkshire
Historic England (HE)	North West
Historic England (HE)	East Midlands
Historic England (HE)	West Midlands
Northumberland National Park	N/A
Lake District National Park	N/A
Yorkshire Dales National Park	N/A
North York Moors National Park	N/A
Peak District national Park	N/A
Historic Environment Scotland (because of potential transboundary issues)	N/A
Scottish Environment Protection Agency (because of potential transboundary issues)	Glasgow, Clyde Valley, Ayrshire and Dumfries, Galloway, Lothians, Borders, Stirling, Fife, Tayside and Clackmannanshire

Scottish Natural Heritage (because of transboundary issues)	N/A
Natural Resources Wales (because of potential transboundary issues)	North Wales
CADW (Historic Environment Wales) (because of potential transboundary issues)	N/A
Health	
UK Health Security Agency Office for Health Improvement and Disparities	North of England
UK Health Security Agency Office for Health Improvement and Disparities	Yorkshire and Humber
UK Health Security Agency Office for Health Improvement and Disparities	North East
UK Health Security Agency Office for Health Improvement and Disparities	North West
UK Health Security Agency Office for Health Improvement and Disparities	East Midlands
UK Health Security Agency Office for Health Improvement and Disparities	West Midlands
Public Health Wales (because of potential transboundary issues)	N/A
NHS Health Scotland (because of potential transboundary issues)	N/A
Equalities	
Equalities and accessibility officers in combined authorities and local authorities	Greater Manchester – GMCA Liverpool City Region CA West Yorks CA South Yorks CA North East CA Tees Valley CA Cumbria CC Lancashire CC Cheshire East Council Cheshire West and Chester Council Warrington BC Hull City Council North Yorkshire Council North Lincolnshire Council East Yorkshire and Riding Council Derbyshire County Council

Safety	
Community Safety Partnerships in combined authorities/local authorities	Greater Manchester – GMCA Liverpool City Region CA West Yorks CA South Yorks CA North East CA Tees Valley CA Cumbria CC Lancashire CC Cheshire East Council Cheshire West and Chester Council Warrington BC Hull City Council North Yorkshire Council North Lincolnshire Council East Yorkshire and Riding Council Derbyshire County Council
Transport	
Department for Transport	N/A
Network Rail	N/A
National Highways	N/A
HS2	N/A
Midlands Connect (because of potential transboundary issues)	N/A
Transport Scotland (because of potential transboundary issues)	N/A
Transport for Wales (because of potential transboundary issues)	N/A
Transport planning officers in combined authorities and local authorities	Greater Manchester – GMCA Liverpool City Region CA West Yorks CA South Yorks CA North East CA Tees Valley CA Cumbria CC Lancashire CC Cheshire East Council Cheshire West and Chester Council Warrington BC Hull City Council North Yorkshire Council North Lincolnshire Council East Yorkshire and Riding Council Derbyshire CC
Land use	

Land Use planning officers in combined authorities and local authorities	Greater Manchester – GMCA Liverpool City Region CA West Yorks CA South Yorks CA North East CA Tees Valley CA Cumbria CC Lancashire CC Cheshire East Council Cheshire West and Chester Council Warrington BC Hull City Council North Yorkshire Council North Lincolnshire Council East Yorkshire and Riding Council Derbyshire CC
Economic	
Local Enterprise Partnership (LEP)	Cumbria
Local Enterprise Partnership (LEP)	Tees Valley
Local Enterprise Partnership (LEP)	York, North Yorkshire and East Riding
Local Enterprise Partnership (LEP)	Lancashire
Local Enterprise Partnership (LEP)	Greater Manchester
Local Enterprise Partnership (LEP)	Liverpool City Region
Local Enterprise Partnership (LEP)	Sheffield City Region
Local Enterprise Partnership (LEP)	Humber
Local Enterprise Partnership (LEP)	Cheshire and Warrington
Local Enterprise Partnership (LEP)	Nottingham and Derbyshire
Local Enterprise Partnership (LEP)	North East
Local Enterprise Partnership (LEP)	South Lincolnshire and Rutland
Scottish Enterprise	Dumfries
Scottish Enterprise	Edinburgh
Enterprise Zone Wales	Deeside
NGO's	
Environmental Transport Organisations	N/A

3. Appendix C: Review of Plans and Policies

International/European		
Plan, policy or programme	**Key objectives and guidance**	**Relevance to the ISA2**
United Nations Sustainable Development Goals (2015)	In September 2015, the General Assembly adopted the 2030 Agenda for Sustainable Development that includes 17 Sustainable Development Goals (SDGs). Building on the principle of "leaving no one behind", the new Agenda addresses the global challenges we face, including poverty, inequality, climate change, environmental degradation, peace and justice. The 17 SDGs are: GOAL 1: No Poverty GOAL 2: Zero Hunger GOAL 3: Good Health and Well-being GOAL 4: Quality Education GOAL 5: Gender Equality GOAL 6: Clean Water and Sanitation GOAL 7: Affordable and Clean Energy GOAL 8: Decent Work and Economic Growth GOAL 9: Industry, Innovation and Infrastructure GOAL 10: Reduced Inequality GOAL 11: Sustainable Cities and Communities GOAL 12: Responsible Consumption and Production GOAL 13: Climate Action GOAL 14: Life Below Water GOAL 15: Life on Land GOAL 16: Peace and Justice Strong Institutions GOAL 17: Partnerships to achieve the Goal	Ensure consideration is given to the United Nations Sustainable Development Goals where relevant throughout the ISA2 framework.
Convention on Biological Diversity 2010	A global vision to ensure that 'By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential to all people'. Outlines a conservation plan to support the protection of global diversity, alongside an international treaty to establish an equitable and fair system to support nations in accessing and sharing the benefits of genetic resources.	Ensure protection of biodiversity objective is within the ISA2 framework.
Berne Convention (1886)	The Convention aims to conserve and protect habitats, wild plant and animal species. Additionally, it looks to increase cooperation between contracting parties, and regulates exploitation of species, imposing legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.	Ensure protection of biodiversity objective is within the ISA2 framework.
Ramsar Convention (1975)	The Convention has three pillars to ensure the conservation of wetland: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international cooperation with other countries to further the wise-use of wetlands and their resources.	Ensure protection of biodiversity objective is within the ISA2 framework. HRA Screening will assess whether full Appropriate Assessment is necessary.

Bonn Convention (1983)	Through multilateral Agreements, aims to conserve migratory species and habitats with protection for endangered migratory species.	Ensure protection of biodiversity objective is within the ISA2 framework.
EU Biodiversity Strategy to 2030	A comprehensive long-term plan to protect nature and reverse the degradation of ecosystems. The biodiversity strategy aims to put Europe's biodiversity on the path to recovery by 2030 for the benefit of people, climate and the planet.	Ensure protection of biodiversity objective is within the ISA2 framework.
Habitats Directive (92/43/EEC)	Aims to protect animals, wild plants and habitats through a network of protected areas called Natura 2000 sites, alongside Specials Areas of Conservations (SACs) which aim to support rare, endangered or vulnerable habitats, plants and animals and Special Protection Areas (SPAs) which support wild birds and their habitats.	Ensure protection of biodiversity objective is within the ISA2 framework. HRA Screening will assess whether full Appropriate Assessment is necessary.
Birds Directive (2009/147/EC)	Aims to protect all of the 500 wild bird species occurring in the European Union through the protection of habitats for endangered and migratory species. It establishes a network of SPAs- since 1994, all SPAs are included in the Natura 2000 ecological network, set up under the Habitats Directive (92/43/EEC).	Ensure protection of biodiversity objective is within the ISA2 framework. HRA Screening will assess whether full Appropriate Assessment is necessary.
Marine Strategy Framework Directive (2008/56/EC)	Requires Member States to develop a marine strategy for their marine waters, including determining Good Environmental Status (GES), and designing and implementing measures to achieve the strategies by 2020.	Ensure protection of marine waters quality objective is within the ISA2 framework.
Water Framework Directive (2000/60/EC)	Considers ecological health of surface water bodies and chemical standards, alongside all river and lake water quality standards. Successful implementation will helps to protect water cycles and enhance rivers, lakes, estuaries, groundwater and seas. This Directive has replaced the Freshwater Fish Directive (2006/44/EC) and Groundwater Directive (2006/118/EC).	Ensure protection of surface water quality objective is within the ISA2 framework.
Air Quality Directive (2008/50/EC)	Sets standards for reducing concentrations of fine particles, which are amongst the most dangerous pollutants for human health.	Ensure air quality objective is within the ISA2 framework.
Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)	This Directive includes the following key elements: • The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values • The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.	Ensure air quality objective is within the ISA2 framework.

Clean Air Programme for Europe 2013	Contains measures to ensure that existing targets are met in the short term, and new air quality objectives for the period up to 2030. Includes support measures to support a reduction in air pollution and improvement in air quality in cities. By 2030, the clean air policy package aims to: • Avoid 58 000 premature deaths across Europe, • Save 123 000 km2 of ecosystems from nitrogen pollution (more than half the area of Romania), • Save 56 000 km2 protected Natura 2000 areas (more than the entire area of Croatia) from nitrogen pollution, • Save 19 000 km2 forest ecosystems from acidification.	Ensure air quality objective is within the ISA2 framework.
EU Thematic Strategy on Air Quality (2005)	Establishes interim objectives and measures for air pollution in the EU. The Strategy recommended that legislation be modernised and better focused on serious pollutants, and that more is done to integrate environmental concerns into policies and programmes.	Ensure air quality objective is within the ISA2 framework.
National Emissions Ceilings Directive (2016/2284/EU)	Seeks to reduce emissions of pollutants that cause acidification, eutrophication and ground-level ozone to protect human health and the environment. The interim environmental objectives have been set against a 1990 base: • Acidification: areas where critical loads are exceeded to be reduced by at least 50%; • Ground-level ozone (health): load above critical level for human health to be reduced by two-thirds and load in any area not to exceed a specified absolute limit; and • Ground-level ozone (vegetation): load above critical level for vegetation to be reduced by one-third and load in any area not to exceed a specified absolute limit.	Ensure air quality objective is within the ISA2 framework.
UN Framework Convention on Climate Change (1994) Kyoto Protocol (1997), Paris Agreement (2016)	A series of international agreements setting targets and legally binding agreements to cut greenhouse gas emissions for industrialised countries.	Ensure air quality objective and reduction of greenhouse gas emissions is within the ISA2 framework.
Seventh EU Environmental Action Plan 2013-2020	A plan which guides European environment policy until 2020 and sets out a long-term vision to 2050. The Action Plan identifies three key objectives: • To protect, conserve and enhance the Union's natural capital; • To turn the Union into a resource-efficient, green, and competitive low-carbon economy; and, • To safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing.	The ISA2 will ensure carbon minimisation, biodiversity, waste reduction and managing natural resources are addressed within the framework.
Renewable Energy Directive (2018/2001/EU)	The 2018 revision of the Renewable Energy Directive is part of the Clean energy for all Europeans package and is aimed at keeping the EU a global leader in renewables and supporting it to meet its emissions reduction commitments under the Paris Agreement. The directive establishes a renewable energy target for the EU for 2030 of at least 32%.	Ensure carbon minimisation, managing natural resources, and considering alternative/ renewable technologies for energy production are addressed within the ISA2 framework.

Directive on Energy Efficiency (2018/2002)	The 2018 revision of the Directive on Energy Efficiency is part of the Clean energy for all Europeans package. Its key element is an energy efficiency target for 2030 of at least 32.5%. EU energy consumption for 2030 should be no more than 1128 million tonnes of equivalent (Mtoe) of primary energy and/or no more than 846 Mtoe of final energy. The directive entered in to force in December 2018 and was transposed in to national law by Member States by June 2020.	Ensure the use of natural resources are addressed within the ISA2 framework.
EU Adaptation Strategy (2021)	The new strategy sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050. The Strategy has four principle objectives: to make adaptation smarter, swifter and more systemic, and to step up international action on adaptation to climate change.	Ensure extreme weather resilience is addressed within the ISA2 framework.
Road map to a Single European Transport Area 2011	A roadmap of 40 initiatives to build a better transport system to support mobility and remove barriers in areas such as fuel growth and employment. The proposals also aim to reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.	Ensure reduction in transport emissions and alternative/enabling technologies are addressed within the ISA2 framework.
Floods Directive (2007/60/EC)	Requires Member States to assess whether water courses and coast lines are at risk of flooding, mapping the flood extent, and humans and assets at risk. Also considers flood management and requires adequate and coordinated measures to reduce identified flood risk. Additionally, reinforces public right to access this information and involvement in the planning process.	Ensure flooding objective is within the ISA2 framework.
Bathing Water Directive (2006/7/EC)	The Bathing Water Directive applies to surface waters that can be used for bathing, except swimming and spa pools, confined waters subject to treatment or used for therapeutic purposes and confined waters artificially separated from surface water and groundwater. The Directive intends to: • Be based on scientific knowledge on protecting health and the environment, as well as environmental management experience; • Provide better and earlier information of citizens about quality of their bathing waters, including logos; • Move from simple sampling and monitoring of bathing waters to bathing quality management; and, • Be integrated into all other EU measures protecting the quality of all our waters (rivers, lakes, groundwaters and coastal waters) through the Water Framework Directive.	Ensure protection of the water environment objective is within the ISA2 framework.
EU Soil Strategy for 2030 (2021)	The EU Soil Strategy for 2030 sets out a framework and concrete measures to protect and restore soils, and ensure they are used sustainably. Actions are to be reached by 2030, with the vision and objectives set until 2050. It also supports a high level of environmental and health protection through a new Soil Health Law by 2023.	Ensure protection of soil resources objective is within the ISA2 framework.
European Landscape Convention (2000)	The Convention promotes landscape protection, management and planning, and recognises that the landscape is shaped by natural and cultural influences. It highlights the importance of landscape policies which support protection, management and creation of	Ensure a landscape objective is within the ISA2 framework.

	landscapes, and establishing procedures for the general public and stakeholders to participate in policy.	
Convention for the Protection of the Architectural Heritage of Europe (1985)	Promotes and reinforces policies for the conservation and enhancement of Europe's heritage assets.	Ensure protection of historic environment objective is within the ISA2 framework.
European Convention on the Protection of the Archaeological Heritage (1992)	The Convention makes conservation and enhancement of archaeological heritage a goal of urban and regional planning policies. It sets guidelines for funding excavation and research work and deals with public access and educational actions to develop public awareness.	Ensure protection of historic environment objective is within the ISA2 framework.
World Heritage Convention 1972	The Convention noted that cultural and natural heritage are at risk due to decay and social and economic conditions. It considered that deterioration of any item of the cultural or natural heritage would be harmful to the heritage of all the nations of the world.	Ensure protection of historic environment objective is within the ISA2 framework.
A Sustainable Europe for a Better World: A European Union Strategy for Sustainable Development (2001)	Provides EU-wide policy to deliver sustainable development and rests on four pillars; economic, social, environmental and global governance.	The ISA2 framework will, in part, test the sustainability of the STP2 and help ensure it embodies sustainable development principles.
Aarhus Convention 2001	An environmental agreement which increases opportunities for citizens to access environmental information.	The ISA2 will be consulted upon and open to scrutiny as per the requirement of the relevant regulations.
WHO Guidelines for Community Noise 1999	Provides guidance on recommended internal and external noise levels, outlining potential health impacts.	Ensure that the health and wellbeing of people and noise issues are considered within the ISA2 framework.
WHO Night Noise Guidelines for Europe 2018	WHO NNG provides evidence based policy advice to member states in the development of future legislation and policy action in the area of control and surveillance of night noise exposure.	Ensure that the health and wellbeing of people and noise issues are considered within the ISA2 framework.
Environmental Noise Directive (2002/49/EC)	Relates to the assessment and management of environmental noise and acts as an instrument to identify noise pollution and action necessary measures at Member State and EU level. The Directive requires Member States to prepare and publish noise maps and management action plans every 5 years for agglomerations with more than 100,000 inhabitants and major roads with more than 3 million vehicles per year.	Ensure that the health and wellbeing of people and noise issues are considered within the ISA2 framework.
Waste Framework Directive (75/442/EEC)	Includes provisions aimed at boosting waste prevention and recycling.	Ensure that natural resources and waste reduction are considered within the ISA2 framework.

National		
National Planning Policy Framework (NPPF 2021)	Sets out Government planning policy for England. The NPPF sets out the overarching aim of achieving sustainable development within 3 categories: •economic role – contributing to building a strong, responsive and competitive economy, by ensuring that land is allocated efficiently and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure; •environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources sustainability, minimise waste and pollution, and mitigate and adapt to climate change including transitioning to net zero. •a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with services that reflect the community's needs and support its health, social and cultural well-being;	Noted in the context of the need to protect and enhance the natural, built and historic environment, use of resources, minimising waste and pollution, mitigation of and adaptation to climate change and the move to a low carbon economy.
Wildlife and Countryside Act (1981)	The Act prohibits certain methods of killing or taking wild animals; amends the law relating to protection of certain mammals; restricts the introduction of invasive animals and plants; it amends the Endangered Species (Import and Export) Act 1976; the law relating to nature conservation, the countryside and National Parks act; the law relating to public rights of way.	Ensure protection of biodiversity objective is within the ISA2 framework.
Countryside and Rights of Way Act 2000 (CROW Act)	This Act contains five Parts and 16 Schedules, providing for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB). The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights may be affected by these measures.	Ensure that access to the countryside and protection of landscapes is considered within the ISA2 framework.
Conservation of Habitats and Species Regulations 2017	Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a duty, to exercise of any of their power, to have regard to the EC Habitats Directive. This act consolidates the amendments made to the Conservation and Natural Habitats, Regulations 1994 in respect of England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.	Ensure protection of biodiversity objective is within the ISA2 framework.

Environmental Protection Act (1990)	This act brings in a system of integrated pollution control for the disposal of wastes to land, water and air. There are three parts of the Act. These are: establishing integrated pollution control which gives Local Authorities new powers to •control air pollution from a range of prescribed processes; • improving the rules on waste disposal; and, • covering statutory nuisances and clean air.	Ensure protection of water, air and land objectives are considered within the ISA2 framework.
National Parks and Access to Countryside Act 2006 (updated 2022)	The Act established powers to declare National Nature Reserves; to notify sites of Sites of Special Scientific Interest and for local authorities to establish Local Nature Reserves. These provisions were strengthened by the Wildlife & Countryside Act 1981. An NNR is an area which is among the best examples of a particular habitat. NNRs are of national importance for biodiversity and natural properties. They are in many cases owned and managed by the statutory authority, but not always. An NNR, unlike an SSSI, has to be managed appropriately to retain its special status.	Ensure that access to the countryside and protection of landscapes is considered within the ISA2 framework, alongside protection of designated sites.
Landscape Character Framework (2014)	This project aims to map and outline the diverse landscape of England at a regional scale. It develops the idea of a landscape as a framework leading to better management of the resources within the environment The Key ideas within this framework are: • Regional landscape character and associated descriptions. The key characteristics of each landscape type are described under 'physical landscape', 'biodiversity', 'historic character' and 'perceptual landscape' headings. • Regional landscape character and associated descriptions. • Physical landscape UNITS and associated geology, landform, ground type and land cover information upon which the landscape types and areas mapping and descriptions are based.	Ensure protection and enhancement of landscapes objective is considered within the ISA2 framework.
Natural Environment and Rural Communities Act 2006	Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is referred to as the 'biodiversity duty'. The aim of the biodiversity duty is to raise the importance of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly integrated in all relevant policies and decisions made by public authorities.	Ensure biodiversity objective within SEA framework.

Biodiversity duty: public authority duty to have regard to conserving biodiversity 2014	This policy outlines what responsibilities local authorities have in conserving biodiversity, in terms of protected species. It gives guidance on how to integrate biodiversity into the following: •policies and strategies •the planning system •land and buildings •woodlands and nature reserves •gardens, parks and public open space •community amenities e.g. sports grounds and cemeteries •waste and pollution •energy and water •wood and plant products •infrastructure, such as roads, buildings or flood defences The local authority should have a duty to make decisions about procurement and aim to implement economic, environmental and social programmes throughout its network.	Ensure protection of biodiversity objective is within the ISA2 framework.
Natural Environment White Paper (2011) Implementation update report (2014)	The Natural Environment White Paper has the following ambitions: • Protecting and improving our natural environment; • Growing a green economy; • Reconnecting people and nature International; and • EU directives. It looks at ecosystem services provided by natural systems and promotes a phased change in nature conservation which makes sustainable use of natural capital and natural networks by working at a landscape scale.	Ensure protection of biodiversity and landscape objectives are within the ISA2 framework.
UK Biodiversity Plan (1994)	This document represents the initial United Kingdom biodiversity action plan. It contains three sections; • Describing the UKs biological resources and their global importance as well as the range of biodiversity within the UK from a historical and geological importance • Describing the UK's strategy and programmes and examines threats, problems and opportunities of biodiversity. • Aggregates the components of the action plan together and provides a forward work programme.	Ensure protection of biodiversity objective is within the ISA2 framework.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services	This is a biodiversity strategy for England which builds on the Natural Environment White Paper and provides a comprehensive picture of how the government are implementing international commitments from UNESCO and other organisations. It sets out the strategic direction for biodiversity policy for all natural assets within the governments control for the next decade.	Ensure protection of biodiversity objective is within the ISA2 framework.

UK Post-2010 Biodiversity Framework (2012)	This is a Framework that covers the period from 2011 to 2020, and was developed in response to two main drivers: the Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020 and its 5 strategic goals and 20 'Aichi Biodiversity Targets', published in October 2010; and the EU Biodiversity Strategy (EUBS), released in May 2011. The Framework shows how the work of the four countries joins up with work at a UK level to achieve the 'Aichi Biodiversity Targets' and the aims of the EU biodiversity strategy. It identifies the activities required to complement the country biodiversity strategies, and where work in the country strategies contributes to international regulations. In total, 23 areas of work have been identified where all the countries have agreed that they want to contribute to, and benefit from.	Ensure protection of biodiversity objective is within the ISA2 framework.
The England Trees Action plan 2021-2024	The England Trees Action Plan 2021 to 2024 sets out the government's long-term vision for the treescape it wants to see in England by 2050 and beyond. The plan provides a strategic framework for implementing the Nature for Climate Fund and outlines over 80 policy actions the government is taking over this Parliament to help deliver this vision. The strategies outlined within this framework are aimed at achieving: •Encouraging the use of timber in construction •Building a bigger, skilled workforce •Improving woodland condition and resilience •Adapting trees and woodlands to the impacts of climate change •Better regulation of tree management •Preserving the nation's forests for future generations •Connecting people with trees and woodlands	Ensure flora and fauna is considered within the ISA2 framework.
UK Sustainable Development Strategy 2005	This strategy has four broad objectives: • Sustainable consumption and production – working towards achieving more with less. • Natural resource protection and environmental enhancement • From local to global, building sustainable communities • Climate change and energy Our landscapes and seascapes are inseparable from our culture, bearing the imprints of generations of land use. Our physical and mental health is reliant on the quality of the environment. There must also be access to a variety of well-managed and maintained green spaces for leisure, sport, recreation and general public benefit to help people choose healthy lifestyles, in urban as well as rural areas.	The ISA2 process should help to ensure that sustainable development principles are considered in the STP2 preparation, and to help ensure the social, economic and environmental benefits are maximized, although the scope of ISA2 means there is less emphasis on the economic aspects.

Build Back Better 2021	There are two separate policy documents included within this category, one relating to health and social care and one relating to growth. Health Care: This involves tackling the issues created within the Healthcare system caused by the coronavirus pandemic. These framework tries to solve issues surrounding patient backlog, making the NHS sustainable and planning for adult social care. Growth: This involves creating strong growth in the economy after the impact of COVID19 on Businesses. The identified investment areas are within the following: Infrastructure, Skills and Innovation whilst creating equal growth across all the UK.	Ensure growth, health and social care are considered in the objectives of the ISA2 framework.
National Infrastructure Strategy 2020	The National Infrastructure Plan presents an overview of the government's policies, investments and record on infrastructure delivery since 2010. The document identifies over 2,500 different projects or schemes that have been delivered in this Parliament. It also details the government's approach to ensuring that the Top 40 priority investments remain on track to deliver, on top of providing the latest updates on the timing, funding and status of each of them.	Noted in the context of the need for infrastructure development.
Levelling Up White Paper (2022)	This paper sets out the stages of the levelling up agenda, rooted in evidence demonstrating a mix of factors is needed to transform places and boost economic growth. Identifies areas in Education, skills, health, well-being, housing, crime and sense of place which can be invested in. It also places importance on local delivery and engaging local authorities in investing in infrastructure through devolution deals.	Provides context for the need of infrastructure development, informs what key areas should be outlined in the ISA2
Canadian Lalonde Report (1974)	This paper first proposed the concept of the "health field", identifying various health- related objectives: the health care system; and prevention of health problems and promotion of good health. It promoted the thought that direct medical care might be a small player in producing health and reducing mortality. This report highlights the fact that other factors—biology, environment, and lifestyle—figure more prominently than medical care in producing health. The report also noted a striking disparity between this finding and the shares of income devoted to various determinants of health	Ensure that physical and mental health is prioritised within the ISA2 framework.
Children's Environment and Health Action Plan for Europe (CEHAPE) 2004	This Plan outlines the regional priority goals that are put in place to ensure the effective action of various principles to protect children's health especially those children who are deemed more at risk due to factors such as unsafe environments, social factors and physical factors. It outlines those children most at risk as being poor, underprivileged children or those who live in adverse conditions such as war zones. It also outlines the need for international collaboration to achieve these priority goals from all of the EU and governing bodies. As well as promoting national children's environment and health action plans.	Ensure that physical and mental health of Children is prioritised within the ISA2 framework.

Together for Health – A strategic approach for the EU 2008-13	This Paper sets out a new Community health strategy until 2013, which is designed to confront the growing challenges to the health of Europe's citizens, such as population ageing, cross-border health threats or illnesses linked to unhealthy lifestyles. This strategy is also intended to strengthen, in a single strategic framework, Community cooperation in the areas in which the Member States cannot solely for themselves, ensure that health is better understood at European level and worldwide, and secure a bigger role for health in all policies. To this end, the White Paper proposed four principles: • Principle I: a strategy based on shared health values • Principle II: health is the greatest wealth • Principle II: health is the greatest wealth • Principle III: health in all policies (HIAP)	Helps inform the key areas attributed to health to be included within the ISA2 framework.
Towards Social Investment for Growth and Cohesion 2014 -2020	This document, alongside a series of Supplementary Documents, form the Social Investment Package. This outlines a policy framework for redirecting Member States policies where needed towards social investment throughout life, with a view to ensuring the adequate and sustainability of budgets for social policies and for the government and private sector as a whole.	
Health Impact Assessment in Strategic Environmental Assessment (2001)	This is a review of Health Impact Assessment concepts, methods and practices to support the development of a framework on Strategic Environmental Assessments which adequately covers health impacts. It discusses on how decisions taken outside of the health sector can affect the health of individuals and populations by modifying their physical and social environment, and how this in turn affects socio-economic growth. It describes methods, procedures and practices to carry out health impact assessments of policies, plans and projects, highlighting the similarities with and opportunities for integrating health impact assessment within strategic environmental assessments, and other forms of impact assessment under use. It also draws attention to the opportunities for achieving health benefits and avoiding health costs by considering health impacts early in the planning process. It is aimed at inspiring policy makers to include health considerations early in their planning process by showing how different perspectives can feasibly be incorporated into everyday decisions.	Provides context of how transport infrastructure could relate to health indicators within the ISA2 framework
Children's Environment and Health Action Plan – Summary of current activities which address children's environment and health issues in the UK (2007)	This report summarizes initiatives which address children and young people's environment and health issues in the UK. The main findings of the report are that the UK has long recognized the importance of, and the health benefits gained from, a clean and healthy environment. A range of initiatives have already led to a reduction in child death rates and ill health (mortality and morbidity) across the UK.	Provides context for Young people's health within the Health section in the ISA2 framework

A Children's Environment and Health Strategy for the United Kingdom (2010)	This document provides an insight into current activities in the UK. Following a public consultation process, recommendations will be made on the measures necessary to improve children's and young people's environmental health in the UK as well as encouraging a coherent cross-government approach. This strategy aims to build on and complement policies and activities already undertaken by government departments, devolved administrations, local and regional authorities and the National Health Service. Some areas for improvement highlighted in this strategy include: • counteracting the increased number of overweight and obese children and young adults, coupled with improving the amount of physical activity they undertake • addressing concerns regarding the number of children whose asthma is affected by air pollution and the effects of air pollution on the long-term lung function of children	
Healthy Lives, Healthy People: Our strategy for public health in England (2010)	This white paper sets out the government's long-term vision for the future of public health in England. The aim is to create a national body concerned with active healthy living (Public Health England) and to strengthen both national and local leadership. The plans set out put local communities at the heart of public health. It states that central control will end and give local government the freedom, responsibility and funding to innovate and develop their own ways of improving public health in their area. There will also be real financial incentives to reward their progress on improving health and reducing health inequalities, and greater transparency so people can see the results they achieve.	Gives evidence of stakeholders concerned with the Health objective of potential infrastructure proposals
Air Quality Standards Regulations 2010	These regulations sets binding limits with statutory adherence needed, for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter, noted as PM10 and PM2.5 and nitrogen dioxide . As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. It also incorporates the 4th air quality daughter directive that sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons.	Helps outline the Air Quality objective within the ISA2 framework
Air Quality Strategy for England, Scotland, Wales and Northern Ireland Volume 2 2007	This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into forming a long term vision for emission reduction. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.	Ensures that any proposals derived within the ISA2 have a long term consideration for air quality

Climate Change Act 2008	The Act aims to improve carbon emission management, helping the transition towards a low- carbon economy in the UK and to demonstrate UK leadership internationally. Key provisions of the Act include: • UK carbon account for all six Kyoto greenhouse gases for the year 2050 is at least 100% lower than the 1990 baseline). • a carbon budgeting system that caps emissions over five-year periods; • creation of the Committee on Climate Change; • further measures to reduce emissions, including measures on biofuels; • a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks	Introduced accountability of ISA2 framework to adhere to strict targets within the scope of the report.
Climate Change Risk Assessment 2022	The Government published the UK Climate Change Risk Assessment (CCRA) on 25 January 2012, the first assessment of its kind for the UK and the first in a 5 year cycle. It sets out the main priorities for adaptation in the UK under 5 major infrastructure themes identified within the CCRA 2012 Evidence Report : • Agriculture and Forestry • Business, industries and Services • Health and Wellbeing • Natural Environment • Buildings and Infrastructure It describes the policy context, and action already in place to tackle some of the risks in each area.as well as highlights the constraints of the CCRA analysis and provides advice on how to take account of the uncertainty within the analysis.	Provides context for the scoping of ISA2 and how they relate to climate change targets.
Low Carbon Transition Plan 2009	This White Paper sets out the UK's first ever comprehensive low carbon transition plan to 2020. This plan states it will deliver emission cuts of 18% on 2008 levels by 2020 (and over a one third reduction on 1990 levels). Key steps include: • Getting 40% of our electricity from low carbon emission sources by 2020 • Helping make the UK a centre of green industry by supporting the investment into use of clean technologies, including up to £120million investment in offshore wind and an additional £60 million to cement the UK's position as a global leader in marine energy • Transforming transport by cutting average carbon dioxide emissions from new cars across the EU by 40% on 2007 levels, supporting the largest demonstration project in the world for new electric cars, and sourcing 10% of UK	Ensure that reduction of Carbon, with a particular emphasis on road transport is included as an Objective within the ISA. •Ensure that reducing the need to travel by car is included as an Objective within the ISA

	transport energy from sustainable renewable sources by 2020	
Cutting Carbon, Creating Growth: Making Sustainable Local Transport Happen White Paper 2011	This outlines the need to improve transport links, to target investment in relevant projects that promote green growth, to grow a balanced and dynamic low carbon economy considered essential for future prosperity. It states the need of a coherent transport plan to reduce the carbon emitted by transport and propose sustainable travel initiatives to promote greener travel over a range of transport facilities on a local and national level. It also actively encourages sustainable local transport schemes and the use of local authorities, free from central government control.	Provides context for infrastructure projects relating to the ISA2 framework, states how they must attempt to reduce carbon emissions
Net Zero Strategy 2021	Outlined within this framework are the strategies in which the UK should pursue in order to reach the net zero strategy of 2050. The identified areas to work in are the following: 1. Working with the grain of consumer choice: 2. Ensuring the biggest polluters pay the most for the transition through fair carbon pricing 3. Ensuring that the most vulnerable are protected through Government supporting the form of energy bill discounts, energy efficiency upgrades 4. Working with businesses to continue delivering deep cost reductions in low carbon tech. This document sets out clear policies and proposals for keeping us on track for up coming carbon budgets, and the Nationally Determined Contribution (NDC), and then sets out our vision for a decarbonised economy in 2050.	Gives an insight into the scope of the ISA2 report relating the key areas to carbon emission targets.
Transport Decarbonisation Plan 2021	This emphasises the requirement of reducing carbon emissions from transport, it lists a number of projects that are underway in the transport sector already focusing on this objective. There is a number of indicators used to present the effects on health and air pollution that the current transport system has and encourages forms of investment into hydrogen powered transport systems or ZEV's.	Informs the transport section within the ISA2 framework particularly into offsetting carbon emissions.
Planning Practice Guidance –Climate Change 2019	A guidance document to inform Local authorities on how to mitigate and adapt to climate change, it makes aware the relevant policies within the NPPF that authorities should abide by when assessing infrastructure and planning decisions. It gives options on how climate change can be mitigated in design ranging from using ventilation to cool buildings and use of tri-generation in energy networks.	

Environment Act 2021	This is an act which supersedes the previous environment act of 1995, it gives a number of targets relating to air quality, biodiversity, resource efficiency water and miscellaneous objectives. The act sets out guidance of how to monitor and report on these objectives from an authority level then outlines the role of the Office for Environmental protection on how they should respond to complaints and produce decisions.	Provides an introduction on stakeholders with projects relating to the ISA2 framework
National Forest Inventory (2019)	This programme monitors woodland and trees within Great Britain. It includes the most comprehensive survey carried out on Britain's woodland and trees to date. The NFI provides an extensive and unique record of key information about our forests and woodlands. Woodland surveys and compiled forest inventories have been carried out at 10-15 year intervals since 1924.	This provides an insight into potential identification areas of historic woodlands and informs the biodiversity objective within the ISA2.
Ancient Woodland Inventory (2022)	The AWI is a provisional guide and GIS based tool to depict the location of Ancient and long established Woodland. Ancient woodland is defined as land that is currently wooded and has been continually wooded in England at least since 1600. This type of woodland has important biodiversity and cultural values by its virtue of its antiquity.	This provides an insight into potential identification areas of historic woodlands and informs the biodiversity objective within the ISA2.
Heritage Protection for the 21st Century 2007	The paper sets out a vision of a coherent and simpler heritage protection system, which will have more opportunities for public involvement and community engagement. The proposed system will be more open, accountable and transparent. It will offer all those with an interest in the historic environment a clear record of what is protected and why; it will enable people who own or manage historic structures and sites to have a better understanding of what features are important; it will streamline the consent procedures and create a more consultative and collaborative protection system. It is predominantly aimed for England and Wales with some UK wide elements.	This provides context for the cultural and historical section within the ISA2, It informs what sites would be protected and why.
Ancient Monuments and Archaeological Areas Act 1979	Under the Act a monument which has been scheduled is protected against all disturbance including unlicensed metal detecting and noise pollution. Permission must be obtained for any work which might affect a monument above or under ground. English Heritage gives advice to the Government on each application. In assessing an application the Secretary of State will try to ensure any works on protected sites have a positive impact on the site or are essential for its long term sustainability.	Provides an outlook into how protection of historic sites will managed within the ISA2 scope.
Planning (Listed Buildings and Conservation Areas) Act 1990	Governs special controls in respect of buildings and areas of special architectural or historical interest. Any alteration, extension or demolition of a listed building in a way that affects its character as a building of special interest requires Listed Building Consent.	Provides regulation surrounding historical sites and how infrastructure projects that are enacted would not have to impact on the value of the structures or site

National Parks and Access to the Countryside Act 1949 (updated 2022)	This was an act that made provision for National Parks and the establishment of a National Parks Commission. It was also to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves, it made further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country and amending laws relating to rights of way.	Outlines the importance of national parks within the Biodiversity section of the ISA2.
Natural Environment and Rural Communities Act 2006	The Act establishes an independent body - Natural England - responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations. Natural England will work in close partnership with other organisations and bodies that have a major role in relation to the natural environment, in particular the Environment Agency, Forestry Commission, English Heritage and local authorities. It established the Commission for Rural Communities and reconstitutes the Joint Nature Conservation Committee. Objectives of the act include • Nature Conservation in the UK • Wildlife • Sites of Special Scientific Interest • National Parks and the Broads • Rights of way • Inland Waterways • Flexible Administrative Arrangements	This provides an insight into stakeholders that would be interested in the context of the Biodiversity section and Environmental sections within the ISA2 framework.
Contaminated Land (England) Regulations 2006	Outlines the regulations needed on contaminated land in order to prevent new land becoming contaminated with polluting substances whilst also tackling historic contamination of sites through regenerative activities of sites.	Provides an insight into the Environmental section of the ISA2, informs policy implications of potential infrastructure projects.
Environmental Damage (Prevention and Remediation) (England) Regulations 2015	These regulations came into force on 19th July 2015. They impose obligations on operators of certain activities requiring them to prevent or mitigate environmental damage. They apply to damage to protected species, natural habitats, sites of special scientific interest (SSSIs), water and land.	This helps to inform the environmental section of the ISA2 as well as the biodiversity scoping assessment.
Safeguarding our Soils: a strategy for England 2009	The purpose of this strategy is to highlight areas in which soil will be prioritised and to focus attention on tackling degradation threats. The vision of this paper is to try and ensure that by 2030, England's soils will be managed sustainably and depredation threats answered successfully and that this will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Key topics include: • Better protection for agricultural soils • Protecting and enhancing stores of soil carbon • Building the resilience of soils to a changing climate • Preventing soil pollution • Future research and monitoring	Provides an insight into the Environmental section of the ISA2, informs policy implications of potential infrastructure projects.

Flood and Water Management Act 2010	This act provides for an improved, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects supplies to the consumer. The key concepts include: • Flood and Coastal Erosion Risk Management • Strategies for Natural flood and coastal erosion • The establishment of regional flood and coastal communities.	Provides insight into flood risk from climate change and suggests ways in which the ISA2 can inform flood adaptation.
Marine Strategy Regulations 2010	Implement the Marine Strategy Framework Directive in the UK and aims to achieve good environmental regard of the EU's marine waters by 2021 and to protect the resource base upon which marine-related economic and social activities depend.	Informs the protection of waters, relevant to the environment and biodiversity objectives within the ISA2
Shoreline Management Plans	Shoreline management plans are derived by Coastal Groups with members mainly from local councils and the Environment Agency. They identify the most sustainable approach on managing the flood and coastal erosion risks to the coastline in the: • short-term, up to 20 years • medium term, 20 to 50 years • long term, 50 to 100 years	Informs the protection of coastline relevant to the environmental objective within the ISA2 scope.
River Basin Management Plans	These plans set out how government organizations, stakeholders and communities will work together to improve the water environment. An outline plan covers an entire river system, including river, lake, groundwater, estuarine and coastal water bodies and are designed to protect and improve the quality of the water environment.	Provides an insight into stakeholders that would be engaged in the objectives around water bodies within the ISA2.
Flood Risk Regulations 2009	The Regulations identify and take action in areas with the most significant flood risks. The purpose of the Act is to: • Outline the concept of flood risk management and the framework for the delivery of flood and coastal erosion risk management through national and local strategies • Provide definitions, for example “flood”, “surface runoff”, “Risk Management Authorities”, Lead Local Flood Authority” • Establish the roles and duty's of the different risk management authorities	This informs the Environmental section within the ISA2.

Flood and Water Management Act 2010	The Bill responds to recent pressure to introduce legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with the advancement of climate change. Key areas include: • requirement of the Environment Agency to create a National Flood and Coastal Erosion Risk Management Strategy, a number of organisations will have to follow • requires leading flood authorities to create local flood risk management strategies • giving the Environment Agency and local authorities more power to easily to carry out flood risk management works • introduces a more risk-based approach to reservoir management • changes the arrangements that would apply should a water company go into administration • enables water companies more easily to control non-essential uses of water, such as the use of hosepipes • enables water companies to offer concessions to community groups for surface water drainage charges • requires the use of sustainable drainage systems in certain new developments	This sets out statutory regulations which helps the ISA2 be focused in what to include within the environmental objective. It outlines relevant stakeholders in regards to water and flood management.
National Flood and Coastal Erosion Risk Management Strategy for England	The strategy encourages effective risk management by enabling people, communities, business, infrastructure companies and the public sector to work together to: • ensure a clear understanding of the of flood risk and coastal erosion, nationally and locally, so that investment in risk management can be prioritized more effectively; • set out clear and coherent plans for risk management so that communities and businesses can make informed decisions about the management of the remaining risk; • manage flood and coastal erosion risks in an appropriate way in regard to the local properties of the area, • ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond effectively to flood forecasts, warnings and advice; • help communities to recover more quickly and effectively after incidents.	ISA2 will take note of the understanding of flood risk on national infrastructure and respond within the objectives.
Water Resources Act 1991	This Act aims to minimise pollution of water. The policing of this act is the responsibility of the Environment Agency. Under the act it is an offence to cause or knowingly allow any poisonous, noxious or polluting material, or any solid waste to enter any controlled water. Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recover the economic impact the damages from the landowner or responsible person.	ISA2 will take note of the understanding of water contamination on national infrastructure and health then respond within the objectives.

Waste (England and Wales) Regulations 2011	These regulations implement the revised EU Waste Framework Directive which set requirements for the collection, transport, recovery and disposal of waste. It outlines that it is a requirement for businesses to confirm they have applied the waste management hierarchy when transferring waste and include a declaration to this effect on their transfer note or consignment note. The regulations apply to businesses that: • Produce waste • Import or export waste • Carry or transport waste • Keep or store waste • Treat waste • Dispose of waste • Operate as waste brokers or dealers	These inform the waste management objectives outlined within the ISA2, specifically how resource management relates to infrastructure.
National Review of Waste Policy in England 2011	This document is a review of waste policy in England and is guided by a waste hierarchy framework, which is a guide to sustainable waste management and a legal requirement. Key objectives are the use of sustainable management to the use of materials and to improve the service to householders and businesses in order to deliver environmental benefits and support economic growth. This review covers various topics including: • Sustainable use of materials and waste prevention • Regulations and enforcement • Food waste • Energy recovery • Infrastructure and planning • Next steps in waste policy.	These inform the waste management objectives outlined within the ISA2, specifically how resource management relates to infrastructure.
Waste Management Plan for England (2021)	This document provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of the revised Waste Framework Directive. The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to unify existing waste management policies under the umbrella of one national plan.	These inform the waste management objectives outlined within the ISA2, specifically how resource management relates to infrastructure.
Waste Prevention Programme for England 2021	Consultation was taken place on how to update the document from the 2013 iteration, Defra received 247 responses to this consultation from businesses of all sizes, industry associations, local authorities, non-governmental organisations, charities, academics, consultants and individuals. The updated document set out for comment the measures which the Government intends to include in our revised Waste Prevention Programme for England. It sets out objectives on safeguarding natural capital: reducing greenhouse gas emissions, mitigating risks from chemicals, and reducing the impacts of extraction on our natural environment.	These inform the resource management objectives outlined within the ISA2, specifically how resource management relates to climate change and sustainable use.
Resource Security Action Plan 2012	This document was developed in response to private sector concerns about the availability of important raw materials. It details how the government recognises these issues, provides a framework for business action to address resource downfalls, and sets out a high level action framework to build on the developing partnership between government and businesses to address resource concerns.	These inform the resource management objectives outlined within the ISA2, specifically how resource management relates to sustainable use.

Environmental Noise Regulations 2006	The European Environmental Noise Directive is implemented in England by The Environmental Noise Regulations in 2006 and seeks to manage the impact of environmental noise pollution through strategic noise mapping and the preparation and implementation of noise Action Plans. Under these regulations, the second round of strategic noise mapping has been undertaken and updated Noise Action Plans have been prepared.	These inform the pollution objectives outlined within the ISA2, specifically how noise interacts with the environment
Noise Policy Statement for England 2010	The objectives of the Noise Policy Statement for England (NPSE) sets out three noise levels to be defined by the noise assessor: These are as follows: • NOEL – No Observed Effect Level. This is the level below which no effect can be detected. Below this level there is no detectable effect on health and life quality due to noise. • LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected. • SOAEL – Significant Observed Adverse Effect Level – This is the level above which significant adverse effects on health and quality of life can occur. The statement considers that the noise levels above the SOAEL would be seen to have, by adverse effects and would be considered unacceptable. Where the assessed noise levels fall between the LOAEL and the SOAEL noise levels the policy statement requires that: "all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur but that efforts should be focused on minimising such effects" Where noise levels are below the LOAEL it is considered there will be no negative effect. Once the noise levels are below the NOEL there will be no observable change. For the present guidance a numerical definition of LOAEL is given by the WHO Guidelines for Community Noise and the Guidance on Sound Insulation and Noise Reduction for Buildings.	These inform the pollution objectives outlined within the ISA2, specifically how noise interacts with the environment
Transport Act 2000	The aim of the Act is to give effect to the Government's strategy for an integrated transport policy set out in the White Paper "A New Deal for Transport: Better for Everyone" (Cm 3950) published in July 1998. This Act contains measures to create a more integrated transport system and provide for a public-private partnership for National Air Traffic Services Ltd ("NATS"). The Act aimed to improve quality in local passenger transport services such as helping limit traffic congestion and improving air quality as well introducing road user charges and workplace parking levies to help tackle congestion. The use of railways was promoted through the Strategic Rail Authority and makes provision for the better regulation of the railway industry.	This act will ensure that transport objectives within the ISA2 are committed to improving congestion and efficiency within networks.

Local Transport Act 2008	This act makes for a greater extent of provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services. It looks at key areas of public transport such as local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas.	This act will ensure that transport objectives within the ISA2 are committed to economies of scale and reducing the burden on consumers.
Road Safety Act 2006	The provisions contained in the Act are designated to improve road safety and help achieve casualty reduction targets. The Act creates a new criminal offence of causing death by careless, or inconsiderate, driving. This offence was introduced because of increasing public concern about deaths on the roads and the minimal sentence allowed under the law as it was before the introduction of the Act. The provisions of the Act cover: • Drink driving • Speeding • New offences • Penalties and enforcement • Driver training • Driver fatigue • Driver and vehicle licensing • Motor insurance	This act will ensure that transport objectives within the ISA2 are committed to ensuring no harm comes of proposals and aims to mitigate the risk of vehicular accidents.
National Policy Statement for National Networks 2014	The 'National networks national policy statement' sets out the: • need for development of road, rail and strategic rail freight infrastructure projects on the national networks • the policy against which decisions on major road and rail projects will be made Baseline information relating to relevant environmental, social and economic issues was released as part of a draft consultation. The statement will be used by the Secretary of State as a primary basis for making decisions on development consent applications for national networks.	This statement sets out the objectives relating to the importance of transport in the context of the ISA2

Roads Investment Strategy 2020 - 2025	The 'Road investment strategy' for the 2015 to 2020 period, as required under the Infrastructure Act 2015. It: • outlines the government's vision for the strategic road network to 2040 • commits to the delivery of 112 major infrastructure schemes to start by 2020, as well as the development of a further 15 schemes and 6 strategic studies • specifies the network of companies and performance that Highways England - the new strategic highways company – is expected to deliver • states the funding available to deliver these goals between 2015 and 2021	This informs how transport is visioned to be in the outlined years in the strategy, it would provide the ISA2 with an understanding on funding and statutory requirements.
Planning for the Future: A guide to working with Highways England on planning matters (2015)	This document describes the approach taken to engage in the planning system and the issues looked at when considering draft planning documents and planning applications. It is aimed at local authorities, developers, Local Enterprise Partnerships, community groups and others involved in plan making/development management in respect of land in the vicinity of any of the Strategic Road Network.	This document outlines the stakeholders that would be engaged within any transport proposals that relate to the ISA2 framework.
Highways England Growth and Housing Fund (2015)	The ROAD Investment Strategy established a £100 million Growth and Housing Fund to be administrated through Highways England investment. It provides leverage and flexibility for Highways England to support Local Enterprise Partnerships, local authorities, and the private sector to mobilise development sites that require prompt investment in the network to allow them to progress quickly. Maximum investment in an individual scheme is £5 million though £10 million may be considered in major projects. It can provide capital investment to bridge funding gaps in highway works and associated transport infrastructure which are preventing economic and housing sites from being progressed. Only schemes that demonstrate that the intervention would be a complement to and not a replacement for other funds from private or public sources are eligible.	This strategy presents how the ISA2 would interact with stakeholders that are engaged with Major infrastructure projects such as TfN.
Aviation Policy Framework 2013	The aviation policy framework sets out the government's policy to allow the aviation sector to continue to make a significant contribution to economic growth across the country. It provides the baseline for the Airports Commission to take into account on important issues such as aircraft noise and climate change. It sets out government's objectives on the issues which will challenge and support the development of aviation across the UK.	This framework outlines how the transport objectives within the ISA2 should be interacting with the Airports and aviation targets.

Jet Zero Strategy (2022)	The Jet Zero strategy sets out how we will achieve net zero aviation by 2050. It focuses on the rapid development of technologies in a way that maintains the benefits of air travel whilst maximising the opportunities that decarbonisation can bring to the UK. The Jet Zero strategy includes a 5-year delivery plan, setting out the actions that will need to be taken in the coming years to support the delivery of net zero aviation by 2050. Monitoring takes place every year and the strategy will be updated every subsequent 5 years with indicators informing the objectives.	This framework outlines how the transport objectives within the ISA2 should be interacting with the Airports and aviation targets.
Equality Act (2010)	The Act legally protects people from discrimination in the workplace and in wider society in protected characteristics. It replaced previous anti-discrimination laws with a single Act, making the law easier to understand and strengthening protection in some situations. It sets out the different ways in which it's unlawful to treat someone. Provisions within the Act include the basic framework of protection against direct and indirect discrimination, harassment and victimisation in services and public functions, work, education, associations and transport.	This ensures that protected characteristics within the ISA2 are not discriminated against.
Crime and Disorder Act 1998	The Act sets out the understanding of different types of crimes committed and provides the attributes which makes up the crimes. It explains how crimes will be dealt with in the criminal justice system and juvenile system. It lists a number of schedules which can be enacted relevant to each crime committed.	This act informs the crime and deprivation sections within the ISA2.
The National Highways Net Zero Highways Plan (2021)	The act aims at decarbonising England's motorways and A-roads, so it can continue to bring significant benefits to motorists, communities, and businesses in a net-zero future. Building on our work reducing carbon since 2015, the plan sets out a comprehensive roadmap to rapidly decarbonise the strategic road network (SRN). It plans to achieve this by putting roads at the heart of Britain's net zero future through three key commitments; achieving net zero for national operations by 2030, delivering net zero road maintenance and construction by 2040; and supporting net zero carbon travel on roads by 2050.	This act informs the climate change objectives within the ISA2.

Network Rail Environmental Sustainability Strategy 2020	There are 4 key priorities outlined within this strategy published by Network Rail: A low-emission railway A reliable railway service that is resilient to climate change Improved biodiversity of plants and wildlife Minimal waste and sustainable use of materials It sought input through the public to inform the objectives, in which it was identified to achieve sustainability Network Rail can invest in electric trains, make stations and tracks more resilient to extreme weather, plant more trees to offset carbon emissions and send zero waste to landfill.	This act informs the climate change objectives within the transport section in ISA2.
Regional/Local		
TfN Decarbonisation Strategy 2021	The TfN Decarbonisation Strategy is the culmination of efforts from TfN and their partners across to North to create tools, capabilities and evidence that will help shape a pathway to near net zero by 2045. TfN's Strategic Transport Plan, published in 2019 committed to scoping, developing and implementing a 'Pathway to 2050' in line with the then UK law of achieving an 80% reduction in national emissions by 2050 (now superseded by the current UK Government commitment to achieve net zero emissions by 2050). For the surface transport sector, this meant that road transport emissions would need to be near-zero and rail would need to be decarbonised by 2050. TfN and their partners believe that an acceleration towards a zero-carbon transport network must be at the heart of public policy making and investment decisions. Their ambition for the North is to travel faster and further than national policy and maximise the clean growth opportunities that decarbonisation can provide for the North.	The ISA2 will note and be informed by this plan and any associated transport policies.
Draft TfN Freight and Logistics Strategy 2021	The TfN freight and logistics strategy aims to undertake an overarching analysis of freight requirements across road, rail, port and inland waterways in the TfN region, identify key constraints or challenges on the existing networks, and provide a list of possible areas of work including developing business cases for interventions and policy solutions that will best support economic growth and decarbonisation. Consultation for the strategy was held between December 2021 and January 2022.	The ISA2 will note and be informed by this plan and any associated transport policies.
Northern Powerhouse Strategy 2016	The Northern Powerhouse is a vision for joining up the North's great towns, cities and counties, pooling their strengths, and tackling major barriers to productivity to unleash the full economic potential of the North. The Northern Powerhouse strategy explains how the government will work with local stakeholders to address key barriers to productivity in the region. The government will invest in transport infrastructure to improve connections between and within the North's towns, cities and counties; work with local areas to raise education and skills levels across the North; ensure the North is an excellent place to start and grow a business; and ensure the Northern Powerhouse is recognised worldwide as an excellent opportunity for trade and investment.	The ISA2 will note and be informed by this plan and any associated environmental, economic and social assessment.

Our Journey –A 20 year Transport Manifesto for the North East (2016)	The North East Combined is made up of seven Council's in the North East of England, including Durham, Gateshead, Newcastle, Northumberland, North Tyneside, South Tyneside and Sunderland. The North East Combined Authority is the first Transport Authority established in the country with coverage of such substantial urban and rural populations. The strategy sets out their vision to for good transport in the North East that enables economic growth and sustains jobs and communities.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Liverpool City Region: A Transport Plan for Growth (2015)	Liverpool City Region Combined Authority have an ambition to improve social, environmental and economic wellbeing of the Liverpool City Region, by delivering world-class transport. A Transport Plan for Growth highlights the complementarity of the Merseyside and Halton Local Transport Plans, and also demonstrates how their key priorities for transport relate to other strategically important areas of policy including economic development, employment, housing, carbon reduction and health. A Transport Plan for Growth sets the context to ensure that transport will be at the forefront of developments to secure a better future for the people of the Liverpool City Region.	The ISA will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Sheffield City Region Integrated Infrastructure Plan (2016)	The Sheffield City Integrated Infrastructure Plan sets out to create the conditions for growth, to stimulate thriving markets and attract investment. To ensure this the plan considers existing Sheffield City Region infrastructure capacity, anticipated future demand and identified opportunities to support future economic growth.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Joint Highways and Transport Masterplan for East Lancashire Merseyside (2014)	The East Lancashire highways and transport masterplan, published by Lancashire County Council and Darwen Borough Council outlines how the roads, rail and cycle networks could be transformed in the future. Both councils worked closely with the Lancashire Enterprise Partnership to develop, approve and fund major transport schemes with a multi-million budget to be devolved by central government from 2015/16. The East Lancashire highways and transport masterplan is the first step towards making sure they have the right transport network to boost economic growth by supporting new businesses and homes while promoting healthy lifestyles and avoiding gridlock on the roads.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Tees Valley Strategic Transport Plan (2020)	The Tees Valley Strategic Transport Plan is the first Strategic Transport Plan for the region. It was developed by the Tees Valley Combined Authority in collaboration with the five constituent Local Authorities, Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. The plan helps to direct the investment in transport projects between 2019 and 2029.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.

West Yorkshire Transport Strategy 2040	The West Yorkshire Transport Strategy was produced by the West Yorkshire Combined Authority and sets out how they intend to achieve a world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Greater Manchester Transport Strategy 2040	The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport. Their vision is to have world-class connections that support long-term sustainable economic growth and access to opportunity for all. The Greater Manchester Transport Strategy 2040 will be supported by a suite of supporting strategies, including: the (now published) Streets for All Strategy, City Centre Transport Strategy, Electric Vehicle Charging Infrastructure Strategy and - still to come - the Local Bus Strategy, Rapid Transit Strategy and Freight and Logistics Strategy.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Local Transport Plans: **Cheshire East Council LTP3 (2019)** **Cheshire West and Chester LTP3 (2017)** **Warrington Council LTP4 (2019)** **Cumbria Council LTP3 (2011)** **East Riding of Yorkshire LTP (2015)** **North Yorkshire County Council LTP4 (2016)** **York City LTP3 (2011)** **Kingston upon Hull LTP3 (2020)** **North East Lincolnshire Council LTP3 (2016)** **North Lincolnshire Council LTP3 (2011)** **Blackburn and Darwen LTP3 2011-21** **Blackpool LTP Strategy 2018-2021** **Lancashire County Council LTP3 (2011)** **Sheffield City Region Transport Strategy (2019)** **Durham County Council LTP3 (2011)** **Tyne and Wear LTP3**	The government's 1998 White Paper on Transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP) to steer the development of national transport policies at the local level. The Transport Act 2000 then made it a statutory requirement for local transport authorities to produce LTPs. Typically these LTPs cover 5 year periods. The Department for Transport's 'Guidance on Local Transport' (July 2009) sets of five overarching national transport goals: • support economic growth; • reduce carbon emissions; • promote equality of opportunity; • contribute to better safety, security and health; • improve quality of life and a healthy natural environment. In addition, the transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (January 2011) has two main themes: • offering people sustainable transport choices, particular for shorter journeys, that will stimulate behavioural change; and • demonstrating how localism and the big society can work for transport. The range of LTPs produced by local authorities across the STP area will have been produced in accordance with the above aims and as such will have a common approach to transport planning and potential effects on the environment.	The ISA2 will note and be informed by the various LTP's and any associated environmental, economic and social assessment of these plans.

(2011) **Northumberland County Council LTP3 (2011)** **Merseyside LTP3 (2011)**		
Manchester Climate Change Framework 2020-25	The Manchester Climate Change Framework 2020-2025 was produced by the Manchester Climate Change Partnership and Agency and is the city's high-level strategy for tackling climate change. It sets out how Manchester will 'play its full part in limiting the impacts of climate change', a commitment in the Our Manchester Strategy 2016-25.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
West Yorkshire Climate and Environment Plan 2021-2024	The West Yorkshire Combined Authority want West Yorkshire to be a place where everyone can enjoy the economic, health and environmental benefits of a net zero carbon economy by 2038. The Climate and Environment Plan tackles the climate and environment emergency and prioritises actions that are fair, inclusive and lasting for all. This includes making public and private transport greener and cleaner with more using electric and hydrogen powered vehicles while also making it easier for people to leave their cars at home by improving ways to walk and cycle.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
LCR Net Zero Liverpool Action Plan (2021)	The 2030 Net Zero Liverpool Action Plan sets out the actions that Liverpool can take to become a net zero city in 2030. A 2030 Net Zero Liverpool is defined as a thriving, fair and sustainable city. Climate action will have stimulated the local green economy and placed Liverpool at the forefront of new industries which will form the backbone of their future economy. The city will also be more resilient to the climate changes that they are already experiencing.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.

Yorkshire and Humber Climate Action Plan (2021)	The Yorkshire and Humber Climate Action Plan was developed by the Yorkshire and Humber Climate Commission and published in 2021. The Action Plan calls for meaningful climate leadership from larger institutions in government and the public and private sectors to deliver "significant, tangible contributions" to help tackle the climate and ecological emergency.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.

4. Appendix D: ISA Objectives Log

In reference to the following table:

- Green text shows new, additional text
- Black strikethrough text shows removed text

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
1	Reduce greenhouse gas emissions from surface transport in the North	Will the STP2…	Climate Change and Energy	Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport	Will the STP…	
		Encourage a reduction in private car vehicle mileage?	Transport			Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding private vehicle travel to ensure the ISA2 is appropriate to assess the STP2.
		Encourage a greater proportion of passenger and freight movement by lower carbon modes?			Encourage a greater proportion of passenger and freight movement by lower carbon modes?	No Change

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Support more sustainable travel choices through enhanced public transport availability, convenience, accessibility and affordability?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning and intelligent transport systems?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		Encourage greater carbon efficiency in the movement of goods and people?			Encourage greater carbon efficiency in the movement of goods and people?	No Change
		Encourage use of innovative new low and zero carbon			Encourage use of innovative new low carbon	No Change

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		transport technologies?			transport technologies?	
		Encourage use of the transport estate for low carbon energy generation?			Encourage use of the transport estate for low carbon energy generation?	No Change
		Support the minimisation of dependence upon the private car?			Encourage the protection and enhancement of carbon sinks in the transport estate? Will it support the creation of carbon sinks?	No Change
		Consider the specific transport needs of rural communities?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel for rural communities to ensure the ISA2 is appropriate to assess the STP2.
2	Minimise embedded	Will the STP2…	Climate Change and Energy	N/a	N/A	

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
	emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	Reduce embedded and construction carbon within the North's infrastructure investment programmes?	Transport			Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires a new objective and assessment criteria to focus on reducing emissions, responding to Climate Change mitigation measures to ensure the ISA2 is appropriate to assess the STP2.
		Encourage the use of the transport estate for low carbon energy generation and investable offsetting schemes for hard to abate sectors (e.g. aviation)?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires a new objective and assessment criteria to focus on reducing emissions, responding to Climate Change mitigation measures to ensure the ISA2 is appropriate to assess the STP2.

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Encourage the use of innovative low carbon construction materials and techniques?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires a new objective and assessment criteria to focus on reducing emissions, responding to Climate Change mitigation measures to ensure the ISA2 is appropriate to assess the STP2.
3	Protect and enhance the biodiversity, geodiversity and the green infrastructure network	Will the STP2…	Biodiversity	Protect and enhance biodiversity, geodiversity and the green infrastructure network	Will the STP…	
		Lead to the direct or indirect significant adverse effects on designated habitats or protected species?			Lead to the direct physical loss of wildlife and habitats?	Minor wording update
		~~Support the protection and enhancement of green infrastructure and avoid severance of habitats links/ promote or provide wildlife corridors and~~			Support the protection and enhancement of green infrastructure and avoid severance of habitats links /	Removed due to being outside of scope for TfN and the remit of TfN's partners

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		~~cohesive habitat networks?~~			promote or provide wildlife corridors and cohesive habitat networks?	
		Promote good design, in relation to major transport infrastructure, to secure and overall Biodiversity Net Gain, Environmental Net Gain and Natural Capital enhancement for the North?			Promote good design to secure biodiversity / green infrastructure benefits?	Wording change to include reference to Biodiversity Net Gain and Natural Capital from newly published information
		Encourage the protection and creation of nature-based carbon sinks within and alongside the transport estate?			Affect greenfield and/or brownfield land which has significant biodiversity or geological interest of recognised local importance?	Removed due to being outside of scope for TfN and the remit of TfN's partners
					Support new habitat creation and enhancement?	Wording changed due to being outside of scope for TfN and the remit of TfN's partners

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					Prevent damage to / destruction of / disturbance of sites designated for nature conservation and or geodiversity?	Removed due to being outside of scope for TfN and the remit of TfN's partners
4	Conserve and enhance internationally designated environment sites	Will the STP2…	Biodiversity	Conserve and enhance the international sites (HRA specific objective)	Will the STP…	
		Affect international sites designated for nature conservation identified as part of the HRA screening process (including positive and negative effects)?			Affect international sites designated for nature conservation identified as part of the HRA screening process (including positive and negative effects)?	No Change
5		Will the STP2…	Air Quality		Will the STP…	

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
	Protect and enhance local air quality	Support the minimisation of emissions of air pollutants and enhancement of air quality particularly in areas with low air quality (e.g. AQMAs) and where this pollution disproportionately affects vulnerable populations?		Protect and enhance air quality	Support the minimisation of emissions of air pollutants and enhancement of air quality	Wording changed to include reference to AQMAs and vulnerable groups from newly published data
		Support an improvement in air quality through reduced traffic levels and congestion, and enabling a modal shift away from private car use?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding private vehicle travel to ensure the ISA2 is appropriate to assess the STP2.
6	Increase reliance of the transport network to extreme weather events and a changing climate	Will the STP2…	Climate Change and Energy	Increase resilience of the transport network to extreme weather events and a changing climate	Will the STP…	
		Increase the understanding of our transport system's vulnerability to climate change effects?	Transport		Support the minimisation of the risk of flooding by avoiding areas	Changed wording to understand all potential extreme weather events resulting from the Climate Crisis

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					of flood risk / flood plains where possible?	
		Promote an increase in the resilience of the transport network to extreme weather events and a changing climate through nature-based solutions?			Promote an increase in the resilience of the transport network to extreme weather events and subsequent consequences such as flooding?	Minor wording update
		Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements			Encourage design for successful adaptation to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate?	Minor wording update

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		~~Promote appropriate compensatory measures are in place where transport schemes require a land take from the floodplain?~~			Promote appropriate compensatory measures are in place where transport schemes require a land take from the floodplain?	Removed due to being outside of scope for TfN and the remit of TfN's partners
7	Project and enhance the blue infrastructure network including inland and coastal water environments	Will the STP2…	Water Resources, Flooding and Water Quality	Protect and enhance the inland and coastal water environment	Will the STP…	
		Support the protection of the quality of inland and coastal surface water and groundwater resources?			Support the protection of the quality of inland and coastal surface water and groundwater resources?	No Change
		~~Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDs?~~			Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDs?	Removed due to being outside of scope for TfN and the remit of TfN's partners
		~~Provide opportunities to improve blue infrastructure?~~			Provide opportunities to improve Green /	Removed due to being outside of scope for TfN and the remit of TfN's partners

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					blue infrastructure?	
		~~Provide opportunities to improve water body status?~~			Provide opportunities to improve water body status?	Removed due to being outside of scope for TfN and the remit of TfN's partners
8	Protect and conserve soil and remediate and avoid land contamination	Will the STP2…	Agriculture, Soils and Lane Use	Protect and conserve soil and remediate / avoid land contamination	Will the STP…	
		Encourage construction on previously developed land / minimise use of greenfield?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable resource management to ensure the ISA2 is appropriate to assess the STP2.
		Support the prevention of permanent (irreversible) loss of the most highly productive agricultural soils?			Prevent permanent (irreversible) loss of the most highly productive agricultural soils?	Wording change to be within the scope of TfN's responsibility
		Prevent and support the remediation of contamination land?			Lead to the remediation of contaminated land?	Wording change to be within the scope of TfN's responsibility

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		~~Prevent impact to agricultural holdings through contamination or severance?~~			Prevent impact to agricultural holdings through contamination or severance?	Removed due to being outside of scope for TfN and the remit of TfN's partners
		~~Support protection of soil resources during any infrastructure construction activities?~~			Support protection of soil resources during any infrastructure construction activities?	Removed due to being outside of scope for TfN and the remit of TfN's partners
9	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Will the STP2…	Cultural Heritage	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage	Will the STP…	
		Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets (e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled Monuments, Listed Buildings and structures, registered			Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets (e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled	No Change

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?			Monuments, Listed Buildings and structures, registered Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?	
		Support the improvement of access to historic / culturally important sites by sustainable transport modes?			Improve access to historic / culturally important sites by sustainable transport modes?	Minor wording update
		Support the appropriate management elements of the transport infrastructure which are designated heritage assets?			Appropriately manage elements of the transport infrastructure which are designated heritage assets?	Minor wording update

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		~~Aid the appropriate management of any relevant Heritage at Risk to help remove it from the HAR register?~~			Aid the appropriate management of any relevant Heritage at Risk to help remove it from the HAR register?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
10	Protect and enhance the character and quality of landscapes and townscapes	Will the STP2…	Landscape and Townscape	Protect and enhance the character and quality of landscapes and townscapes	Will the STP…	
		Encourage design, construction, repair and maintenance of transport infrastructure (and associated green / blue infrastructure) that respects and enhances the landscape character and townscapes of the north of England?			Encourage design, construction, repair and maintenance of transport infrastructure that respects and enhances the landscape character and townscapes of the north of England?	No Change
		~~Promote the conservation, protection and enhancement of the natural environmental assets (e.g. National Parks, AONBs, parks~~			Promote the conservation, protection and enhancement of the natural environmental assets (e.g.	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		~~and green spaces, common land, woodland / forests, etc.) of the north of England?~~			National Parks, AONBs, parks and green spaces, common land, woodland / forests, etc.) of the north of England?	
		~~Support the avoidance of sensitive areas and respect of the integrity and setting of landscapes / townscapes?~~			Consider avoidance of sensitive areas and respect of the integrity and setting of landscapes / townscapes?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
		~~Support the protection of 'tranquil' areas (e.g. areas free from visual intrusion, noise, light pollution etc)?~~			Support the protection of 'tranquil' areas (e.g. areas free from visual intrusion, noise, light pollution etc)?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		~~Promote the protection and enhancement of locally important buildings and townscapes, maintaining and strengthening local distinctiveness and a sense of place?~~			Promote the protection and enhancement of locally important buildings and townscapes, maintaining and strengthening local distinctiveness and a sense of place?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
11	Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Will the STP2…	Natural Resources and Waste	Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling	Will the STP…	
		Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation?	Material Assets		Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation?	No Change
		Promote sustainable waste management practices?			Promote sustainable waste	No Change

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					management practices?	
		Encourage the use of recycled or secondary materials?			Encourage the use of recycled or secondary materials?	No Change
		Promote the use of local suppliers and locally produced materials in construction?			Promote the use of local suppliers and locally produced materials in construction?	No Change
		Support a reduction in fuel use by encouraging the use of more sustainable modes of transport?			Seek to reduce fuel use by encouraging the use of more sustainable modes of transport?	No Change
12	Enhance long term economic prosperity and promote a clean and green economic transformation	Will the STP2…	Employment and Economics	Enhance long term economic prosperity and promote economic transformation	Will the STP…	
		Support delivery of better and more sustainable connections (passengers and freight) between the North's cities, with other regions and internationally?			Ensure better connections (passengers and freight) between the North's cities, with other regions and internationally?	Minor wording update

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Support the improvement in the reliability and resilience of the North's strategic road and rail networks?			Improve the capacity and resilience of the North's strategic road and rail networks?	Minor wording update
		Support the improvement of overall journey times (passengers and freight), travel convenience and reliability?			Improve overall journey times (passengers and freight), travel convenience and reliability?	Minor wording update
		Promote local requirements to guide investments to connect to regional and national networks?			Consider local requirements to guide investments to connect to regional and national networks?	Minor wording update
		Encourage the optimisation of potential economic outcomes for the North from decarbonisation of transport? (e.g. alternative fuels or propulsion technologies)				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Optimise the potential economic outcomes, for the North, from the decarbonisation of transport? (e.g. through employment in the development of alternative fuels and alternative propulsion technologies)?			Support improved availability and accessibility to good quality employment opportunities, particularly in high unemployment areas?	Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		Contribute to establishing an effective transport network that increases investment?			Contribute to establishing an effective transport network that increases investment?	No Change
		Support improved availability and accessibility to good quality employment and skills development opportunities			Help improve employment rates across the region?	Wording change to be within the scope of TfN's responsibility
		Support economic activities in rural areas?			Support economic activities in rural areas?	No Change

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Help reduce the GVA per capita gap between the Northern economy and the rest of England?			Help reduce the GVA per capita gap between the Northern economy and the rest of England?	No Change
		Help improve labour market participation, productivity and reduce inactivity across the region?			Help improve labour productivity across the region?	Wording change to include market participation and inactivity
13	Coordinate land use and strategic transport planning across the region	Will the STP2…	Agriculture, Soils and Lane Use	Coordinate land use and strategic transport planning across the region	Will the STP…	
		Support the development of compact, higher density mixed use development coordinated with transport infrastructure?			Support the development of compact, higher density mixed use development coordinated with transport infrastructure?	No Change
		Support the development of 15/20 minute neighbourhoods				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable communities to ensure the ISA2 is

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
						appropriate to assess the STP2.
		Support housing and employment development in areas that are or will be served by public and active rail transport?			Support housing and employment development in areas that are or will be served by rail transport?	No Change
14	Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups <u>EqIA Sub-Objectives</u> Improve extent and quality of	Will the STP2…		Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	Will the STP…	
		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?	Population		Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups,	Wording change to be within the scope of TfN's responsibility

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
	public travel and active travel connections to services, facilities and amenities Improve affordability of transport Reduce Severance				low income and unemployed people, different sex and sexual orientation groups?	
		Support improved walking, cycling and public transport services and facilities in areas with a high risk of TRSE?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Promote a transport system that meets the needs of everyone, including those with a physical or learning disability and those with limited mobility?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
						the ISA2 is appropriate to assess the STP2.
		Encourage the provision of transport services that are welcoming for all groups of society to increase availability of travel options?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Support the improved access to information for all users for the purpose of promoting travel options?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Support the provision of transport services that are financially accessible to all?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		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)?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Promote the use of technology to reduce transport costs for users (e.g. integrated ticketing and smart cards)?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
						across the North to ensure the ISA2 is appropriate to assess the STP2.
		Support the enhancement of better access to facilities and community assets to reduce any existing severance issues?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Consider the physical and perceived impact of the transport system on the local environment and local communities?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		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)?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Support the reduction of volume of traffic on residential roads and in proximity to key services?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Promote greater benefits to disadvantaged socioeconomic and demographic groups, and to deprived areas?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
						across the North to ensure the ISA2 is appropriate to assess the STP2.
15	Improve the health and wellbeing for all citizens and reduce inequalities in health <u>HIA Sub-Objectives</u> Improve accessibility to services and facilities that improve health outcomes Reduce transport related vibration, air and noise pollution	Will the STP2…	Human Health and Healthcare	Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	Will the STP…	
		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?	Population		Promote the health and well-being of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation; cyclists, pedestrians, commuters by public transport,	Wording change to be within the scope of TfN's responsibility

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					drivers) and of the wider population (residents, workers, commuters, tourists and visitors)?	
		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?				Since the ISA1 there has been new information/data published regarding the demographic and health context across the TfN geography. This requires new assessment criteria regarding air quality, noise and vibration impacts across the North to ensure the ISA2 is appropriate to assess the STP2.

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Support residential, commercial, community facilities and recreational developments that are accessible by active travel and public transport, including for vulnerable groups?			Support increasing travel by active modes through integration and interchange with the strategic transport networks?	Wording change to be within the scope of TfN's responsibility
16	Promote community safety and reduce crime and the fear of crime for all citizens <u>HIA Sub-Objectives</u> Improve road safety and reduce the number of accidents and other incidents Improve actual and perceived safety and security issues	Will the STP2…	Equality, Accessibility and Community Safety	Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	Will the STP…	
		Promote the enhancement of road safety and reduce the number of road traffic incidents for everyone but particularly for vulnerable users?	Population		Support the provision of initiatives that enhance safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas?	Minor wording update

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		Support the reduction of levels of private car dominance (e.g. pavement parking) and provide safer environments for everyone those walking, cycling and wheeling?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding private vehicle travel to ensure the ISA2 is appropriate to assess the STP2.
		~~Promote the application of high quality design standards, including measures to improve personal safety and security~~			Promote the application of 'Secured by Design' in transport development schemes?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
		Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?			Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?	Minor wording update

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
		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?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding community safety across the North to ensure the ISA2 is appropriate to assess the STP2.
		Promote increased provision of safe facilities for those utilising public transport, walking and cycling?			Encourage improvements in personal security on public transport and at its facilities to improve accessibility to key facilities?	Wording change to be within the scope of TfN's responsibility
N/A	N/A	N/A		Enhance lower carbon, affordable transport choice	Support the minimisation of dependence upon the private car?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Promote a shift to rail travel into	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					and between city centres?	
					Promote the transportation of freight by waterways and rail?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Enhance public transport availability, convenience, accessibility and affordability?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2

No	ISA2 Objective	ISA2 Assessment Criteria	ISA Topic Matters	ISA1 Objective	ISA1 Assessment Criteria	Justification for amending the Assessment Criteria
					and intelligent transport systems?	
					Consider the specific transport needs of rural communities?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Contribute to the creation of infrastructure to encourage people to switch to low emission vehicles?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2

5. Appendix E: References

BEIS (2019) *The Climate Change Act 2008 (2050 Target Amendment) Order 2019*. Available at: The Climate Change Act 2008 (2050 Target Amendment) Order 2019 (legislation.gov.uk). [Accessed 4 August 2022].

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6. Appendix F: Amendments to Scoping Report and Appendices following the Consultation

Consultation comments and amendments

Underlined text – new text added

Strikethrough text – text removed

Consultee	Consultee comments	Action
Natural England	Natural England has not reviewed the plans listed. However, we advise that the following types of plans relating to the natural environment should be considered where applicable to the plan area; • Green infrastructure strategies • Local Nature Recovery Strategies (where they are in development) • Biodiversity plans and strategies • Rights of Way Improvement Plans • Shoreline management plans • Coastal access plans • River basin management plans • AONB and National Park management plans. • Relevant landscape plans and strategies. Marine and Coastal Access Act	• Documents Added to Appendix C "Marine and Coastal Access Act 2009" "Local Nature Recovery Strategies" "Rights of Way Improvement Plans" "AONB and National Park management plans" • Shoreline Management Plans and River Basin Management Plans are already included in the document list. Green Infrastructure, Biodiversity, Coastal Access and landscape strategies are considered to be covered by other documents.
	We recommend that a new Assessment Criteria be added to demonstrate Transport for the North's commitment to tackling Climate Change through building in the environment from the earliest stages of planning. Nature Positive 2030 Summary Document.	• Criteria added to Objective 1: "Encourage the prioritisation of Climate Change mitigation and adaptation?

	We consider this would be strengthened by the inclusion of high-quality Green Infrastructure within the criteria. Green Infrastructure framework and standards are to be published soon - see the Green Infrastructure Framework.	• Criteria added to objective 14a: "Support improved high-quality green infrastructure?"
	The transport estate can play a significant role in delivering biodiversity net gain (BNG). There is also a need to consider how the railway contributes to all aspects of nature recovery including how BNG delivers the Environment Act 2021 including Local Nature Recovery Strategies, enhanced public authority duties etc.. This will include the improvement and management of designated sites; species conservation and geodiversity across the transport estate. There is also a need for the strategy to consider other aspects of the natural environment and the role the railway can play including landscape, green infrastructure, access/active travel and soils. For example, where electrification is proposed there can be impacts on protected landscapes and their settings and early consideration is needed to ensure mitigation is built in at the options/design stages. **Local Nature Recovery Strategies:** We would like to see this objective have an ambition to support the development of Local Nature Recovery Strategies and the Nature Recovery network, a major commitment in the government's 25 Year Environment Plan.	• Criteria added to Objective 3: "Support the development of Local Nature Recovery Strategies?"

	Ecological networks and ecosystem services: The green infrastructure associated with the transport network can play an important role in ecological connectivity contributing to wildlife corridors and stepping stones as referred to in paragraph 179 of the National Planning Policy Framework (NPPF). Transport networks should be designed and managed to maximise ecological connectivity and reduce severance impacts	• Criteria amended in Objective 3 to "Promote good design, in relation to major transport infrastructure, to maximise ecological connectivity and to secure an overall Biodiversity Net Gain, Environmental Net Gain and Natural Capital enhancement for the North?"
	Airborne pollutants from transport are known to contain nutrients that can adversely affect vulnerable habitats. We therefore suggest that you add an assessment criteria to objective number 5 "Support the reduction of harm to vulnerable habitats and ecosystems by reducing the deposition of airborne nutrients associated with low air quality".	• Criteria added to Objective 3: 'Avoid direct or indirect significant adverse effects on designated habitats and protected species, including through transport related vibration, air and noise pollution?
	We welcome the acknowledgment of the importance of the Blue Infrastructure and recommend that this objective be strengthened by the inclusion of the use of Nature-based Solutions to protect aquatic habitats as well as water quality.	• Criteria added to Objective 7: "Support the use of Nature-based solutions to protect aquatic habitats?"
	We recommend that this assessment criteria (Criteria 2) be strengthened by rewording it – "Support the prevention of disturbance, harm, contamination or permanent (irreversible) loss of soil resources?"	• Criteria amended in Objective 8 to "Support the prevention of disturbance, harm, contamination or permanent loss (irreversible) of the most highly productive agricultural soils?"
	We recommend that you include an assessment criteria aimed at protecting peatlands	• Criteria added to Objective 8 "Encourage the protection of peatlands?
	We note that the last bullet point in this section may require some rewording as it seeks to both "prevent and support the remediation of contamination(sic) land?"	• Criteria amended in Objective 8 to "~~Prevent and~~ Support the remediation of contamination land?"

	We suggest that you consider adding an assessment criteria that highlights the economic benefits of improvements to physical and mental health, that can be realised by promoting a modal shift to active travel particularly utilising high quality Green Infrastructure.	• Criteria added to Objective 12: "Promote a modal shift to active travel through high-quality green infrastructure to improve people's mental and physical health?"
	We recommend that protection of existing facilities also be prioritised within the document and suggest the addition of the following assessment criteria "Avoid impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths including National Trails?".	• Criteria added to Objective 15a: "Prevent impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths including National Trails?"
	Transport related vibration, air and noise pollution can also have a detrimental effect on protected species and habitats. Enjoyment of those habitats is known to have a positive effect on Human Health and Wellbeing we therefore recommend that a new assessment criteria be added recognising this.	• Criteria amended in Objective 3: 'Avoid direct or indirect significant adverse effects on designated habitats and protected species, including through transport related vibration, air and noise pollution?
	Wildlife collisions can result in safety risks on the road and rail networks. We note that this aspect is not currently considered in the assessment criteria and would suggest adding a further question: "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?"	• Criteria added to Objective 16a: "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?"
	This plan could have significant impacts on Natural England's interests, and it is important that relevant indicators are included to monitor these potential effects. Suitable monitoring can provide a much better understanding of the impacts of a plan on the natural environment and provide much greater accountability and transparency. Suggested Indicators: Biodiversity; Landscape and Green Infrastructure	We note the response made on the importance of robust monitoring. TfN are currently exploring the possibility of adopting an indicator on biodiversity. However, no change has been made to the indicators referenced by Natural England due to the suggested indicators being outside the influence of TfN.

Peak District	The document lists Air Quality Management Areas in Chesterfield and the Derbyshire Dales as lying within Sheffield; they do not, they lie within the County of Derbyshire and do not fall within the boundary of Sheffield City Region. The two Air Quality Management Areas within High Peak Borough at Tintwistle and Dinting Vale have not been included in the list. These are also within the County of Derbyshire, but are in close proximity to Tameside and are predicted to be affected by the proposed A57 Link Roads Scheme.	• Text amended to: ~~Chesterfield Borough Council:~~ • ~~No.1 Air Quality Management Area~~ ~~Derbyshire Dales District Council:~~ • ~~Buxton Road AQMA~~ • Text added: High Peak Borough Council • Tintwistle • Dinting Vale
	South Yorkshire incorporates part of the South Pennine Moors SAC. However, none of the Peak District Dales SAC lies within South Yorkshire; it lies within Derbyshire and Staffordshire.	• Text amended to "This LEP incorporates part of the South Pennine Moors, an extensive area of blanket bog, dry heaths and old sessile oak woodlands ~~and the Peak District Dales, an area of dry grasslands and forests and supports a variety of priority species such as the white-clawed crayfish.~~ The Sheffield BAP includes action plans for 4 main habitats in the Sheffield Administrative area: grassland, woodland, heathland and wetland."
	This section refers to Yorkshire and the Humber containing the North York Moors and Yorkshire Dales National Parks. However, it should be noted that the Peak District lies within a large part of the Sheffield City area; and smaller parts of both Barnsley and Kirklees boroughs.	• Text amended to "North Yorkshire also comprises the majority of two National Parks – the heather moorlands of the North York Moors and the Pennine Hills of the Yorkshire Dales. The Peak District also lies within a large part of the Sheffield City area, and smaller parts of both Barnsley and Kirklees boroughs."

	Table 8 describes the landscape character areas, including two of the three Peak District Character Areas: the Dark Peak and the Southwest Peak. The remaining Peak District Area, the White Peak is omitted. Whilst the White Peak area lies wholly outside of the Transport for the North boundary, there is a general inconsistency between what is and isn't being included. If it isn't to be included within this table, then the description of the Peak District within Table 9 could briefly describe the Peak District's three landscape character areas.	• Text added: <u>The peak district has three Peak District Character areas, including the Dark Peak, the Southwest Peak and the White Peak, of which the latter lies outside the TfN boundary."</u>
	Please see previous comments re: landscape character areas. It is also worth noting that the Peak District was the first of the UK's National Parks to be designated (April 1951). The description of red deer as 'bold and bulging' seems a little odd, the Park is also home to endangered ground nesting birds including curlew, lapwing and golden plover.	• Text amended to "The Peak District National Park covers more than 550 square miles and is bounded by the counties of Derbyshire, Cheshire, Staffordshire, South and West Yorkshire and Greater Manchester. <u>The Peak District was the first of the UK's National Parks to be designated in April 1951.</u> Wildlife in the area includes ~~bold and bulging~~ red deer in the autumn and white mountain hares in the winter <u>and is home to endangered ground nesting birds including curlew, lapwing and golden plover</u>. It is a diverse area with varied geology, including gritstone and limestone with a landscape mix including woodland, heather moorland and blanket bog."
	Page 161 National Parks & Access to the Countryside Act – refers to the Act as being from 2006 and updated in 2022. This is incorrect, the Act is from 1949, with the update taking place in 1995 through Sections 61 and 62 of the Environment Act (1995).	• Text amended to "National Parks and Access to Countryside Act ~~2006~~ <u>1949</u> (updated ~~2020~~ <u>1995</u>)
	Page 167 National Parks & Access to the Countryside Act – a second reference to the Act, which dates it correctly as (1949). However, it again refers to an update in 2022, which has not taken place (so far). As stated above, the update to the 1949 Act (in relation to National Parks was in 1995 through Sections 61 and 62 of the Environment Act (1995).	• Repeat reference removed from Appendix C.
	It would be worth referring to the Peak District National Park Transport Design Guide Supplementary Planning Document, which applies across the whole of the National Park; including the area of Transport for the North	• Document added to Appendix C: <u>"The Peak District Transport Design Guide Supplementary Planning Document"</u>

		• Text added: "The Peak District National Park Authority has prepared this Transport Design Guide Supplementary Planning Document (SPD) to provide further detail to transport design policy contained within the Local Development Plan for the National Park. This includes the Local Development Framework Core Strategy Development Plan Document (2011) and the Development Management Policies Document (2019). In combination, the two documents comprise the Local Plan for the Peak District National Park." • Text added: "The ISA2 will note and be informed by these documents, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment."
	It might be worth considering the Final Report of the Glover Review into Protected Landscapes – DEFRA - Landscapes Review - Final Report 2019 (publishing.service.gov.uk)and the Government response to that Review - Landscapes review (National Parks and AONBs): government response - GOV.UK (www.gov.uk).	• Text added: "The Glover Review into Protected Landscapes (2019) was commissioned by the government in response to the 25 Year Environment Plan, as an independent review into whether the protections for National Parks and AONBs are still fit for purpose. In particular, it considered what might be done better, what changes will help and whether the definitions and systems in place are still valid. This was reviewed by the Government in January 2022."
	whilst the climate change ambition is environmentally grounded, some thought should also be given to the delivery on Environmental Net Gain as a part of the Plan. Specifically, the Plan also needs to contribute to Nature Recovery.	We note the importance of Environmental Net Gain and Nature Recovery. We consider that ENG is covered in Objective 3 and have now included a criteria directly in relation to Local Nature Recovery Strategies. • Criteria added to Objective 3: "Support the development of Local Nature Recovery Strategies?"

Environment Agency	We recommend further reference of DEFRA's 25 Year Environment Plan in addition to the reference within the Clean Air Strategy and Zones section (page 13).The ISA2 should consider the emerging challenges and the key goals identified in the Government's 25 Year Environment Plan, including the need to improve air quality and tackle the climate emergency through sustainable development, applying the biodiversity net gain principle and the use of nature based solutions.	• Text added: "The Governments 25 year Environment Plan outlines its ambitions to use and manage land sustainably which is relevant to the STP2. In particular, it notes its intention to improve soil health, and restore and protect peatlands, as well as improving the way they manage and incentivise land management." • Text added: "The Governments 25 year Environment Plan outlines its ambitions to recovering nature and enhancing the beauty of landscapes which is relevant to the STP2. In particular, the plan outlines the ambition to develop a nature recovery network to protect and restore wildlife, and provide opportunities to re-introduce species that we have lost from our countryside, and to conserve and enhance the natural beauty of our landscapes by reviewing National Parks and Areas of Outstanding Natural Beauty (AONBs) for the 21st century, including assessing whether more may be needed." • Text added: "The policies outlined in the Managing Water Abstraction Paper all contribute to achieving the Government's 25 year Environment Plan."
	We also recommend inclusion of the Environment Agency's Managing Water Abstraction. Additionally, our Catchment Abstraction Management Strategy process assesses the availability of water resources for each river catchment, produces a strategy and feeds into investigations to identify failing water quality.	• Text added: "The Environment Agencies Managing Water Abstraction Paper (EA 2021) seeks to ensure there is enough water for the future needs of both people and the environment."
	The National Flood and Coastal Erosion Risk Management Strategy in Appendix C updated in 2020	• Text amended "National Flood and Coastal Erosion Risk Management Strategy for England (updated 2020)"
	We are also pleased to see that the EU Water Framework Directive (2000/60/EC) has been included. However, with EU Exit, this Directive is transposed into law in England and Wales by The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017, which is not mentioned.	• Text amended "Water Framework Directive (2000/60/EC) This has been transposed into law in England and Wales by the Water Environment Regulations 2017."

	Yorkshire Water's Water Resource Management Plan (WRMP) (2019) and the upcoming Drainage and Wastewater Management Plan should also be recognised as long-term frameworks for the management of water to support sustainable growth in the region.	• Document added to Appendix C: "Yorkshire Water Resource Management Plan" • Text added: "All water companies are required by the Government to produce a Water Resources Management Plan, to show how they plan to maintain a secure supply of water to all their customers over the next 25 years. The plan is developed following guidance from the Environment Agency and is reviewed and revised every 5 years." • Text added: "The ISA2 will note and be informed by this document, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment."
	We recommend the inclusion of Environment Agency Catchment Flood Risk Management Plans. These provide an overview of the flood risk across the river catchments and recommended ways of managing the risk now and over the next 50 to 100 years.	• Documents added to Appendix C: "Catchment flood management plans Dee River Basin District Humber River Basin District Northumbria River Basin District North West River Basin District Solway Tweed River Basin District" • Text added: "Catchment flood management plans (CFMPs) consider all types of inland flooding, from rivers, groundwater, surface water and tidal flooding. Shoreline management plans consider flooding from the sea. CFMPs also include: the likely impacts of climate change the effects of how we use and manage the land how areas could be developed to meet our present day needs without compromising the ability of future generations to meet their own needs"

		• Text added: "The ISA2 will note and be informed by these documents, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment."
	Natural England should provide comments regarding air quality. There should be a consideration of air quality and the implications on sustainable objectives and the allocation of sites, especially those in air quality management areas (AQMAs). There are also implications on certain industrial uses that will require a permit from the EA or the Local Authority. Likewise, with the EU Directive on Assessment & Management of Environmental Noise. There is a need to consider the impact on wildlife and, including wildlife in watercourses.	We note the importance of air quality management areas. However, no change has been made as we believe air quality is covered within the scoping report and objectives 3 and 5. Through any delivery of infrastructure, it would be the responsibility of the delivery partners to ensure this requirement is met.
	Please note additional information CIRIA have released regarding guidance for delivering better water management through the planning system.	We note the CIRIA guidance, however no changes have been made.
	Strategic Flood Risk Assessments are produced by local planning authorities and examine how sources of flooding may impact on development. This should be included as a key local document within the SA.	• Document added to Appendix C: "Strategic Flood Risk Assessments" • Text added: "Local planning authorities should carry out a strategic flood risk assessment (SFRA) for their area. The SFRA helps various parties consider flood risk when making planning decisions about the design and location of any: - development - flood risk management features and structures" • Text added "The ISA2 will note and be informed by these documents, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment."

Transport North East	The recognition of the Levelling up White Paper in the scoping report is noted. Given that the paper is advancing into a bill and includes a number of key indicators from which projects promoted in this STP will be judged against, a further recognition of this may be needed. This could be done by checking that the ISA metrics are consistent with the missions in the White Paper.	We have reviewed the assessment criteria in relation to the Levelling Up missions. However, no change has been made as we believe that the missions are reflected in the ISA Objectives and assessment criteria.
	Page 175 of the Technical Appendix refers to the Local Transport Plans for Tyne and Wear, Northumberland, and Durham. These have been superseded by the North East Transport Plan which is omitted from the list. The plan and its emerging supplementary strategies will be relevant for the ISA.	• Text amended to "~~Durham County Council LTP3 (2011)~~ ~~Tyne and Wear LTP3 (2011)~~ ~~Northumberland County Council LTP3 (2011)~~ North East Transport Plan (2021)"
	The equality assessment comprehensively covers equality of access and opportunity in number 14 of the framework. We would also suggest the consideration of health inequalities in the health impact assessment criteria (number 15), by considering whether some groups of people or groups in society (for example, children, older adults, people with disability/long term conditions, the unemployed) are more likely to experience the health-benefit or health-harm as a result of the policy. This could be achieved through criteria such as: "will the STP2 result in disproportionate health benefits/harms for some groups more than others?"	• Criteria added to Objective 15a: "Prevent disproportionate health benefits/harms for some groups more than others?"
	We also believe that physical activity linked to people's chosen mode of travel should be captured within number 15 of the framework. A suggested assessment criteria here could be: "will the STP2 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)?	• Criteria added to Objective 15a: "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)?"

	It is recommended that the Census 2021 population stats are featured. Whilst data sets might not be fully released, they do provide data showing a change in regional composition.	We have used the 2021 Census Data where it is available. Therefore, no change has been made. Once further Census data becomes available, we will seek to update and utilise this data.
	Another area to be careful around is obesity, as the proposed data set is based on hospital admissions relating to obesity. This is not technically a prevalence measure (as stated in Table 47 title) as there are many people with obesity in the population who are not admitted to hospital in the annual time frame. If using this data-set we need to be clear it is incidence of admissions rather than prevalence.	• Texted amended to "Data regarding obesity hospital admissions is reported at NHS Clinical Commissioning Group (CCG) level area and is shown in Table 47 (NHS ONS, 2021). • Table 47 heading amended to "Obesity ~~prevalence~~ Hospital Admissions per 100,000 of population"
	In terms of tracking the prevalence of adult obesity, here are two suggested alternative routine data sources: • OHID model age-standardised adult prevalence (% adults 18+ classified as obese) based on the Sport England Active Lives Survey Obesity Profile - Data - OHID (phe.org.uk). This can be broken down to LA level. • Health survey for England – based on measurements of representative sample of population in 2019 – can be broken down only to regional level - HSE 2019 Overweight and obesity in adult and child (digital.nhs.uk)	We note the suggested data sources for adult obesity. However, no change has been made to the indicators referenced by Transport North East due to the suggested indicators being outside the influence of TfN.
	p17 – AQMAs – South Tyneside has carried out a consultation on the revocation of the two AQMAs. There is no update at present;	• Text amended to "South Tyneside Metropolitan Borough Council: • AQMA No.1 (Consultation to revoke AQMA held in February 2022) • AQMA No.2 (Consultation to revoke AQMA held in February 2022)"
	p93 – Under Table 35, the UNESCO status for Frontiers of the Roman Empire (Hadrian's Wall) is also relevant to Northumberland;	We note the relevance of Northumberland in this UNESCO site, however no changes have been made.

	p130 – To clarify, Tyne and Wear (as well as Durham and Northumberland) do not have access to CRSTS funding at present, nor do we anticipate having access to these funds in 2022/23. Future access to this funding is subject to the appropriate governance arrangements being in place. As such, we would recommend this statement is removed from the technical note	• Text removed ~~"Tyne and Wear and Tees Valley will benefit from intra-city transport settlements starting from 22/23"~~
	A quick cross check with the Levelling up Missions and measures pursuant to the criteria could strengthen the assessment, by enabling some quantification to be added - such as contributing towards an increase in Healthy Life Expectancy by five years by 2035	We have reviewed the assessment criteria in relation to the Levelling Up missions. However, no change has been made as we believe that the missions are reflected in the ISA Objectives and assessment criteria.
Cumbria County Council	The Council feels the term 'rapid' in the aspiration for 'rapid' decarbonisation of surface transport is subjective. This potentially works against the recognition that decarbonisation will occur at a different pace in rural and urban areas, as it is more difficult to reduce car dependency in rural areas.	• Text amended to "~~Rapid~~ Decarbonisation of surface transport, as set in TfN's Decarbonisation Strategy"
	An updated NPIER is in production and TfN has consulted on the narrative scenarios that underpin the NPIER. The Council provided comments to TfN, expressing some concern at the impact of the current period of considerable economic uncertainty on the development of these scenarios. This uncertainty could make it is difficult to ensure confidence that the narrative scenarios will remain relevant and 'fit for purpose' in supporting the future production of the NPIER. These narratives need to be credible and robust to support the ISA2 and, in turn, STP2.	We note that the updated NPIER is in production. However, no change has been made. These consultation comments have been supplied to the TfN team managing the NPIER update. Once this document becomes publicly available, we will seek to update and reflect the key data.
	Cumbria's Local Transport Plan is listed as Cumbria Council LTP3 (2011). This document has been superseded by the updated Cumbria Transport Infrastructure Plan 2022-2037	• Text amended "Cumbria Council ~~LTP3 (2011)~~ Transport Infrastructure Plan"

	Cumbria Local Enterprise Partnership is referenced in the Technical Appendix but none of the Partnership's documents have been included in the list for review. The list should include the following Cumbria Local Enterprise Partnership documents: o The Local Industrial Strategy, 2019 o The M6 Corridor Strategic Infrastructure Prospectus, 2017 o The West of M6 Strategic Connectivity Study, 2016 o The Cumbria Infrastructure Plan, 2016	• Documents added to Appendix C: "Cumbria Local Enterprise Partnership documents The Local Industrial Strategy, 2019 The M6 Corridor Strategic Infrastructure Prospectus, 2017 The West of M6 Strategic Connectivity Study, 2016 The Cumbria Infrastructure Plan, 2016 • Text added: "Cumbria Local Enterprise Partnership (CLEP) is providing a strategic lead on all activities contributing to the county's economic growth."
	The National Policy Statement for National Networks (2014) is included in the list for review, however, there are several other National Policy Statements that are relevant, including those for Ports, Airports and Nuclear Energy. These should be included as documents to review.	• Documents added to Appendix C: "National policy statement for ports" "The Ports national policy statement sets out - Government policy and the need for new infrastructure in the Port sector - The key considerations in making decisions on proposals for port developments" • Text added: "National policy statement for Airports" "The Airports national policy statement sets out the: - the need for additional airport capacity in the south-east of England - why government believes that need is best met by a north-west runway at Heathrow Airport - the specific requirements that the applicant for a new north-west runway will need to meet to gain development consent" • Text added: "National policy statement for Nuclear Energy" "The Nuclear Energy national policy statement sets out the:

		- policy on the need for new nuclear power stations and the assessment principles - impacts and general siting considerations"
	The Nationally Significant Infrastructure Process (NSIP) is not included in the documents for review. Given the important connection between the enablement of Nationally Significant Projects and the STP, the Council feel this should be included, and should take account of any updates to the process that may develop.	• Document added to Appendix C: "Nationally Significant Infrastructure Process" • Text added: "This provides guidance on the six stages of the development consent regime for Nationally Significant Infrastructure Projects including Pre-application, Acceptance, Pre-examination, Examination, Recommendation and Decision and Post Decision." • Text added: "This will inform the objectives specifically relating to nationally significant infrastructure projects outlined within the ISA2"
	The Integrated Rail Plan for the North and Midlands is mentioned in the Technical Appendix but not included in the list of documents for review. This should be included.	• Document added to Appendix C: "Integrated Rail Plan for the North & Midlands (2021)"
	The Gear Change: a bold vision for cycling and walking, 2020 document and Cycling and Walking Investment Strategy, 2022 should be included in the list of documents for review.	• Document added to Appendix C: "The Gear Change: a bold vision for cycling and walking (2020)" • Text added: "This plan describes the vision to make England a great walking and cycling nation. It sets out the actions required at all levels of government to make this a reality, grouped under four themes: better streets for cycling and people cycling and walking at the heart of decision-making empowering and encouraging local authorities enabling people to cycle and protecting them when they do" • Text added: "This document informs the climate change objectives within the transport section in ISA2."

	The Bus Back Better: national bus strategy for England, 2021 should also be included in the list of documents for review.	• Document added to Appendix C: "Bus Back Better: national bus strategy for England (2021)" • Text added: "This national strategy sets out the vision and opportunity to deliver better bus services for passengers across England, through ambitious and far-reaching reform of how services are planned and delivered." • Text added: "This document informs the climate change objectives within the transport section in ISA2."
	The Council feels that the economic implications for the ISA Framework fail to fully acknowledge the current UK and global turbulence, particularly in relation to the cost of living and energy crisis. The Council is particularly concerned in relation to the narrative scenarios associated with the developing Northern Powerhouse Independent Economic Review (NPIER), which will form an important foundation stone to the ISA2 and therefore the STP2.	We note that the updated NPIER is in production. However, no change has been made. These consultation comments have been supplied to the TfN team managing the NPIER update. Once this document becomes publicly available, we will seek to update and reflect the key data. We acknowledge the concerns surrounding the cost of living and global energy crisis, this will continue to be monitored. The IA is an iterative process therefore, as evidence arises it will be considered within the scope and responsibility of TfN.
	The Framework includes criteria that seeks to reduce private car mileage. The Council supports this ambition within the context of providing greater choice for users and with an emphasis on short journeys but would like to see greater detail on how the impacts of this criteria could vary across the different areas of the north in line with the Policy and Place Framework. This is because people who live in rural areas generally must travel further to access jobs and services, and one long-distance journey is equivalent to multiple short distance journeys. The role of the private car as part of a multi-modal offer will remain important as we move to decarbonise transport in rural areas. We recognise the importance of the Policy and Place Framework to define how policies will need to vary across different area types to achieve the strategic ambitions.	We note the importance of the role of the private car and ensuring people in both urban and rural environments can access key facilities. The ISA framework is put together on the basis of evidence (baseline context / PPP review) and appraises the STP2's performance against that. The STP2 will address any vehicle mileage reduction policy through the Policy and Place framework.

	Objective 12 of the Framework promotes long term economic prosperity and a clean and green economic transformation. The assessment criteria places emphasis on connectivity between the North's cities, with other regions and internationally. However, the Council suggest that there is a gap in this approach, and that connectivity within the region and within counties is also important. This is particularly relevant in Cumbria, which has a strong green economic foundation, significant potential for growth but a polycentric economy that is disadvantaged by dispersed business and skills that suffer due to lack of reliable and resilient infrastructure. This should be reflected in the Framework criteria.	• Criteria amended in Objective 12 to "Support delivery of better and more sustainable connections (passengers and freight) between the North's cities, with other regions and internationally and between regions and counties within the North?"
	Criteria attached to Objective 13 supports the development of 15/20 minute neighbourhoods. However, there is no definition of these included in the draft report and the emphasis appears to be on co-location of development. The concept of 15/20 minute communities are predominantly urban in nature and the Council are currently undertaking work to explore the potential to apply similar principles within a more rural context, having recently commissioned a Rural Mobility Framework Programme of works that will look specifically a this. Without a clear definition the concept may be exclusionary, and the Council suggest that, at this stage, it would be better to support the development of 'connected communities', which would allow sufficient scope for the development of the appropriate definition, primarily through the Policy and Place Framework.	• Criteria amended in Objective 13 to "Support the development of ~~15/20 minute neighbourhoods~~ connected communities?

	Criteria attached to Objective 14c seeks to support the reduction of volume of traffic on residential roads and in proximity to key services to help reduce severance. However, Objectives 14a, seeks to improve extent and quality of public travel and active travel connections to services, facilities, and amenities. In order to avoid a perceived conflict between these two objectives, the Council suggest that Objective 14c is amended to support the reduction in the dominance of traffic on residential roads and in proximity to key services	• Criteria amended in Objective 14c to "Support the reduction <u>in the dominance</u> ~~of volume~~ of traffic on residential roads and in proximity to key services?"
Other changes	Text error	• Increase ~~reliance~~ <u>resilience</u> of the transport network to extreme weather events and a changing climate
	Repeat wording in Objective 12	• ~~Optimise the potential economic outcomes, for the North, from the decarbonisation of transport? (e.g. through employment in the development of alternative fuels and alternative propulsion technologies)?~~

3. Appendix C: Review of Plans and Policies

International/European		
Plan, policy or programme	**Key objectives and guidance**	**Relevance to the ISA2**
United Nations Sustainable Development Goals (2015)	In September 2015, the General Assembly adopted the 2030 Agenda for Sustainable Development that includes 17 Sustainable Development Goals (SDGs). Building on the principle of “leaving no one behind”, the new Agenda addresses the global challenges we face, including poverty, inequality, climate change, environmental degradation, peace and justice. The 17 SDGs are: GOAL 1: No Poverty GOAL 2: Zero Hunger GOAL 3: Good Health and Well-being GOAL 4: Quality Education GOAL 5: Gender Equality GOAL 6: Clean Water and Sanitation GOAL 7: Affordable and Clean Energy GOAL 8: Decent Work and Economic Growth GOAL 9: Industry, Innovation and Infrastructure GOAL 10: Reduced Inequality GOAL 11: Sustainable Cities and Communities GOAL 12: Responsible Consumption and Production GOAL 13: Climate Action GOAL 14: Life Below Water GOAL 15: Life on Land GOAL 16: Peace and Justice Strong Institutions GOAL 17: Partnerships to achieve the Goal	Ensure consideration is given to the United Nations Sustainable Development Goals where relevant thorughout the ISA2 framework.
Convention on Biological Diversity 2010	A global vision to ensure that 'By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential to all people'. Outlines a conservation plan to support the protection of global diversity, alongside an international treaty to establish an equitable and fair system to support nations in accessing and sharing the benefits of genetic resources.	Ensure protection of biodiversity objective is within the ISA2 framework.
Berne Convention (1886)	The Convention aims to conserve and protect habitats, wild plant and animal species. Additionally, it looks to increase cooperation between contracting parties, and regulates exploitation of species, imposing legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.	Ensure protection of biodiversity objective is within the ISA2 framework.
Ramsar Convention (1975)	The Convention has three pillars to ensure the conservation of wetland: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international cooperation with other countried to further the wise-use of wetlands and their resources.	Ensure protection of biodiversity objective is within the ISA2 framework. HRA Screening will assess whether full Appropriate Assessment is necessary.
Bonn Convention (1983)	Through multilateral Agreements, aims to conserve migratory species and habitats with protection for endangered migratory species.	Ensure protection of biodiversity objective is within the ISA2 framework.
EU Biodiversity Strategy to 2030	A comprehensive long-term plan to protect nature and reverse the degredation of ecosystems. The biodiversity strategy aims to put Europe’s biodiversity on the path to recovery by 2030 for the benefit of people, climate and the planet.	Ensure protection of biodiversity objective is within the ISA2 framework.
Habitats Directive (92/43/EEC)	Aims to protect animals, wild plants and habitats through a network of protected areas called Natura 2000 sites, alongside Specials Areas of Conservations (SACs) which aim to support rare, endagered or vulnerable habitats, plants and animals and Special Protection Areas (SPAs) which support wild birds and their habitats.	Ensure protection of biodiversity objective is within the ISA2 framework. HRA Screening will assess whether full Appropriate Assessment is necessary.

Birds Directive (2009/147/EC)	Aims to protect all of the 500 wild bird species occurring in the European Union through the protection of habitatas for endangered and migratory species. It establishes a network of SPAs- since 1994, all SPAs are included in the Natura 2000 ecological network, set up under the Habitats Directive (92/43/EEC).	Ensure protection of biodiversity objective is within the ISA2 framework. HRA Screening will assess whether full Appropriate Assessment is necessary.
Marine Strategy Framework Directive (2008/56/EC)	Requires Member States to develop a marine strategy for their marine waters, including determining Good Environmental Status (GES), and designing and implementing measures to achieve the strategies by 2020.	Ensure protection of marine waters quality objective is within the ISA2 framework.
Water Framework Directive (2000/60/EC)	Considers ecological health of surface water bodies and chemical standards, alongside all river and lake water quality standards. Successful implementation will helps to protect water cycles and enhance rivers, lakes, estuaries, groundwater and seas. This Directive has replaced the Freshwater Fish Directive (2006/44/EC) and Groundwater Directive (2006/118/EC).	Ensure protection of surface water quality objective is within the ISA2 framework.
Air Quality Directive (2008/50/EC)	Sets standards for reducing concentrations of fine particles, which are amongst the most dangerous pollutants for human health.	Ensure air quality objective is within the ISA2 framework.
Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)	This Directive includes the following key elements: •The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives •New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target •The possibility to discount natural sources of pollution when assessing compliance against limit values •The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.	Ensure air quality objective is within the ISA2 framework.
Clean Air Programme for Europe 2013	Contains measures to ensure that existing targets are met in the short term, and new air quality objectives for the period up to 2030. Includes support measures to support a reduction in air pollution and improvement in air quality in cities. By 2030, the clean air policy package aims to: •Avoid 58 000 premature deaths across Europe, •Save 123 000 km2 of ecosystems from nitrogen pollution (more than half the area of Romania), •Save 56 000 km2 protected Natura 2000 areas (more than the entire area of Croatia) from nitrogen pollution, •Save 19 000 km2 forest ecosystems from acidification.	Ensure air quality objective is within the ISA2 framework.
EU Thematic Strategy on Air Quality (2005)	Establishes interim objectives and measures for air pollution in the EU. The Strategy recommended that legislation be mdoernised and better focused on serious pollutants, and that more is done to integrate environmental concers into policies and programmes.	Ensure air quality objective is within the ISA2 framework.
National Emissions Ceilings Directive (2016/2284/EU)	Seeks to reduce emissions of pollutants that cause acidifcation, eutrophication and ground-level ozone to protect human health and the environment. The interim environmental objectives have been set against a 1990 base: •Acidification: areas where critical loads are exceeded to be reduced by at least 50%; •Ground-level ozone (health): load above critical level for human health to be reduced by two-thirds and load in any area not to exceed a specified absolute limit; and •Ground-level ozone (vegetation): load above critical level for vegetation to be reduced by one-third and load in any area not to exceed a specified absolute limit.	Ensure air quality objective is within the ISA2 framework.
UN Framework Convention on Climate Change (1994) Kyoto Protocol (1997), Paris Agreement (2016)	A series of international agreements setting targets and legeally binding agreements to cut greenhouse gas emissions for industrialised countries.	Ensure air quality objective and reduction of greenhouse gas emissions is within the ISA2 framework.

Seventh EU Environmental Action Plan 2013-2020	A plan which guides European environment policy until 2020 and sets out a long-term vision to 2050. The Action Plan identifies three key objectives: •To protect, conserve and enhance the Union's natural capital; •To turn the Union into a resource-efficient, green, and competitive low-carbon economy; and, •To safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing.	The ISA2 will ensure carbon minimisation, biodiversity, waste reduction and managing natural resources are addressed within the framework.
Renewable Energy Directive (2018/2001/EU)	The 2018 revision of the Renewable Energy Directive is part of the Clean energy for all Europeans package and is aimed at keeping the EU a global leader in renewables and supporting it to meet its emissions reduction commitments under the Paris Agreement. The directive establishes a renewable energy target for the EU for 2030 of at least 32%.	Ensure carbon minimisation, managing natural resources, and considering alternative/ renewable technologies for energy production are addressed within the ISA2 framework.
Directive on Energy Efficiency (2018/2002)	The 2018 revision of the Directive on Energy Efficiency is part of the Clean energy for all Europeans package. Its key element is an energy efficiency target for 2030 of at least 32.5%. EU energy consumption for 2030 should be no more than 1128 million tonnes of equivalent (Mtoe) of primary energy and/or no more than 846 Mtoe of final energy. The directive entered in to force in December 2018 and was transposed in to national law by Member States by June 2020.	Ensure the use of natural resources are addressed within the ISA2 framework.
EU Adaptation Strategy (2021)	The new strategy sets out how the European Union can adapt to the unavoidable impacts of climate change and become climate resilient by 2050. The Strategy has four principle objectives: to make adaptation smarter, swifter and more systemic, and to step up international action on adaptation to climate change.	Ensure extreme weather resilience is addressed within the ISA2 framework.
Road map to a Single European Transport Area 2011	A roadmap of 40 initiatives to build a better transport system to support mobility and remove barriers in areas such as fuel growth and employment. The propsals also aim to reduce Europe's dependance on imported oil and cut carbon emissions in transport by 60% by 2050.	Ensure reduction in transport emissions and alternative/enabling technologies are addressed within the ISA2 framework.
Floods Directive (2007/60/EC)	Requires Member States to assess whether water courses and coast lines are at risk of flooding, mapping the flood extent, and humans and assets at risk. Also considers flood management and requires adequate and coordinated measures to reduce identified flood risk. Additionally, reinforces public right to access this information and involvement in the planning process.	Ensure flooding objective is within the ISA2 framework.
Bathing Water Directive (2006/7/EC)	The Bathing Water Directive applies to surface waters that can be used for bathing, except swimming and spa pools, confined waters subject to treatment or used for theraputic purposes and confined waters artifically seperated from surface water and groundwater. The Directive intends to: •Be based on scientific knowledge on protecting health and the environment, as well as environmental management experience; •Provide better and earlier information of citizens about quality of their bathing waters, including logos; •Move from simple sampling and monitoring of bathing waters to bathing quality management; and, •Be integrated into all other EU measures protecting the quality of all our waters (rivers, lakes, groundwaters and coastal waters) through the Water Framework Directive.	Ensure protection of the water environment objective is within the ISA2 framework.
EU Soil Strategy for 2030 (2021)	The EU Soil Strategy for 2030 sets out a framework and concrete measures to protect and restore soils, and ensure they are used sustainably. Actions are to be reached by 2030, with the vision and objectives set until 2050. It also supports a high level of environmental and health protection through a new Soil Health Law by 2023.	Ensure protection of soil resources objective is within the ISA2 framework.

European Landscape Convention (2000)	The Convention promotes landscape protection, management and planning, and recognises that the landscape is shaped by natural and cultural influences. It highights the importance of landscape policies which support protection, management and creation of landscapes, and establishing proceduresfor the general public and stakeholders to participate in policy.	Ensure a landscape objective is within the ISA2 framework.
Convention for the Protection of the Architectural Heritage of Europe (1985)	Promotes and reinforces policies for the conservation and enhancement of Europe's heritage assets.	Ensure protection of historic environment objective is within the ISA2 framework.
European Convention on the Protection of the Archaeological Heritage (1992)	The Convention makes conservation and enhancement of archaeological heritage a goal of urban and regional planning policies. It sets guidelies for funding excavation and research work and deals with public access and educational actions to develop public awareness.	Ensure protection of historic environment objective is within the ISA2 framework.
World Heritage Convention 1972	The Convention noted that cultural and natural heritage are at risk due to decay and social and economic conditions. It considered that deterioration of any item of the cultural or natural heritage would be harmful to the heritage of all the nations of the world.	Ensure protection of historic environment objective is within the ISA2 framework.
A Sustainable Europe for a Better World: A European Union Strategy for Sustainable Development (2001)	Provides EU-wide policy to deliver sustainable development and rests on four pilars; economic, social, environmental and global governance.	The ISA2 framework will, in part, test the sustainability of the STP2 and help ensure it embodies sustainable development principles.
Aarhus Convention 2001	An environmental agreement which increases opportunities for citizens to access environmental information.	The ISA2 will be consulted upon and open to scrutiny as per the requirement of the relevant regulations.
WHO Guidelines for Community Noise 1999	Provides guidance on recommended intenral and external noise levels, outlining potential health impacts.	Ensure that the health and wellbeing of people and noise issues are considered within the ISA2 framework.
WHO Night Noise Guidelines for Europe 2018	WHO NNG provides evidence based policy advice to member states in the development of future legislation and policy action in the area of control and surveillance of night noise exposure.	Ensure that the health and wellbeing of people and noise issues are considered within the ISA2 framework.
Environmental Noise Directive (2002/49/EC)	Relates to the assessment and management of environmental noise and acts as an instument to identify nise pollution and action necessary measures at Member State and EU level. The Directive requires Member States to prepare and publish noise maps and management action plans every 5 years for agglomerations with more than 100,000 inhabitants and major roads with more than 3 million vehicles per year.	Ensure that the health and wellbeing of people and noise issues are considered within the ISA2 framework.
Waste Framework Directive (75/442/EEC)	Includes provisions aimed at boosting waste revention and recycling.	Ensure that natural resources and waste reduction are considered within the ISA2 framework.
National		
National Planning Policy Framework (NPPF 2021)	Sets out Government planning policy for England. The NPPF sets out the overarching aim of achieving sustainable development within 3 categories: •economic role – contributing to building a strong, responsive and competitive economy, by ensuring that land is allocated efficently and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure; •environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources sustainabily, minimise waste and pollution, and mitigate and adapt to climate change including transitioning to net zero. •a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with services that reflect the community's needs and support its health, social and cultural well-being;	Noted in the context of the need to protect and enhance the natural, built and historic environment, use of resources, minimising waste and pollution, mitigation of and adaptation to climate change and the move to a low carbon economy.

Wildlife and Countryside Act (1981)	The Act prohibits certain methods of killing or taking wild animals; amends the law relating to protection of certain mammals; restricts the introduction of invasive animals and plants; it amends the Endangered Species (Import and Export) Act 1976; the law relating to nature conservation, the countryside and National Parks act; the law relating to public rights of way.	Ensure protection of biodiversity objective is within the ISA2 framework.
Countryside and Rights of Way Act 2000 (CROW Act)	This Act contains five Parts and 16 Schedules, providing for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB). The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights may be affected by these measures.	Ensure that access to the countryside and protection of landscapes is considered within the ISA2 framework.
Conservation of Habitats and Species Regulations 2017	Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a duty, to exercise of any of their power, to have regard to the EC Habitats Directive. This act consolidates the amendments made to the Conservation and Natural Habitats, Regulations 1994 in respect of England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.	Ensure protection of biodiversity objective is within the ISA2 framework.
Environmental Protection Act (1990)	This act brings in a system of integrated pollution control for the disposal of wastes to land, water and air. There are three parts of the Act. These are: establishing integrated pollution control which gives Local Authorities new powers to •control air pollution from a range of prescribed processes; •improving the rules on waste disposal; and, •covering statutory nuisances and clean air.	Ensure protection of water, air and land objectives are considered within the ISA2 framework.
National Parks and Access to Countryside Act 2006 (updated 2022)	The Act established powers to declare National Nature Reserves; to notify sites of Sites of Special Scientific Interest and for local authorities to establish Local Nature Reserves. These provisions were strengthened by the Wildlife & Countryside Act 1981. An NNR is an area which is among the best examples of a particular habitat. NNRs are of national importance for biodiversity and natural properties. They are in many cases owned and managed by the statutory authority, but not always. An NNR, unlike an SSSI, has to be managed appropriately to retain its special status.	Ensure that access to the countryside and protection of landscapes is considered within the ISA2 framework, alongside protection of designated sites.
Landscape Character Framework (2014)	This project aims to map and outline the diverse landscape of England at a regional scale. It develops the idea of a landscape as a framework leading to better management of the resources within the environment The Key ideas within this framework are: •Regional landscape character and associated descriptions. The key characteristics of each landscape type are described under ‘physical landscape’, ‘biodiversity’, ‘historic character’ and ‘perceptual landscape’ headings. •Regional landscape character and associated descriptions. •Physical landscape UNITS and associated geology, landform, ground type and land cover information upon which the landscape types and areas mapping and descriptions are based.	Ensure protection and enhancement of landscapes objective is considered within the ISA2 framework.
Natural Environment and Rural Communities Act 2006	Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is referred to as the ‘biodiversity duty’. The aim of the biodiversity duty is to raise the importance of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly intergrated in all relevant policies and decisions made by public authorities.	Ensure biodiversity objective within SEA framework.

Biodiversity duty: public authority duty to have regard to conserving biodiversity 2014	This policy outlines what responisibilites local authorities have in conserving biodiversity, in terms of protected species. It gives guidance on how to intergrate biodiversity into the following: •policies and strategies •the planning system •land and buildings •woodlands and nature reserves •gardens, parks and public open space •community amenities eg sports grounds and cemeteries •waste and pollution •energy and water •wood and plant products •infrastructure, such as roads, buildings or flood defences The local authority should have a duty to make decisions about procurement and aim to implement economic, environmental and social programmes throughout its network.	Ensure protection of biodiversity objective is within the ISA2 framework.
Natural Environment White Paper (2011) Implementation update report (2014)	The Natural Environment White Paper has the following ambitions: •Protecting and improving our natural environment; •Growing a green economy; •Reconnecting people and nature International; and •EU directives. It looks at ecosystem services provided by natural systems and promotes a phased change in nature conservation which makes sustainable use of natural capital and natural networks by working at a landscape scale.	Ensure protection of biodiversity and landscape objectives are within the ISA2 framework.
UK Biodiversity Plan (1994)	This document represents the initial United Kingdom biodiversity action plan. It contains three sections; •Describing the UKs biological resources and their global importance as well as the range of biodiversity within the UK from a historical and geological importance •Describing the UK's strategy and programmes and examines threats, problems and opportunities of biodiversity. •Aggregates the components of the action plan together and provides a forward work programme.	Ensure protection of biodiversity objective is within the ISA2 framework.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services	This is a biodiversity strategy for England which builds on the Natural Environment White Paper and provides a comprehensive picture of how the government are implementing international commitments from UNESCO and other organisations. It sets out the strategic direction for biodiversity policy for all natural assets within the governments control for the next decade.	Ensure protection of biodiversity objective is within the ISA2 framework.
UK Post-2010 Biodiversity Framework (2012)	This is a Framework that covers the period from 2011 to 2020, and was developed in response to two main drivers: the Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020 and its 5 strategic goals and 20 'Aichi Biodiversity Targets', published in October 2010; and the EU Biodiversity Strategy (EUBS), released in May 2011. The Framework shows how the work of the four countries joins up with work at a UK level to achieve the 'Aichi Biodiversity Targets' and the aims of the EU biodiversity strategy. It identifies the activities required to complement the country biodiversity strategies, and where work in the country strategies contributes to international regulations. In total, 23 areas of work have been identified where all the countries have agreed that they want to contribute to, and benefit from.	Ensure protection of biodiversity objective is within the ISA2 framework.

The England Trees Action plan 2021-2024	The England Trees Action Plan 2021 to 2024 sets out the government's long-term vision for the treescape it wants to see in England by 2050 and beyond. The plan provides a strategic framework for implementing the Nature for Climate Fund and outlines over 80 policy actions the government is taking over this Parliament to help deliver this vision. The strategies outlined within this framework are aimed at achieving: •Encouraging the use of timber in construction •Building a bigger, skilled workforc •Improving woodland condition and resilience •Adapting trees and woodlands to the impacts of climate change •Better regulation of tree management •Preserving the nation's forests for future generations •Connecting people with trees and woodlands	Ensure flora and fauna is considered within the ISA2 framework.
UK Sustainable Development Strategy 2005	This strategy has four broad objectives: •Sustainable consumption and production – working towards achieving more with less. •Natural resource protection and environmental enhancement •From local to global, building sustainable communities •Climate change and energy Our landscapes and seascapes are inseparable from our culture, bearing the imprints of generations of land use. Our physical and mental health is reliant on the quality of the environment. There must also be access to a variety of well-managed and maintained green spaces for leisure, sport, recreation and general public benefit to help people choose healthy lifestyles, in urban as well as rural areas.	The ISA2 process should help to ensure that sustainable development principles are considered in the STP2 preparation, and to help ensure the social, economic and environmental benefits are maximized, although the scope of ISA2 means there is less emphasis on the economic aspects.
Build Back Better 2021	There are two separate policy documents included within this category, one relating to health and social care and one relating to growth. Health Care: This involves tackling the issues created within the Healthcare system caused by the coronavirus pandemic. These framework tries to solve issues surrounding patient backlog, making the NHS sustainable and planning for adult social care. Growth: This involves creating strong growth in the economy after the impact of COVID19 on Buisnesses. The identified investment areas are within the following: Infrastructure, Skills and Innovation whilst creating equal growth across all the UK.	Ensure growth, health and social care are considered in the objectives of the ISA2 framework.
National Infrastructure Strategy 2020	The National Infrastructure Plan presents an overview of the government's policies, investments and record on infrastructure delivery since 2010. The document identifies over 2,500 different projects or schemes that have been delivered in this Parliament. It also details the government's approach to ensuring that the Top 40 priority investments remain on track to deliver, ontop of providing the latest updates on the timing, funding and status of each of them.	Noted in the context of the need for infrastructure development.
Levelling Up White Paper (2022)	This paper sets out the stages of the leveling up agenda, rooted in evidence demonstrating a mix of factors is needed to tranform places and boost economic growth. Identifies areas in Education, skills, health, well-being, housing, crime and sense of place which can be invested in. It also places importance on local delivery and engaging local authorities in investing in infrastructure through devolution deals.	Provides conext for the need of infrastructure development, informs what key areas should be outlined in the ISA2
Canadian Lalonde Report (1974)	This paper first proposed the concept of the "health field", identifying various health-related objectives: the health care system; and prevention of health problems and promotion of good health. It promoted the thought that direct medical care might be a small player in producing health and reducing mortality. This report highlights the fact that other factors—biology, environment, and lifestyle—figure more prominently than medical care in producing health. The report also noted a striking disparity between this finding and the shares of income devoted to various determinants of health	Ensure that physical and mental heath is prioritised within the ISA2 framework.

Children's Environment and Health Action Plan for Europe (CEHAPE) 2004	This Plan outlines the regional priority goals that are put in place to ensure the effective action of various principles to protect children's health especially those children who are deemed more at risk due to factors such as unsafe environments, social factors and physical factors. It outlines those children most at risk as being poor, underprivileged children or those who live in adverse conditions such as war zones. It also outlines the need for international collaboration to achieve these priority goals from all of the EU and governing bodies. As well as promoting national children's environment and health action plans.	Ensure that physical and mental heath of Children is prioritised within the ISA2 framework.
Together for Health –A strategic approach for the EU 2008-13	This Paper sets out a new Community health strategy until 2013, which is designed to confront the growing challenges to the health of Europe's citizens, such as population ageing, cross-border health threats or illnesses linked to unhealthy lifestyles. This strategy is also intended to strengthen, in a single strategic framework, Community cooperation in the areas in which the Member States cannot solely for themselves, ensure that health is better understood at European level and worldwide, and secure a bigger role for health in all policies. To this end, the White Paper proposed four principles: •Principle I: a strategy based on shared health values •Principle II: health is the greatest wealth •Principle II: health is the greatest wealth •Principle III: health in all policies (HIAP)	Helps inform the key areas attributed to health to be included within the ISA2 framework.
Towards Social Investment for Growth and Cohesion 2014 -2020	This document, alongside a series of Supplementary Documents, form the Social Investment Package. This outlines a policy framework for redirecting Member States policies where needed towards social investment throughout life, with a view to ensuring the adequate and sustainability of budgets for social policies and for the government and private sector as a whole.	
Health Impact Assessment in Strategic Environmental Assessment (2001)	This is a review of Health Impact Assessment concepts, methods and practices to support the development of a framework on Strategic Environmental Assessments which adequately covers health impacts. It discusses on how decisions taken outside of the health sector can affect the health of individuals and populations by modifying their physical and social environment, and how this in turn affects socio-economic growth. It describes methods, procedures and practices to carry out health impact assessments of policies, plans and projects, highlighting the similarities with and opportunities for integrating health impact assessment within strategic environmental assessments, and other forms of impact assessment under use. It also draws attention to the opportunities for achieving health benefits and avoiding health costs by considering health impacts early in the planning process. It is aimed at inspiring policy makers to include health considerations early in their planning process by showing how different perspectives can feasibly be incorporated into everyday decisions.	Provides context of how transport infrastructure could relate to health indicators within the ISA2 framework
Children's Environment and Health Action Plan –Summary of current activities which address children's environment and health issues in the UK (2007)	This report summarizes initiatives which address children and young people's environment and health issues in the UK. The main findings of the report are that the UK has long recognized the importance of, and the health benefits gained from, a clean and healthy environment. A range of initiatives have already led to a reduction in child death rates and ill health (mortality and morbidity) across the UK.	Provides context for Young people's health within the Health section in the ISA2 framework

A Children's Environment and Health Strategy for the United Kingdom (2010)	This document provide an insight into current activities in the UK. Following a public consultation process, recommendations will be made on the measures necessary to improve children's and young people's environmental health in the UK as well as encouraging a coherent cross-government approach. This strategy aims to build on and complement policies and activities already undertaken by government departments, devolved administrations, local and regional authorities and the National Health Service. Some areas for improvement highlighted in this strategy include: •counteracting the increased number of overweight and obese children and young adults, coupled with improving the amount of physical activity they undertake •addressing concerns regarding the number of children whose asthma is affected by air pollution and the effects of air pollution on the long-term lung function of children	
Healthy Lives, Healthy People: Our strategy for public health in England (2010)	This white paper sets out the government's long-term vision for the future of public health in England. The aim is to create a national body conncerned with active healthy living (Public Health England) and to strengthen both national and local leadership. The plans set out put local communities at the heart of public health. It states that central control will end and give local government the freedom, responsibility and funding to innovate and develop their own ways of improving public health in their area. There will also be real financial incentives to reward their progress on improving health and reducing health inequalities, and greater transparency so people can see the results they achieve.	Gives evidence of stakeholders concerned with the Health objective of potential infrastructure proposals
Air Quality Standards Regulations 2010	These regulations sets binding limits with statutary adherance needed, for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter, noted as PM10 and PM2.5 and nitrogen dioxide . As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. It also incorporates the 4th air quality daughter directive that sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons.	Helps outline the Air Quality objective within the ISA2 framework
Air Quality Strategy for England, Scotland, Wales and Northern Ireland Volume 2 2007	This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into forming a long term vision for emission reduciton. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.	Ensures that any proposals derived within the ISA2 have a long term consideration for air quality
Climate Change Act 2008	The Act aims to improve carbon emission management, helping the transition towards a low- carbon economy in the UK and to demonstrate UK leadership internationally. Key provisions of the Act include: •UK carbon account for all six Kyoto greenhouse gases for the year 2050 is at least 100% lower than the 1990 baseline). •a carbon budgeting system that caps emissions over five-year periods; •creation of the Committee on Climate Change; •further measures to reduce emissions, including measures on biofuels; •a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks	Introduced accountability of ISA2 framework to adhere to strict targets within the scope of the report.

Climate Change Risk Assessment 2022	The Government published the UK Climate Change Risk Assessment (CCRA) on 25 January 2012, the first assessment of its kind for the UK and the first in a 5 year cycle. It sets out the main priorities for adaptation in the UK under 5 major infrastructure themes identified within the CCRA 2012 Evidence Report : •Agriculture and Forestry •Business, industries and Services •Health and Wellbeing •Natural Environment •Buildings and Infrastructure It describes the policy context, and action already in place to tackle some of the risks in each area.as well as highlights the constraints of the CCRA analysis and provides advice on how to take account of the uncertainty within the analysis.	Provides context for the scoping of ISA2 and how they relate to climate change targets.
Low Carbon Transition Plan 2009	This White Paper sets out the UK's first ever comprehensive low carbon transition plan to 2020. This plan states it will deliver emission cuts of 18% on 2008 levels by 2020 (and over a one third reduction on 1990 levels). Key steps include: •Getting 40% of our electricity from low carbon emission sources by 2020 •Helping make the UK a centre of green industry by supporting the investment into use of clean technologies, including up to £120million investment in offshore wind and an additional £60 million to cement the UK's position as a global leader in marine energy •Transforming transport by cutting average carbon dioxide emissions from new cars across the EU by 40% on 2007 levels, supporting the largest demonstration project in the world for new electric cars, and sourcing 10% of UK transport energy from sustainable renewable sources by 2020	Ensure that reduction of Carbon, with a particular emphasis on road transport is included as an Objective within the ISA. •Ensure that reducing the need to travel by car is included as an Objective within the ISA
Cutting Carbon, Creating Growth: Making Sustainable Local Transport Happen White Paper 2011	This outlines the need to improve transport links, to target investment in relevant projects that promote green growth, to grow a balanced and dynamic low carbon economy considered essential for future prosperity. It states the need of a coherent transport plan to reduce the carbon emitted by transport and propose sustainable travel initiatives to promote greener travel over a range of transport facilities on a local and national level. It also actively encourages sustainable local transport schemes and the use of local authorities, free from central government control.	Provides context for infrastructure projects relating to the ISA2 framework, states how they must attempt to reduce carbon emissions
Net Zero Strategy 2021	Outlined within this framework are the strategies in which the UK should persue in order to reach the net zero strategy of 2050. The identified areas to work in are the following: 1. Working with the grain of consumer choice: 2. Ensuring the biggest polluters pay the most for the transition through fair carbon pricing 3. Ensuring that the most vulnerable are protected through Government supportin the form of energy bill discounts, energy efficiency upgrades 4. Working with businesses to continue delivering deep cost reductions in low carbon tech. This document sets out clear policies and proposals for keeping us on track for up coming carbon budgets, and the Nationally Determined Contribution (NDC), and then sets out our vision for a decarbonised economy in 2050.	Gives an insight into the scope of the ISA2 report relating the key areas to carbon emission targets.
Transport Decarbonisation Plan 2021	This emphasises the requirement of reducing carbon emissions from transport, it lists a number of projects that are underway in the transport sector already focusing on this objective. There is a number of indicators used to present the effects on health and air pollution that the current transport system has and encourages forms of investment into hydrogen powered transport systems or ZEV's.	Informs the transport section within the ISA2 framework particularly into offsetting carbon emissions.

Planning Practice Guidance –Climate Change 2019	A guidance documet to inform Local authorities on how to mitigate and adapt to climate change, it makes aware the relevant policies within the NPPF that authorities should abide by when assesing infrastructure and planning decisions. It gives options on how climate change can be mitigated in design ranging from using ventalation to cool buildings and use of tri-generation in energy networks	
Environment Act 2021	This is an act which superceeds the previous environment act of 1995, it gives a number of targets relating to air quality, biodiveristy, resource effienceny water and miscelenaous objectives. The act sets out guidance of how to monitor and report on these objectives from an authority level then outlines the role of the Office for Environemntal protection on how they should respond to complaints and produce decisions.	Provides an introduction on stakeholders with projects relating to the ISA2 framework
National Forest Inventory (2019)	This programme monitors woodland and trees within Great Britain. It includes the most comprehensive survey carried out on Britain's woodland and trees to date. The NFI provides an extensive and unique record of key information about our forests and woodlands. Woodland surveys and compiled forest inventories have been carried out at 10-15 year intervals since 1924.	This provides an insight into potential identification areas of historic woodlands and informs the biodiversity objective within the ISA2.
Ancient Woodland Inventory (2022)	The AWI is a provisional guide and GIS based tool to depict the location of Ancient and long established Woodland. Ancient woodland is defined as land that is currently wooded and has been continually wooded in England at least since 1600. This type of woodland has important biodiversity and cultural values by its virtue of its antiquity.	This provides an insight into potential identification areas of historic woodlands and informs the biodiversity objective within the ISA2.
Heritage Protection for the 21st Century 2007	The paper sets out a vision of a coherent and simpler heritage protection system, which will have more opportunities for public involvement and community engagement. The proposed system will be more open, accountable and transparent. It will offer all those with an interest in the historic environment a clear record of what is protected and why; it will enable people who own or manage historic strructures and sites to have a better understanding of what features are important; it will streamline the consent procedures and create a more consultative and collaborative protection system. It is predominantly aimed for England and Wales with some UK wide elements.	This provides context for the culutral and historical section within the ISA2, It informs what sites would be protected and why.
Ancient Monuments and Archaeological Areas Act 1979	Under the Act a monument which has been scheduled is protected against all disturbance including unlicensed metal detecting and noise pollution. Permission must be obtained for any work which might affect a monument above or under ground. English Heritage gives advice to the Government on each application. In assessing an application the Secretary of State will try to ensure any works on protected sites have a positive impact on the site or are essential for its long term sustainability.	Provides an outlook into how protection of historic sites will managed within the ISA2 scope.
Planning (Listed Buildings and Conservation Areas) Act 1990	Governs special controls in respect of buildings and areas of special architectural or historical interest. Any alteration, extension or demolition of a listed building in a way that affects its character as a building of special interest requires Listed Building Consent.	Provides regulation surrounding historical sites and how infrastructure projects that are enacted would not have to impact on the value of the structures or site
National Parks and Access to the Countryside Act 1949 (updated 2022)	This was an act that made provision for National Parks and the establishment of a National Parks Commission. It was also to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves, it made further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country and amending laws relating to rights of way.	Outlines the importance of national parks within the Biodversity section of the ISA2.

Natural Environment and Rural Communities Act 2006	The Act establishes an independent body - Natural England - responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations. Natural England will work in close partnership with other organisations and bodies that have a major role in relation to the natural environment, in particular the Environment Agency, Forestry Commission, English Heritage and local authorities. It established the Commission for Rural Communities and reconstitutes the Joint Nature Conservation Committee. Objectives of the act include •Nature Conservation in the UK •Wildlife •Sites of Special Scientific Interest •National Parks and the Broads •Rights of way •Inland Waterways •Flexible Administrative Arrangements	This provides an insight into stakeholders that would be interested in the context of the Biodiversity section and Environmental sections within the ISA2 framework.
Contaminated Land (England) Regulations 2006	Outlines the regulations needed on contaminated land in order to prevent new land becoming contaminated with polluting substances whilst also tackling historic contamination of sites through regenerative activities of sites.	Provides an insight into the Environemntal section of the ISA2, informs policy implications of potential infrastructure projects.
Environmental Damage (Prevention and Remediation) (England) Regulations 2015	These regulations came into force on 19th July 2015. They impose obligations on operators of certain activities requiring them to prevent or mitigate environmental damage. They apply to damage to protected species, natural habitats, sites of special scientific interest (SSSIs), water and land	This helps to inform the environmental section of the ISA2 as well as the biodiveristy soping assesment.
Safeguarding our Soils: a strategy for England 2009	The purpose of this strategy is to highlight areas in which soil will be prioritised and to focus attention on tackling degradation threats. The vision of this paper is to try and ensure that by 2030, England's soils will be managed sustainably and depredation threats answered successfully and that this will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Key topics include: •Better protection for agricultural soils •Protecting and enhancing stores of soil carbon •Building the resilience of soils to a changing climate •Preventing soil pollution •Future research and monitoring	Provides an insight into the Environemntal section of the ISA2, informs policy implications of potential infrastructure projects.
Flood and Water Management Act 2010	This act provides for an improved, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects supplies to the consumer. The key concepts include: •Flood and Coastal Erosion Risk Management •Strategies for Natural flood and coastal erosion •The establishment of regional flood and coastal communities.	Provides insight into flood risk from climate change and suggests ways in which the ISA2 can inform flood adaptation.
Marine Strategy Regulations 2010	Implement the Marine Strategy Framework Directive in the UK and aims to achieve good environmental regard of the EU's marine waters by 2021 and to protect the resource base upon which marine-related economic and social activities depend.	Informs the protection of waters,revelant to the envioronment and biodiversity objectives within the ISA2
Shoreline Management Plans	Shoreline management plans are derived by Coastal Groups with members mainly from local councils and the Environment Agency. They identify the most sustainable approach on managing the flood and coastal erosion risks to the coastline in the: •short-term, upto 20 years •medium term, 20 to 50 years •long term, 50 to 100 years	Informs the protection of coastline relevant to the environemntal objective within the ISA2 scope.

River Basin Management Plans	These plans set out how government organizations, stakeholders and communities will work together to improve the water environment. A outline plan covers an entire river system, including river, lake, groundwater, estuarine and coastal water bodies and are designed to protect and improve the quality of the water environment.	Provides an isnight into stakeholders that would be engaged in the objectives around water bodies within the ISA2.
Flood Risk Regulations 2009	The Regulations identify and take action in areas with the most significant flood risks. The purpose of the Act is to: •Ouline the concept of flood risk management and the framework for the delivery of flood and coastal erosion risk management through national and local strategies •Provide definitions, for example “flood”, “surface runoff”, “Risk Management Authorities”, Lead Local Flood Authority” •Establish the roles and duty's of the different risk management authorities	This informs the Enviornmental section within the ISA2.
Flood and Water Management Act 2010	The Bill responds to recent pressure to introduce legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with the advancement of climate change. Key areas include: •requirment of the Environment Agency to create a National Flood and Coastal Erosion Risk Management Strategy, a number of organisations will have to follow •requires leading flood authorities to create local flood risk management strategies •giving the Environment Agency and local authorities more power to easily to carry out flood risk management works •introduces a more risk-based approach to reservoir management •changes the arrangements that would apply should a water company go into administration •enables water companies more easily to control non-essential uses of water, such as the use of hosepipes •enables water companies to offer concessions to community groups for surface water drainage charges •requires the use of sustainable drainage systems in certain new developments	This sets out statutory regulations which helps the ISA2 be focused in what to include within the evnvironmental objective. It outlines relvant stakeholders in regards to water and flood management.
National Flood and Coastal Erosion Risk Management Strategy for England	The strategy encourages effective risk management by enabling people, communities, business, infrastructure companiedand the public sector to work together to: •ensure a clear understanding of the of flood risk and coastal erosion, nationally and locally, so that investment in risk management can be prioritized more effectively; •set out clear and coherent plans for risk management so that communities and businesses can make informed decisions about the management of the remaining risk; •manage flood and coastal erosion risks in an appropriate way in rergard to the local proerites of the area, •ensure that emergency plans and responses to flood incidents are effective and that communities are able to respond effectively to flood forecasts, warnings and advice; •help communities to recover more quickly and effectively after incidents.	ISA2 will take note of the understanding of flood risk on national infrastructure and respond within the objectives.
Water Resources Act 1991	This Act aims to minimise pollution of water. The policing of this act is the responsibility of the Environment Agency. Under the act it is an offence to cause or knowingly allow any poisonous, noxious or polluting material, or any solid waste to enter any controlled water. Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recoupe the economic impact the damages from the landowner or responsible person	ISA2 will take note of the understanding of water contamination on national infrastructure and health then respond within the objectives.

Waste (England and Wales) Regulations 2011	These regulations implement the revised EU Waste Framework Directive which set requirements for the collection, transport, recovery and disposal of waste. It outlines that it is a requirement for businesses to confirm they have applied the waste management hierarchy when transferring waste and include a declaration to this effect on their transfer note or consignment note. The regulations apply to businesses that: •Produce waste •Import or export waste •Carry or transport waste •Keep or store waste •Treat waste •Dispose of waste •Operate as waste brokers or dealers	These inform the waste management objectives outlined within the ISA2, specifically how resource management relates to infrastructure.
National Review of Waste Policy in England 2011	This document is a review of waste policy in England and is guided by a waste hierarchy framework, which is a guide to sustainable waste management and a legal requirement. Key objectives are the use of sustainable management to the use of materials and to improve the service to householders and businesses in order to deliver environmental benefits and support economic growth. This review covers variois topics including: •Sustainable use of materials and waste prevention •Regulations and enforcement •Food waste •Energy recovery •Infrastructure and planning •Next steps in waste policy.	These inform the waste management objectives outlined within the ISA2, specifically how resource management relates to infrastructure.
Waste Management Plan for England (2021)	This document provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of the revised Waste Framework Directive . The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to unify existing waste management policies under the umbrella of one national plan.	These inform the waste management objectives outlined within the ISA2, specifically how resource management relates to infrastructure.
Waste Prevention Programme for England 2021	Consultation was taken place on how to update the document from the 2013 iteration, Defra received 247 responses to this consultation from businesses of all sizes, industry associations, local authorities, non-governmental organisations, charities, academics, consultants and individuals. The updated documentoset out for comment the measures which the Government intends to include in our revised Waste Prevention Programme for England. It sets out objectives on safeguarding natural capital: reducing greenhouse gas emissions, mitigating risks from chemicals, and reducing the impacts of extraction on our natural environment.	These inform the resource managment objectives outlined within the ISA2, specifically how resource management relates to climate change and sustainable use.
Resource Security Action Plan 2012	This document was developed in response to private sector concerns about the availability of important raw materials. It details how the government recognises these issues, provides a framework for business action to address resource downfalls, and sets out a high level action framework to build on the developing partnership between government and businesses to address resource concerns.	These inform the resource managment objectives outlined within the ISA2, specifically how resource management relates to sustainable use.
Environmental Noise Regulations 2006	The European Environmental Noise Directive is implemented in England by The Environmental Noise Regulations in 2006 and seeks to manage the impact of environmental noise pollution through strategic noise mapping and the preparation and implementation of noise Action Plans. Under these regulations, the second round of strategic noise mapping has been undertaken and updated Noise Action Plans have been prepared.	These inform the pollution objectives outlined within the ISA2, specifically how noise interacts with the environment

Noise Policy Statement for England 2010	The objectives of the Noise Policy Statement for England (NPSE) sets out three noise levels to be defined by the noise assessor: These are as follows: •NOEL – No Observed Effect Level. This is the level below which no effect can be detected. Below this level there is no detectable effect on health and life quality due to noise. •LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected. •SOAEL – Significant Observed Adverse Effect Level – This is the level above which significant adverse effects on health and quality of life can occur. The statement considers that the noise levels above the SOAEL would be seen to have, by adverse effects and would be considered unacceptable. Where the assessed noise levels fall between the LOAEL and the SOAEL noise levels the policy statement requires that: "all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur but that efforts should be focused on minimising such effects" Where noise levels are below the LOAEL it is considered there will be no negatove effect. Once the noise levels are below the NOEL there will be no observable change. For the present guidance a numerical definition of LOAEL is given by the WHO Guidelines for Community Noise and the Guidance on Sound Insulation and Noise Reduction for Buildings	These inform the pollution objectives outlined within the ISA2, specifically how noise interacts with the environment
Transport Act 2000	The aim of the Act is to give effect to the Government's strategy for an integrated transport policy set out in the White Paper "A New Deal for Transport: Better for Everyone" (Cm 3950) published in July 1998 This Act contains measures to create a more integrated transport system and provide for a public-private partnership for National Air Traffic Services Ltd ("NATS"). The Act aimed to improve quality in local passenger transport services such as helping limit traffic congestion and improving air quality as well introducing road user charges and workplace parking levies to help tackle congestion. The use of railways was promoted through the Strategic Rail Authority and makes provision for the better regulation of the railway industry.	This act will ensure that transport objectives within the ISA2 are comitted to improving congestion and efficency within networks.
Local Transport Act 2008	This act makes for a greater extent of provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services. It looks at key areas of public transport such as local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas.	This act will ensure that transport objectives within the ISA2 are comitted to economies of scale and reducing the burden on consumers.

Road Safety Act 2006	The provisions contained in the Act are designated to improve road safety and help achieve casualty reduction targets. The Act creates a new criminal offence of causing death by careless, or inconsiderate, driving. This offence was introduced because of increasing public concern about deaths on the roads and the minimal sentence allowed under the law as it was before the introduction of the Act. The provisions of the Act cover: •Drink driving •Speeding •New offences •Penalties and enforcement •Driver training •Driver fatigue •Driver and vehicle licensing •Motor insurance	This act will ensure that transport objectives within the ISA2 are comitted to ensuring no harm comes of proposals and aims to mitigate the risk of veichular accidents.
National Policy Statement for National Networks 2014	The 'National networks national policy statement' sets out the: •need for development of road, rail and strategic rail freight intfastructure projects on the national networks •the policy against which decisions on major road and rail projects will be made Baseline information relating to relevant environmental, social and economic issues was released as part of a draft consultation. The statement will be used by the Secretary of State as a primary basis for making decisions on development consent applications for national networks.	This statement sets out the objectives relating to the importance of transport in the context of the ISA2
Roads Investment Strategy 2020 - 2025	The 'Road investment strategy' for the 2015 to 2020 period, as required under the Infrastructure Act 2015. It: •outlines the government's vision for the strategic road network to 2040 •commits to the delivery of 112 major infrastructure schemes to start by 2020, as well as the development of a further 15 schemes and 6 strategic studies •specifies the network of companies and performance that Highways England - the new strategic highways company – is expected to deliver •states the funding available to deliver these goals between 2015 and 2021	This informs how transport is visioned to be in the outlined years in the strategy, it would provide the ISA2 with an understanding on funding and statutory requirements.
Planning for the Future: A guide to working with Highways England on planning matters (2015)	This document describes the approach taken to engage in the planning system and the issues looked at when considering draft planning documents and planning applications. It is aimed at local authorities, developers, Local Enterprise Partnerships, community groups and others involved in plan making/development management in respect of land in the vicnity of any of the Strategic Road Network .	This document outlines the stakeholders that would be engaged within any transport proposals that relate to the ISA2 framework.
Highways England Growth and Housing Fund (2015)	The ROAD Investment Strategy established a £100 million Growth and Housing Fund to be administrated through Highways England investment. It provides leverage and flexibility for Highways England to support Local Enterprise Partnerships, local authorities and the private sector to mobilise development sites that require prompt investment in the network to allow them to progress quickly. Maximum investment in an individual scheme is £5 million though £10 million may be considered in major projects. It can provide capital investment to bridge funding gaps in highway works and associated transport infrastructure which are preventing economic and housing sites from being progressed. Only schemes that demonstrate that the intervention would be a complement to and not a replacement for other funds from private or public sources are eligible.	This strategy presents how the ISA2 would interact with stakeholders that are engaged with Major infrastructure projects such as TfN.

Aviation Policy Framework 2013	The aviation policy framework sets out the government's policy to allow the aviation sector to continue to make a significant contribution to economic growth across the country. It provides the baseline for the Airports Commission to take into account on important issues such as aircraft noise and climate change. It sets out government's objectives on the issues which will challenge and support the development of aviation across the UK.	This framework outlines how the transport objectives within the ISA2 should be interacting with the Airports and aviation targets.
Jet Zero Strategy (2022)	The Jet Zero strategy sets out how we will achieve net zero aviation by 2050. It focuses on the rapid development of technologies in a way that maintains the benefits of air travel whilst maximising the opportunities that decarbonisation can bring to the UK. The Jet Zero strategy includes a 5-year delivery plan, setting out the actions that will need to be taken in the coming years to support the delivery of net zero aviation by 2050. Monitoring takes place every year and the strategy will be updated every subsequent 5 years with indicators informing the objectives.	This framework outlines how the transport objectives within the ISA2 should be interacting with the Airports and aviation targets.
Equality Act (2010)	The Act legally protects people from discrimination in the workplace and in wider society in protected characteristics. It replaced previous anti-discrimination laws with a single Act, making the law easier to understand and strengthening protection in some situations. It sets out the different ways in which it's unlawful to treat someone. Provisions within the Act include the basic framework of protection against direct and indirect discrimination, harassment and victimisation in services and public functions, premi, work, education, associations and transport.	This ensures that protected charactersistics within the ISA2 are not discriminated against.
Crime and Disorder Act 1998	The Act sets out the understanding of different types of crimes comitted and provides the attributes which makes up the crimes. It explains how crimes will be dealt with in the cirminal justice system and juvinile system. It lists a number of schedules which can be enacted relevant to each crime comitted	This act informs the crime and deprivation sections within the ISA2.
The National Highways Net Zero Highways Plan (2021)	The act aims at decarbonising England's motorways and A-roads, so it can continue to bring significant benefits to motorists, communities and businesses in a net-zero future. Building on our work reducing carbon since 2015, the plan sets out a comprehensive roadmap to rapidly decarbonise the strategic road network (SRN). It plans to achieve this by putting roads at the heart of Britain's net zero future through three key commitments; achieving net zero for national operations by 2030, delivering net zero road maintenance and construction by 2040; and supporting net zero carbon travel on roads by 2050.	This act informs the climate change objectives within the ISA2.
Network Rail Environmental Sustainability Strategy 2020	There are 4 key priorites outlined within this strategy published by Network Rail: A low-emission railway A reliable railway service that is resilient to climate change Improved biodiversity of plants and wildlife Minimal waste and sustainable use of materials It sought input through the public to inform the objectives, in which it was identified to achieve sustianbility Network Rail can invest in electric trains, make stations and tracks more resilient to extreme weather, plant more trees to offset carbon emissions and send zero waste to landfill.	This act informs the climate change objectives within the transport section in ISA2.
Regional/Local		

TfN Decarbonisation Strategy 2021	The TfN Decarbonisation Strategy is the culmiation of efforts from TfN and their partners across to North to create tools, capabilities and evidence that will help shape a pathway to near net zero by 2045. TfN's Strategic Transport Plan, published in 2019 committed to scoping, developing and implementing a 'Pathway to 2050' in line with the then UK law of achieving an 80% reduction in national emissions by 2050 (now superseded by the current UK Government commitment to achieve net zero emissions by 2050). For the surface transport sector, this meant that road transport emissions would need to be near-zero and rail would need to be decarbonised by 2050. TfN and their partners believe that an acceleration towards a zero-carbon transport network must be at the heart of public policy making and investment decisions. Their ambition for the North is to travel faster and further than national policy and maximise the clean growth opportunities that decarbonisation can provide for the North.	The ISA2 will note and be informed by this plan and any associated transport policies.
Draft TfN Freight and Logistics Strategy 2021	The TfN freight and logistcis strategy aims to undertake an overarching analysis of freight requirements across road, rail, port and inland waterways in the TfN region, identify key constraints or challenges on the existing networks, and provide a list of possible areas of work including developing business cases for interventions and policy solutions that will best support economic growth and decarbonisation. Consultation for the strategy was helf between December 2021 and January 2022.	The ISA2 will note and be informed by this plan and any associated transport policies.
Northern Powerhouse Strategy 2016	The Northern Powerhouse is a vision for joining up the North's great towns, cities and counties, pooling their strengths, and tackling major barriers to productivity to unleash the full economic potential of the North. The Northern Powerhouse strategy explains how the government will work with local stakeholders to address key barriers to productivity in the region. The government will invest in transport infrastructure to improve connections between and within the North's towns, cities and counties; work with local areas to raise education and skills levels across the North; ensure the North is an excellent place to start and grow a business; and ensure the Northern Powerhouse is recognised worldwide as an excellent opportunity for trade and investment.	The ISA2 will note and be informed by this plan and any associated environmental, economic and social assessment.
Our Journey –A 20 year Transport Manifesto for the North East (2016)	The North East Combined is made up of seven Council's in the North East of England, inlcuidng Durham, Gateshead, Newcastle, Northumberland, North Tyneside, South Tyneside and Sunderland. The North East Combined Authority is the first Transport Authority established in the country with coverage of such substantial urban and rural populations.The strategy sets out their vision to for good transport in the North East that enables economic growth and sustains jobs and communities.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Liverpool City Region: A Transport Plan for Growth (2015)	Liverpool City Region Combined Authority have an ambition to improve social, environmental and economic wellbeing of the Liverpool City Region, by delivering world-class transport. A Transport Plan for Growth highlights the complementarity of the Merseyside and Halton Local Transport Plans, and also demonstrates how their key priorities for transport relate to other strategically important areas of policy including economic development, employment, housing, carbon reduction and health. A Transport Plan for Growth sets the context to ensure that transport will be at the forefront of developments to secure a better future for the people of the Liverpool City Region.	The ISA will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Sheffield City Region Integrated Infrastructure Plan (2016)	The Sheffield City Integrated Infrastructure Plan sets out to create the conditions for growth, to stimulate thriving markets and attract investment. To ensure this the plan considers existing Sheffield City Region infrastructure capacity, anticipated future demand and identified opportunities to support future economic growth.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.

Joint Highways and Transport Masterplan for East Lancashire Merseyside (2014)	The East Lancashire highways and transport masterplan, published by Lancashire County Council and Darwen Borough Council outlines how the roads, rail and cycle networks could be transformed in the future. Both councils worked closely with the Lancashire Enterprise Partnership to develop, approve and fund major transport schemes with a multi-million budget to be devolved by central government from 2015/16. The East Lancashire highways and transport masterplan is the first step towards making sure they have the right transport network to boost economic growth by supporting new businesses and homes while promoting healthy lifestyles and avoiding gridlock on the roads.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Tees Valley Strategic Transport Plan (2020)	The Tees Valley Strategic Transport Plan is the first Strategic Transport Plan for the region. It was developed by the Tees Valley Combined Authority in collaboration with the five constituent Local Authoroities, Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. The plan helps to direct the investment in transport projects between 2019 and 2029.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
West Yorkshire Transport Strategy 2040	The West Yorkshire Transport Strategy was producued by the West Yorkshire Combined Authoirty and sets out how they intend to achieve a world-class, well-connected transport system that makes travel around West Yorkshire easy and reliable.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Greater Manchester Transport Strategy 2040	The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport. Their vision is to have wolrd-class connections that support long-term sustainable economic growth and access to opportunity for all. The Greater Manchester Transport Strategy 2040 will be supported by a suite of supporting strategies, including: the (now published) Streets for All Strategy, City Centre Transport Strategy, Electric Vehicle Charging Infrastructure Strategy and - still to come - the Local Bus Strategy, Rapid Transit Strategy and Freight and Logistics Strategy.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Local Transport Plans: Cheshire East Council LTP3 (2019) Cheshire West and Chester LTP3 (2017) Warrington Council LTP4 (2019) Cumbria Council LTP3 (2011) East Riding of Yorkshire LTP (2015) North Yorkshire County Council LTP4 (2016) York City LTP3 (2011) Kingston upon Hull LTP3 (2020) North East Lincolnshire Council LTP3 (2016) North Lincolnshire Council LTP3 (2011) Blackburn and Darwen LTP3 2011-21 Blackpool LTP Strategy 2018-2021 Lancashire County Council LTP3 (2011) Sheffield City Region Transport Strategy (2019) Durham County Council LTP3 (2011) Tyne and Wear LTP3 (2011) Northumberland County Council LTP3 (2011) Merseyside LTP3 (2011)	The government's 1998 White Paper on Transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP) to steer the development of national transport policies at the local level. The Transport Act 2000 then made it a statutory requirement for local transport authorities to produce LTPs. Typically these LTPs cover 5 year periods. The Department for Transport's 'Guidance on Local Transport' (July 2009) sets of five overarching national transport goals: •support economic growth; •reduce carbon emissions; •promote equality of opportunity; •contribute to better safety, security and health; •improve quality of life and a healthy natural environment. In addition, the transport White Paper 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (January 2011) has two main themes: •offering people sustainable transport choices, particular for shorter journeys, that will stimulate behavioural change; and •demonstrating how localism and the big society can work for transport. The range of LTPs produced by local authorities across the STP area will have been produced in accordance with the above aims and as such will have a common approach to transport planning and potential effects on the environment.	The ISA2 will note and be informed by the various LTP's and any associated environmental, economic and social assessment of these plans.

Manchester Climate Change Framework 2020-25	The Manchester Climate Change Framework 2020-2025 was produced by the Manchester Climate Change Partnership and Agency and is the city's high-level strategy for tackling clinate change. It sets out how Manchester will 'play its full part in limiting the impacts of climate change', a commitment in the Our Manchester Strategy 2016-25.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
West Yorkshire Climate and Environment Plan 2021-2024	The West Yorkshire Combined Authority want West Yorkshire to be a place where everyone can enjoy the economic, health and environmental benefits of a net zero carbon economy by 2038. The Climate and Environment Plan tackles the climate and environment emergency and prioritises actions that are fair, inclusive and lasting for all. This includes making public and private transport greener and cleaner with more using electric and hydrogen powered vehicles while also making it easier for people to leave their cars at home by improving ways to walk and cycle.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
LCR Net Zero Liverpool Action Plan (2021)	The 2030 Net Zero Liverpool Action Plan sets out the actions that Liverpool can take to become a net zero city in 2030. A 2030 Net Zero Liverpool is defined as a thriving, fair and sustainable city. Climate action will have stimulated the local green economy and placed Liverpool at the forefront of new industries which will form the backbone of their future economy. The city will also be more resilient to the climate changes that they are already experiencing.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.
Yorkshire and Humber Climate Action Plan (2021)	The Yorkshire and Humber Climate Action Plan was developed by the Yorkshire and Humber Climate Commission and published in 2021. The Action Plan calls for meaningful climate leadership from larger institutions in government and the public and private sectors to deliver “significant, tangible contributions” to help tackle the climate and ecological emergency.	The ISA2 will note and be informed by this plan, evidence from other relevant regional and local strategies and any associated environmental, economic and social assessment.

4. Appendix D: ISA Objectives Log

In reference to the following table:

- Green text shows new, additional text
- Black text shows removed text

Key	~~Strikethrough~~	Text removed from ISA1 Objective	Green text	Newly added text

No.	ISA2 Objective	Assessment Criteria for ISA2	ISA Topic Matters	ISA1 Objective	ISA1 Criteria	Justification for amending the Assessment Criteria
1	Reduce greenhouse gas emissions from surface transport in the North	Will the STP2…	Climate Change and Energy	Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport	Will the STP…	
		· Encourage a reduction in private car vehicle mileage?	Transport			Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding private vehicle travel to ensure the ISA2 is appropriate to assess the STP2.
		· Encourage a greater proportion of passenger and freight movement by lower carbon modes?			Encourage a greater proportion of passenger and freight movement by lower carbon modes?	No Change
		· Support more sustainable travel choices through enhanced public transport availability, convenience, accessibility and affordability?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		· Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning and intelligent transport systems?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		· Encourage greater carbon efficiency in the movement of goods and people?			Encourage greater carbon efficiency in the movement of goods and people?	No Change
		· Encourage use of innovative new low and zero carbon transport technologies?			Encourage use of innovative new low carbon transport technologies?	No Change
		· Encourage use of the transport estate for low carbon energy generation?			Encourage use of the transport estate for low carbon energy generation?	No Change
		· Support the minimisation of dependence upon the private car?			Encourage the protection and enhancement of carbon sinks in the transport estate? Will it support the creation of carbon sinks?	No Change
		· Consider the specific transport needs of rural communities?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel for rural communities to ensure the ISA2 is appropriate to assess the STP2.
2	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	Will the STP2…	Climate Change and Energy	N/a	N/A	
		· Reduce embedded and construction carbon within the North's infrastructure investment programmes?	Transport			Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires a new objective and assessment criteria to focus on reducing emissions, responding to Climate Change mitigation measures to ensure the ISA2 is appropriate to assess the STP2.
		· Encourage the use of the transport estate for low carbon energy generation and investable offsetting schemes for hard to abate sectors (e.g. aviation)?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires a new objective and assessment criteria to focus on reducing emissions, responding to Climate Change mitigation measures to ensure the ISA2 is appropriate to assess the STP2.
		· Encourage the use of innovative low carbon construction materials and techniques?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires a new objective and assessment criteria to focus on reducing emissions, responding to Climate Change mitigation measures to ensure the ISA2 is appropriate to assess the STP2.
		Will the STP2…			Will the STP…	
		· Lead to the direct or indirect significant adverse effects on designated habitats or protected species?			Lead to the direct physical loss of wildlife and habitats?	Minor wording update

3	Protect and enhance the biodiversity, geodiversity and the green infrastructure network	· ~~Support the protection and enhancement of green infrastructure and avoid severance of habitats links/ promote or provide wildlife corridors and cohesive habitat networks?~~	Biodiversity	Protect and enhance biodiversity, geodiversity and the green infrastructure network	Support the protection and enhancement of green infrastructure and avoid severance of habitats links / promote or provide wildlife corridors and cohesive habitat networks?	Removed due to being outside of scope for TfN and the remit of TfN's partners
		· Promote good design, in relation to major transport infrastructure, to secure and overall Biodiversity Net Gain, Environmental Net Gain and Natural Capital enhancement for the North?			Promote good design to secure biodiversity / green infrastructure benefits?	Wording change to include reference to Biodiversity Net Gain and Natural Capital from newly published information
		· Encourage the protection and creation of nature-based carbon sinks within and alongside the transport estate?			Affect greenfield and/or brownfield land which has significant biodiversity or geological interest of recognised local importance?	Removed due to being outside of scope for TfN and the remit of TfN's partners
					Support new habitat creation and enhancement?	Wording changed due to being outside of scope for TfN and the remit of TfN's partners
					Prevent damage to / destruction of / disturbance of sites designated for nature conservation and or geodiversity?	Removed due to being outside of scope for TfN and the remit of TfN's partners
4	Conserve and enhance internationally designated environment sites	Will the STP2…	Biodiversity	Conserve and enhance the international sites (HRA specific objective)	Will the STP…	
		· Affect international sites designated for nature conservation identified as part of the HRA screening process (including positive and negative effects)?			Affect international sites designated for nature conservation identified as part of the HRA screening process (including positive and negative effects)?	No Change
5	Protect and enhance local air quality	Will the STP2…	Air Quality	Protect and enhance air quality	Will the STP…	
		· Support the minimisation of emissions of air pollutants and enhancement of air quality particularly in areas with low air quality (e.g. AQMAs) and where this pollution disproportionarely affects vulnerable populations?			Support the minimisation of emissions of air pollutants and enhancement of air quality	Wording changed to include reference to AQMAs and vulnerable groups from newly publised data
		· Support an improvement in air quality through reduced traffic levels and congestion, and enabling a modal shift away from private car use?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding private vehicle travel to ensure the ISA2 is appropriate to assess the STP2.
6	Increase reliance of the transport network to extreme weather events and a changing climate	Will the STP2…	Climate Change and Energy	Increase resilience of the transport network to extreme weather events and a changing climate	Will the STP…	
		· Increase the understanding of our transport system's vulnerability to climate change effects?	Transport		Support the minimisation of the risk of flooding by avoiding areas of flood risk / flood plains where possible?	Changed wording to understand all potential extreme weather events resulting from the Climate Crisis
		· Promote an increase in the resilience of the transport network to extreme weather events and a changing climate through nature based solutions?			Promote an increase in the resilience of the transport network to extreme weather events and subsequent consequences such as flooding?	Minor wording update
		· Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements			Encourage design for successful adaptation to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate?	Minor wording update
		· ~~Promote appropriate compensatory measures are in place where transport schemes require a land take from the floodplain?~~			Promote appropriate compensatory measures are in place where transport schemes require a land take from the floodplain?	Removed due to being outside of scope for TfN and the remit of TfN's partners
7	Project and enhance the blue infrastructure network including inland and coastal water environments	Will the STP2…	Water Resources, Flooding and Water Quality	Protect and enhance the inland and coastal water environment	Will the STP…	
		· Support the protection of the quality of inland and coastal surface water and groundwater resources?			Support the protection of the quality of inland and coastal surface water and groundwater resources?	No Change
		· ~~Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDs?~~			Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDs?	Removed due to being outside of scope for TfN and the remit of TfN's partners
		· ~~Provide opportunities to improve blue infrastructure?~~			Provide opportunities to improve Green / blue infrastructure?	Removed due to being outside of scope for TfN and the remit of TfN's partners

		· ~~Provide opportunities to improve water body status?~~			Provide opportunities to improve water body status?	Removed due to being outside of scope for TfN and the remit of TfN's partners
8	Protect and conserve soil and remediate and avoid land contamination	Will the STP2…	Agriculture, Soils and Lane Use	Protect and conserve soil and remediate / avoid land contamination	Will the STP…	
		· Encourage construction on previously developed land / minimise use of greenfield?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable resource management to ensure the ISA2 is appropriate to assess the STP2.
		· Support the prevention of permanent (irreversible) loss of the most highly productive agricultural soils?			Prevent permanent (irreversible) loss of the most highly productive agricultural soils?	Wording change to be within the scope of TfN's responsibility
		· Prevent and support the remediation of contamination land?			Lead to the remediation of contaminated land?	Wording change to be within the scope of TfN's responsibility
		· ~~Prevent impact to agricultural holdings through contamination or severance?~~			Prevent impact to agricultural holdings through contamination or severance?	Removed due to being outside of scope for TfN and the remit of TfN's partners
		· ~~Support protection of soil resources during any infrastructure construction activities?~~			Support protection of soil resources during any infrastructure construction activities?	Removed due to being outside of scope for TfN and the remit of TfN's partners
9	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Will the STP2…	Cultural Heritage	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage	Will the STP…	
		· Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets (e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled Monuments, Listed Buildings and structures, registered Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?			Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets (e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled Monuments, Listed Buildings and structures, registered Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?	No Change
		· Support the improvement of access to historic / culturally important sites by sustainable transport modes?			Improve access to historic / culturally important sites by sustainable transport modes?	Minor wording update
		· Support the appropriate management elements of the transport infrastructure which are designated heritage assets?			Appropriately manage elements of the transport infrastructure which are designated heritage assets?	Minor wording update
		· ~~Aid the appropriate management of any relevant Heritage at Risk to help remove it from the HAR register?~~			Aid the appropriate management of any relevant Heritage at Risk to help remove it from the HAR register?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
10	Protect and enhance the character and quality of landscapes and townscapes	Will the STP2…	Landscape and Townscape	Protect and enhance the character and quality of landscapes and townscapes	Will the STP…	
		· Encourage design, construction, repair and maintenance of transport infrastructure (and associated green / blue infrastructure) that respects and enhances the landscape character and townscapes of the north of England?			Encourage design, construction, repair and maintenance of transport infrastructure that respects and enhances the landscape character and townscapes of the north of England?	No Change
		· ~~Promote the conservation, protection and enhancement of the natural environmental assets (e.g. National Parks, AONBs, parks and green spaces, common land, woodland / forests, etc.) of the north of England?~~			Promote the conservation, protection and enhancement of the natural environmental assets (e.g. National Parks, AONBs, parks and green spaces, common land, woodland / forests, etc.) of the north of England?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
		· ~~Support the avoidance of sensitive areas and respect of the integrity and setting of landscapes / townscapes?~~			Consider avoidance of sensitive areas and respect of the integrity and setting of landscapes / townscapes?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
		· ~~Support the protection of 'tranquil' areas (e.g. areas free from visual intrusion, noise, light pollution etc)?~~			Support the protection of 'tranquil' areas (e.g. areas free from visual intrusion, noise, light pollution etc)?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners

		~~· Promote the protection and enhancement of locally important buildings and townscapes, maintaining and strengthening local distinctiveness and a sense of place?~~			Promote the protection and enhancement of locally important buildings and townscapes, maintaining and strengthening local distinctiveness and a sense of place?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
11	Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Will the STP2…	Natural Resources and Waste	Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling	Will the STP…	
		· Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation?	Material Assets		Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation?	No Change
		· Promote sustainable waste management practices?			Promote sustainable waste management practices?	No Change
		· Encourage the use of recycled or secondary materials?			Encourage the use of recycled or secondary materials?	No Change
		· Promote the use of local suppliers and locally produced materials in construction?			Promote the use of local suppliers and locally produced materials in construction?	No Change
		· Support a reduction in fuel use by encouraging the use of more sustainable modes of transport?			Seek to reduce fuel use by encouraging the use of more sustainable modes of transport?	No Change
12	Enhance long term economic prosperity and promote a clean and green economic transformation	Will the STP2…	Employment and Economics	Enhance long term economic prosperity and promote economic transformation	Will the STP…	
		· Support delivery of better and more sustainable connections (passengers and freight) between the North's cities, with other regions and internationally?			Ensure better connections (passengers and freight) between the North's cities, with other regions and internationally?	Minor wording update
		· Support the improvement in the reliability and resilience of the North's strategic road and rail networks?			Improve the capacity and resilience of the North's strategic road and rail networks?	Minor wording update
		· Support the improvement of overall journey times (passengers and freight), travel convenience and reliability?			Improve overall journey times (passengers and freight), travel convenience and reliability?	Minor wording update
		· Promote local requirements to guide investments to connect to regional and national networks?			Consider local requirements to guide investments to connect to regional and national networks?	Minor wording update
		· Encourage the optimisation of potential economic outcomes for the North from decarbonisation of transport? (e.g. alternative fuels or propulsion technologies)				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		· Optimise the potential economic outcomes, for the North, from the decarbonisation of transport? (e.g. through employment in the development of alternative fuels and alternative propulsion technologies)?			Support improved availability and accessibility to good quality employment opportunities, particularly in high unemployment areas?	Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable travel to ensure the ISA2 is appropriate to assess the STP2.
		· Contribute to establishing an effective transport network that increases investment?			Contribute to establishing an effective transport network that increases investment?	No Change
		- Support improved availability and accessibility to good quality employment and skills development opportunities			Help improve employment rates across the region?	Wording change to be within the scope of TfN's responsibility
		· Support economic activities in rural areas?			Support economic activities in rural areas?	No Change
		· Help reduce the GVA per capita gap between the Northern economy and the rest of England?			Help reduce the GVA per capita gap between the Northern economy and the rest of England?	No Change
		· Help improve labour market participation, productivity and reduce inactivity across the region?			Help improve labour productivity across the region?	Wording change to include market participation and inactivity
		Will the STP2…			Will the STP…	

13	Coordinate land use and strategic transport planning across the region	· Support the development of compact, higher density mixed use development coordinated with transport infrastructure?	Agriculture, Soils and Lane Use	Coordinate land use and strategic transport planning across the region	Support the development of compact, higher density mixed use development coordinated with transport infrastructure?	No Change
		· Support the development of 15/20 minute neighbourhoods				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding sustainable communities to ensure the ISA2 is appropriate to assess the STP2.
		· Support housing and employment development in areas that are or will be served by public and active rail transport?			Support housing and employment development in areas that are or will be served by rail transport?	No Change
14	Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups EqIA Sub-Objectives Improve extent and quality of public travel and active travel connections to services, facilities and amenities Improve affordability of transport Reduce Serverance	Will the STP2…		Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	Will the STP…	
		· 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?	Population		Promote greater equality of opportunity to the varying age groups of residents (the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?	Wording change to be within the scope of TfN's responsibility
		· Support improved walking, cycling and public transport services and facilities in areas with a high risk of TRSE?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Promote a transport system that meets the needs of everyone, including those with a physical or learning disability and those with limited mobility?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Encourage the provision of transport services that are welcoming for all groups of society to increase availability of travel options?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Support the improved access to information for all users for the purpose of promoting travel options?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Support the provision of transport services that are financially accessible to all?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· 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)?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Promote the use of technology to reduce transport costs for users (e.g. integrated ticketing and smart cards)?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.

		· Support the enhancement of better access to facilities and community assets to reduce any existing severance issues?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Consider the physical and perceived impact of the transport system on the local environment and local communities?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· 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)?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Support the reduction of volume of traffic on residential roads and in proximity to key services?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Promote greater benefits to disadvantaged socioeconomic and demographic groups, and to deprived areas?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding equality across the North to ensure the ISA2 is appropriate to assess the STP2.
		Will the STP2…	Human Health and Healthcare		Will the STP…	
	Improve the health and wellbeing for all citizens and reduce inequalities in health HIA Sub-Objectives 15 Improve accessibility to services and facilities that improve health outcomes Reduce transport related vibration, air and noise pollution	· 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?	Population	Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	Promote the health and well-being of vulnerable groups (children and adolescents; older people; disabled people and people with other health problems; low-income groups and communities with high level of deprivation; cyclists, pedestrians, commuters by public transport, drivers) and of the wider population (residents, workers, commuters, tourists and visitors)?	Wording change to be within the scope of TfN's responsibility
		· 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?				Since the ISA1 there has been new information/data published regarding the demographic and health context across the TfN geography. This requires new assessment criteria regarding air quality, noise and vibration impacts across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Support residential, commercial, community facilities and recreational developments that are accessible by active travel and public transport, including for vulnerable groups?			Support increasing travel by active modes through integration and interchange with the strategic transport networks?	Wording change to be within the scope of TfN's responsibility
		Will the STP2…	Equality, Accessibility and Community Safety		Will the STP…	

16	Promote community safety and reduce crime and the fear of crime for all citizens HIA Sub-Objectives Improve road safety and reduce the number of accidents and other incidents Improve actual and perceived safety and security issues	· Promote the enhancement of road safety and reduce the number of road traffic incidents for everyone but particularly for vulnerable users?	Population	Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	Support the provision of initiatives that enhance safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas?	Minor wording update
		· Support the reduction of levels of private car dominance (e.g. pavement parking) and provide safer environments for everyone those walking, cycling and wheeling?				Since the ISA1 there has been a greater focus and new information/data published regarding the Climate Crisis. This requires new assessment criteria regarding private vehicle travel to ensure the ISA2 is appropriate to assess the STP2.
		· ~~Promote the application of high quality design standards, including measures to improve personal safety and security~~			Promote the application of 'Secured by Design' in transport development schemes?	Removed due to TfN working on a strategic scale and local issues to be managed by TfN's partners
		· Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?			Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?	Minor wording update
		· 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?				Since the ISA1 there has been new information/data published regarding the socioeconomic and demographic context across the TfN geography. This requires new assessment criteria regarding community safety across the North to ensure the ISA2 is appropriate to assess the STP2.
		· Promote increased provision of safe facilities for those utilising public transport, walking and cycling?			Encourage improvements in personal security on public transport and at its facilities to improve accessibility to key facilities?	Wording change to be within the scope of TfN's responsibility
N/A	N/A	N/A		Enhance lower carbon, affordable transport choice	Support the minimisation of dependence upon the private car?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Promote a shift to rail travel into and between city centres?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Promote the transportation of freight by waterways and rail?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Enhance public transport availability, convenience, accessibility and affordability?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning and intelligent transport systems?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Consider the specific transport needs of rural communities?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2
					Contribute to the creation of infrastructure to encourage people to switch to low emission vehicles?	Removed due to changes in ISA2 Objectives 1 and the creation of ISA2 Objective 2

5. Appendix E: References

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A.2 Equality Impact Statement

ARUP

Transport for the North

Integrated Sustainability Assessment

Equalities Impact Statement

Reference: EqIA Statement

02 | January 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 288375-00

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1. Introduction

This statement describes the process and findings of the Equality Impact Assessment (EqIA) which is an integral element of the Integrated Assessment of the draft Strategic Transport Plan 2 (STP2) 2023. The EqIA for the STP2 is not a separate process and has been embedded within the ISA2. However, for transparency and clarity, this separate statement on the EqIA is provided as an appendix to the full ISA2.

1.1 Background

As detailed in Section 3.2.2 of the ISA2 Main Report, the Equality Act imposes a duty on public bodies that shape policy, deliver services and/or employ people. The duty requires public bodies to:

- Have due regard to the need to eliminate discrimination;
- advance equality of opportunity; and
- foster good relations between different people when carrying out their activities.

The ISA2 needs to consider in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people. In order to understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of “protected characteristics”:

- Age;
- Disability;
- Gender Reassignment;
- Marriage and Civil Partnership;
- Pregnancy and Maternity;
- Race;
- Religion or Belief;
- Sex; and
- Sexual Orientation.

EqIA is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the ISA2 to add value and depth to the assessment process.

It should be noted that the EqIA seeks to not only avoid / mitigate negative impacts on equality, but is also focused on enhancing, in this case the STP2 objectives and policies, in relation to equality matters. As such, the ISA2 goes beyond the minimum requirements of assessing impacts in line with the Equality Act 2010, but also provides a holistic assessment of equality, diversity and health and wellbeing (an important factor in determining equality) and embeds this within the ISA2 framework and throughout the assessment of the iterations of the draft STP2.

1.2 Purpose of the EqIA Statement

The purpose of this EqIA Statement is to outline how due regard has been given in the Full ISA2 to the potential effects of the proposed policies and strategy on the protected characteristics or persons identified under the Equality Act, but also looking at equality issues more holistically (as explained above). This Statement is structured to demonstrate compliance with the requirements of the Equality Act 2010. It includes the following sections:

- Section 2: Summary of requirements of Equality Act 2010;
- Section 3: Description of EqIA screening methodology;
- Section 4: Results of EqIA screening assessment; and
- Section 5: Summary and conclusions.

2. Requirements of the Equality Act 2010

The Equality Act (2010) came into effect in October 2010 with the aim of harmonising all current discrimination law and strengthening the laws that prevent discrimination. It applies to the provision of services and public functions and includes the development of local authority policies and plans. The Act maintains the protection provided by previous legislation and therefore prevents discrimination on the basis of nine protected characteristics: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Inequality can exist in a number of forms and with regards to spatial planning, this can include inadequate provision of, and access to services (e.g. health, food stores, and education facilities), good quality housing, employment opportunities, a healthy living environment and transport infrastructure for all members of society.

The Equality Act 2010 does not outline how public authorities should assess the effects on equality of new policies and programmes, but doing so is an important part of complying with the general duty. The approach in this report reflects the principles of the Equality Framework for Local Government[1]. An EqIA seeks to improve the work of local authorities and ensures that the policies and plans it develops do not discriminate in the manner in which they provide services and employment. EqIA also aims to ensure that local authorities do all they can to advance equality of opportunity between the people who do, and the people who do not share a relevant protected characteristic.

[1] Equality and Human Rights Commission (2009). Equality Impact Assessment Guidance.

3. Stages of the EqIA that have been embedded in the ISA2 methodology

3.1 Key stages in EqIA

The methodology adopted for the EqIA of the draft STP2 involves two principal stages.

Stage 1 is the EqIA screening, the stages for screening are as follows:

- Identification of the purpose/aims of the strategy/plan;
- Identification of other plans/policies/strategies that relate to the strategy/plan in relation to equality;
- Summarise baseline information on equality issues; and
- Assess the impacts of the strategy/plan on protected characteristics or persons.

The steps within Stage 2 include:

- Gathering of any additional baseline information;
- Agreement of scope with wider stakeholders as necessary;
- Detailed assessment of strategy/plan; recommendations for mitigation; identification of monitoring measures for implementation; and
- Reporting of EqIA results, further consultation as necessary and finalise based on responses.

3.2 Stage 1: EqIA Screening

The Screening stage has been split into four tasks as set out below.

Task 1: Identification of the vision and objectives of the STP2

The following questions were used as part of this task:

- What are the main visions, objectives and outcomes of the STP2 and its policies?
- Who will implement the STP2 policies?
- Who will be affected by the STP2 policies?

Task 2: Description of other plans, programmes and strategies related to or used to develop the STP2

This identified relevant documents that relate to the development of the STP2 in relation to equality. This task was completed as part of the ISA2 Scoping stage and revisited as part of the 2022 updated Scoping Report.

Task 3: Review baseline data

This involves identifying relevant data on equality issues across TfN's geography, comprising 21 local transport authorities. This task was completed as part of the ISA2 Scoping stage and revisited as part of the 2022 updated Scoping Report.

Task 4: Screening assessment

This task brings together information gained at Tasks 1-3 to support a screening conclusion, which is embedded within the ISA2 Scoping and Assessment process. The assessment uses the ISA2 scoring categories used across the ISA2, shown in Table 1, with the assessment informed by the following questions:

- Will the policy have a negative impact on the protected characteristic or person?
- How can the identified negative impact be avoided or mitigated?
- How can identified positive impacts be enhanced?
- Is monitoring of the issue during implementation required?

This assessment focuses on the identified protected characteristics identified in the Equality Act. The wider EqIA assessment has been embedded into the full ISA2. The ISA2 Framework includes a specific EqIA Objective: "Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups." This objective includes three sub-objectives:

- Improve extent and quality of public travel and active travel connections to services, facilities and amenities
- Improve affordability of transport
- Reduce severance

Table 1: Assessment Key

Assessment Scale	Assessment Category
+++	Large beneficial
++	Moderate beneficial
+	Slight beneficial
0	Neutral or no obvious effect
-	Slight adverse
--	Moderate adverse
---	Strong adverse
?	Effect uncertain
+/-	Combination of slight beneficial and adverse effects
++ --	Combination of moderate beneficial and adverse effects

4. Results of EqIA screening assessment

The screening assessment Task 1 to 3 below formed part of the scoping stage for the ISA2. This ensured that equality issues were embedded into the ISA2 from the outset. For completeness, the tasks are summarised here.

4.1 Task 1: Identification of the vision and objectives of the STP2

4.1.1 What are the main visions, objectives and outcomes of the STP2 and its policies?

The STP2 sets out the opportunities and challenges facing the North of England's economy, people, and communities, and demonstrates how improved transport links can help the North achieve its true potential.

To reflect the Norths diverse people, places, and the scale of the transport challenges the North faces, TfN has developed the STP2 with five key principles in mind: user-centric, outcome-focused, placed-based strategy that is underpinned by robust evidence, enabled by a systems approach, which recognises the need to integrate transport solutions with energy, spatial planning, and digital connectivity.

To support and shape STP2, TfN proposed three Strategic Ambitions. These are:

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

STP2 has been drafted 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 governance approval, the intention is to adopt the final STP2 by the end of 2024. Once adopted, it will form a key policy document for all of the local transport authorities and relevant organisations within the plan area.

The plan also includes policies covering transport infrastructure and place-based specific policies. These are:

- Rail
- Road
- Freight and International Connectivity
- Local Connectivity
- Commuter Towns
- Large Conurbations
- Rural Villages and Dispersed
- Rural Town and Fringe
- Transformation Places
- Other Urban
- Visitor Destinations
- Former Metropolitan Counties
- Industrial Places

These policies have been assessed as part of the ISA2 process. The methodology, results and conclusions are outlined within the Main ISA2 Report and Appendices.

4.1.2 Who will implement the STP2 policies?

Transport for the North (TfN), along with delivery partners, will implement the STP2. Once the plan is adopted, TfN will work collaboratively with delivery partners and relevant organisations to support the delivery of the vision and ambitions outlined within STP2 for transport infrastructure across the North.

4.1.3 Who will be affected by the STP2 policies?

The STP2 plan area applies to all local authority areas within the agreed plan area, outlined in Table 2, and will affect people living, working and visiting the area.

Table 2: Local authority areas covered in the STP Area

Previous LEP Area	Local authority areas
North East	County Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside, Sunderland.
Cumbria	Cumberland Council and Westmorland and Furness Council.
Tees Valley	Darlington, Hartlepool, Middlesborough, Redcar & Cleveland, Stockton-on-Tees
York, North Yorkshire and East Riding	Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough, Selby, York, East Riding.
Lancashire	Blackburn with Darwen, Blackpool, Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire, Wyre.
Leeds City Region	Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield and York, along with North Yorkshire County Council.
Greater Manchester	Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan.
Liverpool City Region	Halton, Sefton, Knowsley, Liverpool, St Helens, Wirral.
Sheffield City Region	Barnsley, Bassetlaw, Bolsover, Chesterfield. Doncaster, Derbyshire Dales, North East Derbyshire, Rotherham, Sheffield.
Humber	Hull, East Riding of Yorkshire, North East Lincolnshire, North Lincolnshire.

Cheshire and Warrington	Cheshire East, Cheshire West and Chester, Warrington.

4.2 Task 2: Description of other plans, programmes and strategies related to or used to develop the STP2

A summary of plans, programmes and strategies that are most directly related to the STP2 in relation to equality issues are provided within the Scoping Report appendices. They include:

- Build Back Better (2021)
- Children's Environment and Health Action Plan for Europe (2004)
- Crime and Disorder Act (1998)
- Equality Act (2010)
- Healthy Lives, Healthy People: Our strategy for public health in England (2010)
- Levelling Up White Paper (2022)
- National Infrastructure Strategy (2020)
- National Planning Policy Framework (2021)
- Together for Health –A strategic approach for the EU (2008-13)
- Towards Social Investment for Growth and Cohesion (2014 -2020)
- UK Sustainable Development Strategy (2005)
- United Nations Sustainable Development Goals (2015)

This plan, programmes and strategies review was shared and consulted with relevant organisations and stakeholders across the plan area as the ISA2 Scoping stage.

4.3 Task 3: Review baseline data

The ISA2 Scoping Report, which has been updated as part of the 2022 STP2 ISA2, details the population and demographic baseline and trends for the 21 local transport authorities comprising the TfN geography. This should be referred to for data related to many of the Equality Act 2010 protected characteristics. Please note that it was not possible to readily obtain data at the local authority level for all protected characteristics. This is not considered to be a significant limitation to the EqIA assessment process given the scale of the TfN geography at which policies apply and that the assessment is based on the nature (positive, negative, neutral or uncertain) of the effect.

This baseline review was shared and consulted with relevant organisations and stakeholders across the plan area as the ISA2 Scoping stage.

4.4 Task 4: Screening assessment

This section summarises the updated EqIA screening assessment, to include new and amended policies, which formed part of the Scoping Stage. The screening assessment focuses on the nine identified protected characteristics, with the wider EqIA assessment having taken place as a part of the ISA2. The tables associated with this assessment are contained within Appendix A of this report.

5. Summary and Conclusions Relating to Equality

There have been improvements to draft STP2 policies at each stage of the evolution of the STP2 which seek to enhance equality across the TfN Geography. The following section summarises the EqIA Screening Assessment for the STP2 Thematic policies and the Policy and Place Framework.

5.1 STP2 Plan Objectives

The STP2 plan has three Strategic Ambitions, which comprised of:

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

The objectives scored positively against a number of the ISA2 Framework Objectives. Those which particularly relate to equality are outlined below.

- The economic objective sets out the need to drive sustainable economic growth across the plan area to provide greater opportunities for communities in the North.
- The decarbonisation objective outlines the need to ensure that future transport networks need to deliver environmental net gains, clean economic growth with health and social value benefits.
- The social inclusion and health objective states that to address transport-related social exclusion, quality, availability and cost of public transport services need to be addressed with the rollout of safe, convenient and accessible sustainable transport modes across all communities in the North.

The economic and decarbonisation objectives scored neutral across the protected characteristics however, the social inclusion and health objective scored positively due to the focus on supporting communities within the plan area within the plan and supporting wording. For consistency with the wider ISA2 and clarity, the assessment of the STP2 plan objectives included supporting information from Annex 1: vision and objectives as part of this assessment.

5.2 Thematic Policies

The STP2 has four thematic policies, including Road; Rail; Freight and International Connectivity; and Local Connectivity. The policies scored positively against a number of the ISA2 Framework Objectives. Those which particularly relate to equality are outlined below.

- The Rail policy states that as part of their strategic priorities, they should be supportive of communities, meaning that railways should deliver upon the social fabric needs of the communities it serves, including addressing transport related social exclusion. It also states that the rail network should be equitable, inclusive and affordable for all stakeholders, resulting in a slight beneficial score against the age, race and sex characteristics. TfN have developed a Northern England Station Enhancements Programme which includes requirements for integrated access to stations with the ambition to make all stations accessible and in line with our required standards by 2050, resulting in a moderate beneficial score against the disability characteristic.

- The Road Policy sets out the ambition to enable more efficient journeys, contributing to improving access to opportunities for all citizens of the North. It also states that it will deliver substantial improvements in safety for all travel modes, reducing the disproportionate impacts of road danger on older and younger people, people with disabilities and people living in deprived communities, resulting in a moderate beneficial score against the disability and age characteristics and slight beneficial score against the race characteristic.

- The Freight and International Connectivity Policy states its ambition to reduce the impact of air pollution and noise from freight movements on the health of local communities.

- The Local Connectivity Policy states its ambition to improve active travel networks to improve accessibility and supporting communities physical and mental wellbeing, resulting in a slight beneficial scores against the age and disability characteristics.

5.3 Policy and Place Framework

The STP2 has nine Policy and Place Framework policies. The policies scored positively against a number of the ISA2 Framework Objectives. Those which particularly relate to equality are outlined below.

- The Large Conurbations policy states that bus infrastructure and services must enable easy access and swift transfer to rail and mass transit provision, through inclusive design, resulting in a slight beneficial score against the disability characteristic.

- The Rural Villages and Dispersed policy states that investing and restoring scheduled bus services as forms of social infrastructure will help to address potential social exclusion.

- The Rural Town and Fringe policy states that traffic calming measures should be implemented with crossing times accounting for aging populations and ensure that strategic

roads do not prevent pedestrians accessing key services, resulting in a slight beneficial score against the age characteristic, resulting in a slight beneficial score against the disability characteristic.

- The Other Urban policy encourages a reduction in pavement parking and improving pedestrian crossings to address severance issues. It also seeks to improve lighting and foliage to improve perceived safety and make Other Urban places more attractive and safe destinations.

For consistency with the wider ISA2 and clarity, the assessment of the Policy and Place Framework located within Annex 2: the Policy and Place Framework as part of this assessment.

5.4 Conclusions

The STP2 sets out the proposed approach that TfN will take towards transport development across the 21 Local Transport Authorities. The development of the STP2 has been influenced by a number of other plans, programmes and assessments that relate to the protected characteristics or persons under the Equality Act 2010. EqIA considerations have been included within the ISA2 objectives and throughout the Integrated Sustainability Appraisal of the STP2.

It is important to note, a number of the scores in the assessment tables, for the plan objectives, thematic policies and the Policy and Place Framework, are scored as having a neutral impact against the protected characteristics. This is due to the holistic, strategic nature of the plan with the delivery partners and transport authorities providing further detail in the future regarding the design and implementation of transport schemes within the plan area as appropriate. From this, it is clear that overall, the plan provides a strong policy basis with regards to equality for future growth and transportation infrastructure planning within the plan area.

A.1 Appendix 1: EqIA Assessment Tables

EqIA Screening of STP2 Plan Objectives

Policy	Protected Characteristics								
	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Transform Economic Performance	0	0	0	0	0	0	0	0	0
Rapid Decarbonisation of Surface Transport	0	0	0	0	0	0	0	0	0
Enhancing Social Inclusion and Health	+	+	+	+	+	+	+	+	+

EqIA Screening of Thematic Policies

Policy	Protected Characteristics								
	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Rail	+	++	0	0	0	+	0	+	0
Road	++	++	0	0	0	+	0	0	0
Freight and international connectivity	0	0	0	0	0	0	0	0	0
Local Connectivity	+	+	0	0	0	0	0	0	0

EqIA Screening of Policy and Place Framework

Policy	Protected Characteristics								
	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Commuter Towns	0	0	0	0	0	0	0	0	0
Large Conurbations	0	+	0	0	0	0	0	0	0
Rural Villages and Dispersed	0	0	0	0	0	0	0	0	0
Rural Town and Fringe	+	0	0	0	0	0	0	0	0
Transformational Places	0	0	0	0	0	0	0	0	0
Other Urban	0	+	0	0	0	0	0	0	0
Visitor Destinations	0	0	0	0	0	0	0	0	0
Towns within Metropolitan Counties	0	0	0	0	0	0	0	0	0
Industrial Places	0	0	0	0	0	0	0	0	0

A.3 Objectives Compatibility Assessment

2022

STP2 Compatibility Assessment

Overview Table

TfN Strategic Transport Plan Objectives		Integrated Sustainability Appraisal 2 Objectives															
		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
i.	Transform Economic Performance	?	?	?	?	?	?	?	?	?	?	?	✓	✓	✓	✓	?
ii.	Rapid Decarbonisation of Surface Transport	✓	✓	✓	✓	✓	✓	✓	?	?	?	✓	✓	✓	NR	✓	NR
iii.	Reducing Transport Related Social Exclusion	?	NR	NR	NR	✓	✓	NR	NR	NR	NR	NR	✓	✓	✓	✓	✓

STP2 Compatibility Assessment - STP2 Objective 1

No.	STP2 Objective	What the Plan will do	ISA2 Objectives	Compatible?	Commentary
1.	Transform Economic Performance	The STP will: • Close the productivity gap between the North and the average for the rest of England excluding London by 2050 • 37% of the North's population can access 500,000 jobs by rail within 60 minutes by 2050 • 75% of the North's population can access an employment centre with at least 5,000 jobs by public transport within 30 minutes by 2050 • Minimise the proportion of the North's Major Road Network with significantly increased peak weekday journey times by 2050 • Minimise the proportion of the Major Road Network with significantly increased weekend journey times by 2050	1. Reduce greenhouse gas emissions from surface transport in the North	?	Compatibility with ISA2 Objective 1 is dependent upon the nature of the implementation measure as part of delivering this objective, with potential for low/zero carbon travel modes to be supported and delivered across the plan area where possible, has the potential to reduce or increase greenhouse gas emissions form surface transport in the north depending on how the Plan Objective is delivered.
			2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	?	Compatibility with ISA2 Objective 2 is dependent upon the nature of the implementation measure as part of delivering this objective, with potential for the increase in trips made across public transportation infrastructure and increasing journey times on the Major Road Network across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on embedded emissions in the north depending on how the Plan Objective is delivered.
			3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	?	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
			4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.
			5. Protect and enhance local air quality	?	Compatibility with ISA2 Objective 5 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on local air quality in the north depending on how the Plan Objective is delivered.
			6. Increase resilience of the transport network to extreme weather events and a changing climate	?	Compatibility with ISA2 Objective 6 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure and reduced journey times to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have in the north on the resilience of transportation networks depending on how the Plan Objective is delivered.
			7. Protect and enhance the blue infrastructure network including inland and coastal water environments	?	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
			8. Protect and conserve soil and remediate and avoid land contamination	?	Compatibility with ISA2 Objective 8 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on soil protection/conservation and land remediation in the north depending on how the Plan Objective is delivered.

			9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	?	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
			10. Protect and enhance the character and quality of landscapes and townscapes	?	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
			11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	?	Compatibility with ISA2 Objective 11 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure and reduced journey times to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on the use of natural resources, production of waste and recycling of materials in the north depending on how the Plan Objective is delivered.
			12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to close the productivity gap between the north and the average for the rest of England excluding London by 2050 and provide access to employment opportunities by public transport, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
			13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to provide access to employment opportunities by public transport for communities across the plan area, this is compatible with the ISA2 Objective 13 of wanting to coordinate strategic transport planning with land use planning.
			14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to close the productivity gap between the north and the average for the rest of England excluding London by 2050 and provide access to employment opportunities by public transport, this is compatible with the ISA2 Objective 14 of wanting to promote equality of opportunity for all citizens.
			15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to close the productivity gap between the north and the average for the rest of England excluding London by 2050 and provide access to employment opportunities by public transport, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
			16. Promote community safety and reduce crime and the fear of crime for all citizens	?	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure and reduced journey times to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 2

No.	STP Objective	What the Plan will do	ISA Objectives	Compatible?	Commentary
2.	Rapid Decarbonisation of Surface Transport	The STP will: • Reduce surface transport CO2 emissions to near zero by 2045 • Share of trips made by public transport increases to 15% • Share of trips made my active modes increases to 36% • Zero overall increase in private vehicle milage growth on the North's road network to 2045 compared to 2018 • Double rail's share of freight carried to 12% by 2050 • Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, first increasing to 70,700 by 2030 • Reduce Air Quality Management Areas in the North announced due to NO2 or PM10 to zero in the North of England by 2045 by bringing air quality within legal limits • Reduce to zero the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits (currently at least 765 of paths) by 2045	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans for reducing CO2 emissions to near zero by 2045, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
			2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 2. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to increase the share of trips made by public transport and active travel infrastructure and zero increases in private vehicle milage growth on the road network to 2045 compared with 2018, this is compatible with the ISA2 Objective 2 of wanting to minimise embedded emissions.
			3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 3. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure, improving air quality and reducing the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2034, this is compatible with the ISA2 Objective 3 of wanting to protect and enhance green infrastructure networks, biodiversity and geodiversity across the north.
			4. Conserve and enhance internationally designated environment sites	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 4. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure, improving air quality and reducing the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2034, this is compatible with the ISA2 Objective 4 of wanting to conserve and enhance designated environment sites.
			5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to improve Air Quality Management Areas and reducing the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2034, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
			6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure, improving air quality and reducing the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2034, this is compatible with the ISA2 Objective 6.
			7. Protect and enhance the blue infrastructure network including inland and coastal water environments	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 7. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure, improving air quality and reducing the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2034, this is compatible with the ISA2 Objective 7 of wanting to protect and enhance blue infrastructure networks across the

					north.
			8.	Protect and conserve soil and remediate and avoid land contamination	?	Compatibility with ISA2 Objective 8 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure, increases in EV charging points and reductions in surface transportation emissions to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on soil protection/conservation and land remediation in the north depending on how the Plan Objective is delivered.
			9.	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	?	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure, increases in EV charging points and reductions in surface transportation emissions to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
			10.	Protect and enhance the character and quality of landscapes and townscapes	?	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, with the potential for the increase in trips made across public transportation infrastructure, increases in EV charging points and reductions in surface transportation emissions to be supported and delivered across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
			11.	Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 11. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to increase use of public transport and active travel infrastructure and increase the number of EV charging points, this is compatible with the ISA2 Objective 11 of wanting prudent use of resources, minimising waste and supporting the recycling of materials across the north.
			12.	Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to increase share of trips on public transport and active travel infrastructure and doubling freights rail share by 2050, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
			13.	Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to increase the share of trips on public transport and active travel infrastructure, this is compatible with the ISA2 Objective 13 of coordinating land use and strategic planning.
			14.	Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			15.	Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure, improving air quality and reducing the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits by 2034, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.

			16. Promote community safety and reduce crime and the fear of crime for all citizens	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.

STP2 Compatibility Assessment - STP2 Objective 3

No.	STP Objective	What the Plan will do	ISA Objectives	Compatible?	Commentary
3.	Reducing Transport Related Social Exclusion	The STP will: • Public Performance Measure (PPM) of at least 91.2% for both Transpennine Express and Northern by 2028, returning to levels last seem prior to 2018: Transpennine Express • Public Performance Measure (PPM) of at least 91.2% for both Transpennine Express and Northern by 2028, returning to levels last seem prior to 2018: Northern • Eliminate the percentage gap between the North's population at high risk of TRSE compared to the rest of England outside of London • Eliminate the excess population vulnerable to TRSE due to gap with rest of England minus London • Eliminate the gap of population at high risk of TRSE for the North's sub-regions compared to the rest of the North: North East • Eliminate the gap of population at high risk of TRSE for the North's sub-regions compared to the rest of the North:	1. Reduce greenhouse gas emissions from surface transport in the North	**?**	Compatibility with ISA2 Objective 1 is dependent on the nature of the implementation measure as part of delivering this objective, with the potential for improving accessibility to stations across the North, and reducing TRSE through improved access to, and infrastructure for public transport to be supported and delivered across the plan area where possible, and has the potential to influence the level of impact transportation infrastructure could have on greenhouse gas emissions in the north depending on how the Plan Objective is delivered.
			2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			4. Conserve and enhance internationally designated environment sites	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for improving public transportation services, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
			6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for improving public transportation services, this is compatible with the ISA2 Objective 6 of wanting to increase resilience of the transportation network against the changing climate which may for example support the running of services during extreme weather events by enhancing infrastructure.
			7. Protect and enhance the blue infrastructure network including inland and coastal water environments	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			8. Protect and conserve soil and remediate and avoid land contamination	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.

		Yorkshire and the Humber • Vision zero: reduce the number of people killed and seriously injured in traffic incidents to zero by 2050 • All stations in the North to meet TfN's desired accessibility standards by 2050	9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			10. Protect and enhance the character and quality of landscapes and townscapes	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for improving the accessibility of transportation services, this is compatible with the ISA2 Objective 12 of wanting long term economic prosperity across the north, which for example may provide opportunities for employment, access to town centres and enhance freight/business transportation.
			13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for improving the accessibility of transportation services, this is compatible with the ISA2 Objective 13 of wanting coordinated land use and strategic transport planning across the north, which for example connecting new and existing communities together through transport infrastructure and planning.
			14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for improving the accessibility of transportation services, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north, which for example may provide opportunities for employment and access to town centres through accessible stations.
			15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for improving the accessibility of transportation services and for vision zero reducing the number of people injured or killed in traffic accidents by 2050, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
			16. Promote community safety and reduce crime and the fear of crime for all citizens	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 16. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north with plans for vision zero reducing the number of people injured or killed in traffic accidents by 2050, this is compatible with the ISA2 Objective 16 of wanting to support community safety and reduce crime across the north.

January 2023

2023 STP2 Compatibility Assessment

Overview Table

TfN Strategic Transport Plan Objectives		Integrated Sustainability Appraisal 2 Objectives															
		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	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,	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	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
i.	Transform Economic Performance	✓	?	?	?	✓	✓	?	?	?	?	✓	✓	✓	✓	✓	?
ii.	Rapid Decarbonisation of Surface Transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	?
iii.	Reducing Transport Related Social Exclusion	✓	NR	?	?	✓	✓	?	NR	?	?	NR	✓	✓	✓	✓	✓

STP2 Compatibility Assessment - STP2 Objective 1

No.	STP2 Objective	What the Plan will do	ISA2 Objectives	Compatible?	Commentary
1.	Transform Economic Performance	The STP will: • Close the productivity gap between the North and the average for the rest of England excluding London by 2050 • 37% of the North's population can access 500,000 jobs	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to reduce or increase greenhouse gas emissions form surface transport in the north, this is compatible with the ISA2 Objective 1 of wanting to enhance economic prosperity and of wanting to reduce greenhouse gas emissions from surface transportation modes.
			2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	?	Compatibility with ISA2 Objective 2 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on embedded carbon emissions within transportation infrastructure

		by rail within 60 minutes by 2050 • 75% of the North's population can access an employment centre with at least 5,000 jobs by public transport within 30 minutes by 2050 • Reduce the proportion of the North's			in the north depending on how the Plan Objective is delivered.
			3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	?	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
			4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.
			5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to transform economic performance across the north,

		Major Road Network with significantly increased peak weekday journey times by 2050 • Reduce the proportion of the Major Road Network with significantly increased weekend journey times by 2050			while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to reduce greenhouse gas emissions form surface transport in the north, this is compatible with the ISA2 Objective 5 due to the potential to positively influence the level of impact transportation infrastructure could have on local air quality in the north.
			6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, this is compatible with the ISA2 Objective 6 due to the potential to positively influence the degree of impact and resilience transportation infrastructure networks could have in the north.

			7. Protect and enhance the blue infrastructure network including inland and coastal water environments	?	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
			8. Protect and conserve soil and remediate and avoid land contamination	?	Compatibility with ISA2 Objective 8 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on soil protection/conservation and land remediation in the north depending on how the Plan Objective is delivered.
			9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural	?	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition

			heritage and their settings		across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
			10. Protect and enhance the character and quality of landscapes and townscapes	?	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
			11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 11. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, this is compatible with the ISA2 Objective 11 of wanting prudent use of resources, minimising waste and supporting the recycling of materials across the north.

			12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to close the productivity gap between the north and the average for the rest of England excluding London by 2050 and provide access to employment/business opportunities by sustainable transport modes, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
			13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to provide access to employment opportunities by sustainable travel modes for communities across the plan area in conjunction (where possible) with other policy drivers to ensure wider benefits can be realised, this is compatible with the ISA2 Objective 13 of wanting to coordinate strategic transport planning with land use planning.
			14. Promote greater equality of opportunity for all citizens and reduce	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to transform economic performance across

			Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.		the north, with plans to close the productivity gap between the north and the average for the rest of England excluding London by 2050 and provide access to employment opportunities by public transport, this is compatible with the ISA2 Objective 14 of wanting to promote equality of opportunity for all citizens.
			15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to close the productivity gap between the north and the average for the rest of England excluding London by 2050 and provide access to employment opportunities by public transport, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
			16. Promote community safety and reduce crime and the fear of crime for all citizens	?	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 2

No.	STP Objective	What the Plan will do	ISA Objectives	Compatible?	Commentary
2.	Rapid Decarbonisation of Surface Transport	The STP will: • Reduce surface transport CO2 emissions to near zero by 2045 • Share of trips made by public transport increases to 15% • Share of trips made my active modes increases to 36% • Zero overall increase in private vehicle milage growth on the	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north wanting to reduce emissions by 96% by 2040, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
			2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 2. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to support a modal shift to public transport and active travel infrastructure and away from private vehicle usage to support a reduction in emissions and utilisation of existing infrastructure, this is compatible with the ISA2 Objective 2 of wanting to minimise embedded emissions from new and existing transportation infrastructure.

		North's road network to 2045 compared to 2018 • Double rail's share of freight carried to 12% by 2050 • Uptake of public EV charging points at scale and pace across the North to support TfN's regional decarbonisation trajectory to 2045, first increasing to 70,700 by 2030 • Reduce Air Quality Management	3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 3. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure with a commitment to regional near-zero carbon surface transport network by 2045 reducing air pollutants and for future infrastructure and systems to minimise any adverse impacts on natural environments in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 3 of wanting to protect and enhance green infrastructure networks, biodiversity and geodiversity across the north.
			4. Conserve and enhance internationally designated environment sites	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 4. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure with a commitment to regional near-zero carbon surface transport network by 2045 reducing air pollutants and for future infrastructure and systems to minimise any adverse impacts on natural environments in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 4 of

		Areas in the North announced due to NO2 or PM10 to zero in the North of England by 2045 by bringing air quality within legal limits • Reduce to zero the number of paths on the North's Major Road Network exceeding WHO Nitrogen Dioxide exposure limits (currently at least 765 of paths) by 2045 • All new major transport			wanting to conserve and enhance designated environment sites.
			5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to improve wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure with a commitment to regional near-zero carbon surface transport network by 2045 reducing air pollutants and for future infrastructure and systems to minimise any adverse impacts on natural environments, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
			6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure with a commitment to regional near-zero carbon surface transport network by 2045 reducing air pollutants and for future infrastructure and systems to minimise any adverse impacts on natural environments in

		infrastructure development to aid local nature recovery by achieving 10% biodiversity net gain, for projects gaining approval from 2025 (in line with the Environment Act 2021)			addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 6.
			7. Protect and enhance the blue infrastructure network including inland and coastal water environments	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 7. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to utilise public transport and active travel infrastructure with a commitment to regional near-zero carbon surface transport network by 2045 reducing air pollutants and for future infrastructure and systems to minimise any adverse impacts on natural environments in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 7 of wanting to protect and enhance blue infrastructure networks across the north.
			8. Protect and conserve soil and remediate and avoid land contamination	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 8. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans for future infrastructure and systems to minimise any adverse impacts on natural environments in addition to aiding local nature recovery and developing nature-based solutions, this is compatible with the ISA2 Objective 8 of wanting to protect and conserve soil and land

					remediation in the north.
			9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 9. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to minimise any adverse impacts on historic and built environments across the plan area from new transportation infrastructure, this is compatible with the ISA2 Objective 9 of wanting to conserve and enhance historic, industrial and cultural heritage sites and their settings.
			10. Protect and enhance the character and quality of landscapes and townscapes	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 10. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to minimise any adverse impacts on historic and built environments across the plan area from new transportation infrastructure, this is compatible with the ISA2 Objective 10 of wanting to conserve and enhance 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	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 11. Due to the nature of this Plan Objective, wanting to re-use and recycling materials in new infrastructure and making prudent use of natural resources by utilising existing infrastructure where possible, this is compatible with the ISA2 Objective 11 of wanting prudent use of resources, minimising

					waste and supporting the recycling of materials across the north.
			12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen sustainable travel networks to connect more communities and enhance the movement of goods, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
			13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to deliver transportation infrastructure with strategic land use planning including increasing its resilience to climate change, delivering environmental net gain, local nature recovering, green and blue infrastructure improvements and developing nature-based solutions, this is compatible with the ISA2 Objective 13 of coordinating land use and strategic planning.

			14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen sustainable travel networks to connect more communities and enhance the movement of goods, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north, which for example may provide opportunities for employment, access to town centres and communities through accessible sustainable travel modes.
			15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen accessible sustainable travel networks to connect communities and natural environments supporting physical and mental health of people across the plan area, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
			16. Promote community safety and reduce crime and the fear of crime for	?	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen accessible

			all citizens		sustainable travel networks to connect communities supporting the wellbeing of people across the plan area, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 3

No.	STP Objective	What the Plan will do	ISA Objectives	Compatible?	Commentary
3.	Reducing Transport Related Social Exclusion	The STP will: • Public Performance Measure (PPM) of at least 91.2% for both Transpennine Express and Northern by 2028, returning to levels last seem prior to	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
			2. Minimise embedded emissions from the	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.

		2018: Transpennine Express • Public Performance Measure (PPM) of at least 91.2% for both Transpennine Express and Northern by 2028, returning to levels last seem prior to 2018: Northern • Eliminate the percentage gap between the North's population at high risk of TRSE compared	development of new transport infrastructure and the maintenance of existing infrastructure		
			3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	?	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
			4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.

		to the rest of England outside of London • Eliminate the gap of population at high risk of TRSE for the North's sub-regions compared to the rest of the North: North East • Eliminate the gap of population at high risk of TRSE for the North's sub-regions compared to the rest of the	5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
			6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 6 of wanting to increase resilience of the transportation network against the changing climate.
			7. Protect and enhance the blue infrastructure network including inland and coastal water environments	?	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation

		North: Yorkshire and the Humber • Vision zero: reduce the number of people killed and seriously injured in traffic incidents to zero by 2050 • All stations in the North to meet TfN's desired accessibility standards by 2050			infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
			8. Protect and conserve soil and remediate and avoid land contamination	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**?**	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to historic, industrial and cultural heritage environments for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
			10. Protect and enhance the character and quality of landscapes and townscapes	**?**	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to natural environments and communities for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.

			11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
			12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone supporting the modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 12 of wanting long term economic prosperity across the north.
			13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes in combination with a co-ordinated approach ensuring land use and transport policies and programmes are aligned, this is compatible with the ISA2 Objective 13 of wanting coordinated land use and

		strategic transport planning across the north.
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes to eliminate transport poverty and to create an inclusive transport system, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north.
15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes to enhance the health and wellbeing for everyone within the plan area, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
16. Promote community safety and reduce crime and the fear of crime for all citizens	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 16. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services,

					communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes while reducing car use and car-dominated environments to create an inclusive transport system and supporting community integration, this is compatible with the ISA2 Objective 16 of wanting to support community safety and reduce crime across the north.

March 2023

2023 STP2 Compatibility Assessment

Overview Table

		Integrated Sustainability Appraisal 2 Objectives															
TfN Strategic Transport Plan Objectives		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
i.	Transform Economic Performance	✓	?	?	?	?	✓	?	?	?	?	?	✓	✓	✓	✓	?
ii.	Rapid Decarbonisation of Surface Transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	?
iii.	Enhancing Social Inclusion and Health	✓	NR	?	?	✓	✓	?	NR	?	?	NR	✓	✓	✓	✓	✓

STP2 Compatibility Assessment - STP2 Objective 1

No.	STP2 Objective	ISA2 Objectives	Compatible?	Commentary
1.	Transform Economic Performance	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
		2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	?	Compatibility with ISA2 Objective 2 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on embedded carbon emissions within transportation infrastructure in the north depending on how the Plan Objective is delivered.
		3. Protect and enhance the biodiversity, geodiversity and the	?	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting

green infrastructure network		and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.
5. Protect and enhance local air quality	?	Compatibility with ISA2 Objective 5 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to enhancing air quality across the plan area where possible, has the potential to influence the impact transportation infrastructure could have on local air quality in the north.
6. Increase resilience of the transport network	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to

to extreme weather events and a changing climate		transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to increasing the resilience of future transport infrastructure to the climate emergency across the plan area where possible, this is compatible with the ISA2 Objective 6.
7. Protect and enhance the blue infrastructure network including inland and coastal water environments	?	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
8. Protect and conserve soil and remediate and avoid land contamination	?	Compatibility with ISA2 Objective 8 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on soil protection/conservation and land remediation in the north depending on how the Plan Objective is delivered.
9. Support the conservation	?	Compatibility with ISA2 Objective 9 is dependent upon the nature of the

and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings		implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
10. Protect and enhance the character and quality of landscapes and townscapes	?	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	?	Compatibility with ISA2 Objective 11 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, has the potential to influence the level of impact on the use of resources, minimising waste and supporting the recycling of materials across the north depending on how the Plan Objective is delivered.

12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to close the productivity gap between the north and the UK, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and enhancing economic output across the plan area where possible with strategic land use planning, is compatible with the ISA2 Objective 13 of coordinating land use and strategic planning.
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to transform economic performance across the north by supporting increased economic growth where possible between the North and other parts of the UK and promote the equality of opportunity for all citizens in the north, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north.

		15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to transform economic performance across the north by supporting increased economic growth where possible between the North and other parts of the UK and improve the health and wellbeing of communities in the north, is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
		16. Promote community safety and reduce crime and the fear of crime for all citizens	?	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 2

No.	STP Objective	ISA Objectives	Compatible?	Commentary
2.	Rapid Decarbonisation of Surface Transport	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north wanting to reduce emissions, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
		2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 2. Due to the nature of this Plan Objective, wanting to minimise embodied carbon within transport systems with plans to support a modal shift to public transport and active travel infrastructure and away from private vehicle usage, this is compatible with the ISA2 Objective 2 of wanting to minimise embedded emissions from new and existing transportation infrastructure.
		3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 3. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 3 of wanting to protect and enhance green infrastructure networks, biodiversity and geodiversity across the north.

		4. Conserve and enhance internationally designated environment sites	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 4. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 4 of wanting to conserve and enhance designated environment sites.
		5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding net zero carbon targets, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
		6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to support net zero carbon targets and consider how carbon and climate change are considered within future projects, this is compatible with the ISA2 Objective 6.
		7. Protect and enhance the blue infrastructure network including inland and coastal water environments	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 7. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 7 of wanting to protect and enhance

				blue infrastructure networks across the north.
		8. Protect and conserve soil and remediate and avoid land contamination	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 8. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 8 of wanting to protect and conserve soil and land remediation in the north.
		9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 9. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the historic environment across the north, this is compatible with the ISA2 Objective 9 of wanting to conserve and enhance historic, industrial and cultural heritage sites and their settings.
		10. Protect and enhance the character and quality of landscapes and townscapes	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 10. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the historic environment across the north, this is compatible with the ISA2 Objective 10 of wanting to conserve and enhance landscapes and townscapes.
		11. Promote the prudent use of natural resources, minimise the production	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 11. Due to the nature of this Plan Objective, wanting to make prudent use of natural resources where possible, this is compatible with the ISA2 Objective 11 of wanting prudent use of resources, minimising waste

		of waste and support the re-use and recycling of materials		and supporting the recycling of materials across the north.
		12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to support the decarbonisation of surface transportation across the north with plans to strengthen sustainable travel networks to connect more communities and enhance the movement of goods, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
		13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to deliver transportation infrastructure with strategic land use planning including increasing its resilience to climate change, delivering environmental net gain, local nature recovering and developing nature-based solutions, this is compatible with the ISA2 Objective 13 of coordinating land use and strategic planning.
		14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen sustainable travel networks to connect more communities and enhance the movement of goods, this is compatible with the ISA2 Objective

		Exclusion (TRSE), particularly for the North's most vulnerable groups.		14 of wanting greater equality for all communities across the north, which for example may provide opportunities for employment, access to town centres and communities through accessible sustainable travel modes.
		15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen accessible sustainable travel networks to connect communities and natural environments supporting physical and mental health of people across the plan area, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
		16. Promote community safety and reduce crime and the fear of crime for all citizens	**?**	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen accessible sustainable travel networks to connect communities supporting the wellbeing of people across the plan area, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 3

No.	STP Objective	ISA Objectives	Compatible?	Commentary
3.	Enhancing Social Inclusion and Health	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
		2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
		3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**?**	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation

				infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
		4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.
		5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
		6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 6 of wanting to increase resilience of the

				transportation network against the changing climate.
		7. Protect and enhance the blue infrastructure network including inland and coastal water environments	**?**	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
		8. Protect and conserve soil and remediate and avoid land contamination	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
		9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**?**	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to historic, industrial and cultural heritage environments for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
		10. Protect and enhance the	**?**	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce

		character and quality of landscapes and townscapes		transport related social exclusion across the north by improving access to natural environments and communities for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
		11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
		12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone supporting the modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 12 of wanting long term economic prosperity across the north.
		13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes in

		combination with a co-ordinated approach ensuring land use and transport policies and programmes are aligned, this is compatible with the ISA2 Objective 13 of wanting coordinated land use and strategic transport planning across the north.
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes to eliminate transport poverty and to create an inclusive transport system, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north.
15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes to enhance the health and wellbeing for everyone within the plan area, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
16. Promote community safety and reduce crime and the fear of crime for	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 16. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to

		all citizens		opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes while reducing car use and car-dominated environments to create an inclusive and safe transport system to support community integration, this is compatible with the ISA2 Objective 16 of wanting to support community safety and reduce crime across the north.

January 2024

2024 STP2 Compatibility Assessment

Overview Table

TfN Strategic Transport Plan Objectives		Integrated Sustainability Appraisal 2 Objectives															
		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
i.	Transform Economic Performance	✓	?	?	?	✓	✓	?	?	?	?	?	✓	✓	✓	✓	?
ii.	Rapid Decarbonisation of Surface Transport	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	?
iii.	Enhancing Social Inclusion and Health	✓	NR	?	?	✓	✓	?	NR	?	?	NR	✓	✓	✓	✓	✓

STP2 Compatibility Assessment - STP2 Objective 1

No.	STP2 Objective	ISA2 Objectives	Compatible?	Commentary
1.	Transform Economic Performance	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
		2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	?	Compatibility with ISA2 Objective 2 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on embedded carbon emissions within transportation infrastructure in the north depending on how the Plan Objective is delivered.
		3. Protect and enhance the biodiversity, geodiversity and the	?	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting

green infrastructure network		and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.
5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible. This is compatible with the ISA2 Objective 5 due to the potential to positively influence the level of impact transportation infrastructure could have on local air quality in the north.

6.	Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to increasing the resilience of future transport infrastructure to the climate emergency across the plan area where possible, this is compatible with the ISA2 Objective 6.
7.	Protect and enhance the blue infrastructure network including inland and coastal water environments	**?**	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
8.	Protect and conserve soil and remediate and avoid land contamination	**?**	Compatibility with ISA2 Objective 8 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on soil protection/conservation and land remediation in the north depending on how the Plan Objective is

		delivered.
9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**?**	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
10. Protect and enhance the character and quality of landscapes and townscapes	**?**	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
11. Promote the prudent use of natural resources, minimise the production	**?**	Compatibility with ISA2 Objective 11 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, has the

of waste and support the re-use and recycling of materials		potential to influence the level of impact on the use of resources, minimising waste and supporting the recycling of materials across the north depending on how the Plan Objective is delivered.
12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, with plans to close the productivity gap between the north and the UK, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and enhancing economic output across the plan area where possible with strategic land use planning, is compatible with the ISA2 Objective 13 of coordinating land use and strategic planning.
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE),	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to transform economic performance across the north by supporting increased economic growth where possible between the North and other parts of the UK and promote the equality of opportunity for all

		particularly for the North's most vulnerable groups.		citizens in the north, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north.
		15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to transform economic performance across the north by supporting increased economic growth where possible between the North and other parts of the UK and improve the health and wellbeing of communities in the north, is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
		16. Promote community safety and reduce crime and the fear of crime for all citizens	**?**	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to transform economic performance across the north, while supporting and delivering growth in productivity and economic output while contributing to the net zero transition across the plan area where possible, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 2

No.	STP Objective	ISA Objectives	Compatible?	Commentary
2.	Rapid Decarbonisation of Surface Transport	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north wanting to reduce emissions, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
		2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 2. Due to the nature of this Plan Objective, wanting to minimise embodied carbon within transport systems with plans to support a modal shift to public transport and active travel infrastructure and away from private vehicle usage, this is compatible with the ISA2 Objective 2 of wanting to minimise embedded emissions from new and existing transportation infrastructure.
		3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 3. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 3 of wanting to protect and enhance green infrastructure networks, biodiversity and geodiversity across the north.

		4. Conserve and enhance internationally designated environment sites	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 4. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 4 of wanting to conserve and enhance designated environment sites.
		5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding net zero carbon targets, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
		6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to support net zero carbon targets and consider how carbon and climate change are considered within future projects, this is compatible with the ISA2 Objective 6.
		7. Protect and enhance the blue infrastructure network including inland and coastal water environments	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 7. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 7 of wanting to protect and enhance

				blue infrastructure networks across the north.
		8. Protect and conserve soil and remediate and avoid land contamination	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 8. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the natural environment across the north in addition to aiding local nature recovery and developing nature based solutions, this is compatible with the ISA2 Objective 8 of wanting to protect and conserve soil and land remediation in the north.
		9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 9. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the historic environment across the north, this is compatible with the ISA2 Objective 9 of wanting to conserve and enhance historic, industrial and cultural heritage sites and their settings.
		10. Protect and enhance the character and quality of landscapes and townscapes	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 10. Due to the nature of this Plan Objective, wanting to minimise any adverse impacts on the historic environment across the north, this is compatible with the ISA2 Objective 10 of wanting to conserve and enhance landscapes and townscapes.
		11. Promote the prudent use of natural resources, minimise the production	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 11. Due to the nature of this Plan Objective, wanting to make prudent use of natural resources where possible, this is compatible with the ISA2 Objective 11 of wanting prudent use of resources, minimising waste

		of waste and support the re-use and recycling of materials		and supporting the recycling of materials across the north.
		12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to support the decarbonisation of surface transportation across the north with plans to strengthen sustainable travel networks to connect more communities and enhance the movement of goods, this is compatible with the ISA2 Objective 12 of wanting to enhance economic prosperity and a clean, green economic transformation of the plan area's economy.
		13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to deliver transportation infrastructure with strategic land use planning including increasing its resilience to climate change, delivering environmental net gain, local nature recovering and developing nature-based solutions, this is compatible with the ISA2 Objective 13 of coordinating land use and strategic planning.
		14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen sustainable travel networks to connect more communities and enhance the movement of goods, this is compatible with the ISA2 Objective

		Exclusion (TRSE), particularly for the North's most vulnerable groups.		14 of wanting greater equality for all communities across the north, which for example may provide opportunities for employment, access to town centres and communities through accessible sustainable travel modes.
		15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen accessible sustainable travel networks to connect communities and natural environments supporting physical and mental health of people across the plan area, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
		16. Promote community safety and reduce crime and the fear of crime for all citizens	**?**	Compatibility with ISA2 Objective 16 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to deliver the rapid decarbonisation of surface transportation across the north with plans to strengthen accessible sustainable travel networks to connect communities supporting the wellbeing of people across the plan area, has the potential to influence the level of impact transportation infrastructure could have on community safety, reducing crime and the fear of crime citizens have in the north, depending on how the Plan Objective is delivered.

STP2 Compatibility Assessment - STP2 Objective 3

No.	STP Objective	ISA Objectives	Compatible?	Commentary
3.	Enhancing Social Inclusion and Health	1. Reduce greenhouse gas emissions from surface transport in the North	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 1. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 1 of wanting to reduce greenhouse gas emissions from surface transportation modes.
		2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
		3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**?**	Compatibility with ISA2 Objective 3 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation

				infrastructure could have on biodiversity, geodiversity and green infrastructure networks in the north depending on how the Plan Objective is delivered.
		4. Conserve and enhance internationally designated environment sites	?	Compatibility with ISA2 Objective 4 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on designated environment sites in the north depending on how the Plan Objective is delivered.
		5. Protect and enhance local air quality	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 5. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 5 of wanting to protect and enhance local air quality.
		6. Increase resilience of the transport network to extreme weather events and a changing climate	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 6. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 6 of wanting to increase resilience of the

				transportation network against the changing climate.
		7. Protect and enhance the blue infrastructure network including inland and coastal water environments	**?**	Compatibility with ISA2 Objective 7 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to the natural environment for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on blue infrastructure networks in the north depending on how the Plan Objective is delivered.
		8. Protect and conserve soil and remediate and avoid land contamination	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
		9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**?**	Compatibility with ISA2 Objective 9 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce transport related social exclusion across the north by improving access to historic, industrial and cultural heritage environments for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on historic, industrial and cultural heritage assets and their settings in the north depending on how the Plan Objective is delivered.
		10. Protect and enhance the	**?**	Compatibility with ISA2 Objective 10 is dependent upon the nature of the implementation measure as part of delivering this objective, wanting to reduce

		character and quality of landscapes and townscapes		transport related social exclusion across the north by improving access to natural environments and communities for everyone by supporting a modal shift to sustainable travel modes, has the potential to influence the level of impact transportation infrastructure could have on landscapes and townscapes in the north depending on how the Plan Objective is delivered.
		11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**NR**	No relationship between this Plan Objective and ISA2 Objective has been identified.
		12. Enhance long term economic prosperity and promote a clean and green economic transformation	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 12. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone supporting the modal shift to sustainable travel modes, this is compatible with the ISA2 Objective 12 of wanting long term economic prosperity across the north.
		13. Coordinate land use and strategic transport planning across the region	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 13. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes in

		combination with a co-ordinated approach ensuring land use and transport policies and programmes are aligned, this is compatible with the ISA2 Objective 13 of wanting coordinated land use and strategic transport planning across the north.
14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 14. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes to eliminate transport poverty and to create an inclusive transport system, this is compatible with the ISA2 Objective 14 of wanting greater equality for all communities across the north.
15. Improve the health and wellbeing for all citizens and reduce inequalities in health	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 15. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes to enhance the health and wellbeing for everyone within the plan area, this is compatible with the ISA2 Objective 15 of wanting improved health and wellbeing for communities across the north.
16. Promote community safety and reduce crime and the fear of crime for	✓	It is considered that this Plan Objective is broadly compatible with ISA2 Objective 16. Due to the nature of this Plan Objective, wanting to reduce transport related social exclusion across the north by improving access to

all citizens		opportunities, services, communities and the natural environment for everyone by supporting a modal shift to sustainable travel modes while reducing car use and car-dominated environments to create an inclusive and safe transport system to support community integration, this is compatible with the ISA2 Objective 16 of wanting to support community safety and reduce crime across the north.

A.4 STP2 Policies Assessment

2022

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

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging a modal shift away from private car for commuting trips by enhancing the hub and spoke model, enhancing rail and bus services and implementing reliable journey planning tools, supporting a reduction in greenhouse gas emissions through enhancing sustainable transport options for commuters.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency for rail and bus services and enhanced public transport options, including reliable journey planning tools. A potential secondary and synergistic effect of the policy could include a modal shift towards more sustainable transport modes and a reduction in green house gas emissions from reduced reliance on the private car for commuters through a combination of the proposed interventions.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on enhancing existing rail and bus stations and investment in new multi-modal hubs bringing together existing and proposed public transport options and active travel facilities which could support maintaining existing infrastructure to minimise embedded carbon emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure. A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising, maintaining and upgrading existing infrastructure over new transport development to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Loc-Reg	MT-LT	Perm	Med	0	-	-	-				

The policy focuses on enhancing and investing in new multi-modal hubs bringing together existing and proposed sustainable transport options and increasing the frequency and reliability of rail and bus services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, however vibration and noise pollution could increase as a result of increase in frequency of bus and rail services. New transport infrastructure encouraged by the policy could have potential effects on biodiversity and geodiversity.

Mitigation and Enhancement

Policy could make more explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments, particularly in relation to the increase in frequency of bus and rail services.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on enhancing and investing in new multi-modal hubs bringing together existing and proposed sustainable transport options and increasing the frequency and reliability of rail and bus services.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater integration and reliability of the transport network for commuters.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, helping to protect internationally designated environment sites from transport emissions.

Mitigation and Enhancement

Policy could make more explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments, particularly in relation to the impact of the increase in frequency of bus and rail services on internationally designated environment sites.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy states that Deploying a hub and spoke model that operates outside peak hours and seven days a week, with express services connecting commuter towns to their neighbouring large conurbations, will encourage modal shift away from private car for commuting trips, contributing to protecting and enhancing local air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

Policy could make more explicit reference to reducing the reliance on the private car to both improve traffic levels and local air quality

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy states that delivering local cycle and walking infrastructure plans will deliver attractive and localised active travel infrastructure that is accessible to all users. The Policy also states that Commuter Towns would benefit from funding for their Bus Service Improvement Plans to help deliver reliable bus services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved walking and cycling infrastructure and improved Bus Services and Active Travel routes. A potential secondary effect of the policy could include a reduction in private car vehicle milage and a modal shift towards active travel, and a wider choice of passenger travel.
A potential synergistic effect of the implementation of the policy could include improved carbon efficiency in the movement of people as a result of enhanced sustainable walking, cycling and bus infrastructure.

Mitigation and Enhancement

Policy could make more explicit reference to the affordability and accessibility of bus service improvements.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy states focuses on delivering both local cycle and walking infrastructure bus service improvements which will help minimise embedded emissions through maintaining and improving existing infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include delivering walking and cycling infrastructure.
A potential synergistic effect of the policy could include contributing to a reduction in embedded construction carbon through improving existing transport infrastructure and encouraging more active travel transport networks.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising, maintaining and upgrading existing infrastructure over new transport development to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on delivering local cycle and walking infrastructure plans will deliver attractive and localised active travel infrastructure that will contribute to good design in relation to major transport infrastructure.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include promoting good design in transport infrastructure through LCWIPs. A potential secondary effect of the policy could include enhanced biodiversity and green infrastructure through improvements to the public realm.

Mitigation and Enhancement

Policy could make more explicit reference to the role and inclusion of green infrastructure within walking and cycling infrastructure in order to maximise ecological connectivity and secure overall Biodiversity Net Gain.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on delivering walking and cycling infrastructure and improving bus services.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network and bus services.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, helping to protect internationally designated environment sites from transport emissions.

Mitigation and Enhancement

None identified as policy encourages a reduction in car use and promotes walking and cycling infrastructure which would not cause a negative effect on internationally designated environment sites.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy states that nus services should provide the necessary connectivity with essential services such as health care, to provide sustainable transport options.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users and from new developments shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air

Mitigation and Enhancement

Policy could make more explicit reference to reducing the reliance on the private car to both improve traffic levels and local air quality

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++				

The policy focuses on reallocating road space to support bus and active travel measures and not 'locking in' car dependency in new developments to encourage a modal shift.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in the dominance of the car by supporting improvements other modes of transport. A secondary, cumulative effect of this policy could include a modal shift towards public and active travel.
A potential synergistic effect from the implementation of the policy could include a more holistic approach to transport as a result of a change in transport hierarchy from both improvements in transport infrastructure and new developments shifting away from reliance on a private car.

Mitigation and Enhancement

Policy could make more explicit reference to public transport links for new developments, in particular for connecting rural communities

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy states that new housing development should be decoupled from parking provision and consider the alternative options of lift share schemes and active travel which could contribute to minimising embedded emissions of new transport infrastructure.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include the reuse of existing road space for public and shared transport modes. A potential secondary effect would therefore be a reduction in the emissions embedded from new transport infrastructure through using and reallocating existing infrastructure.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising, maintaining and upgrading existing infrastructure over new transport development to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on ensuring safe active travel networks which could contribute to strengthening ecological connectivity.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include reallocating road space for active travel networks. A potential secondary effect of the policy could include enhanced biodiversity and green infrastructure through improvements to the public realm.

Mitigation and Enhancement

Policy could make more explicit reference to green infrastructure networks integrated into the active travel network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on reallocating road space which could support the reuse of existing infrastructure, reducing the risk of impacts of internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network and bus services.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, helping to protect internationally designated environment sites from transport emissions.

Mitigation and Enhancement

None identified as policy encourages a reduction in car use and promotes walking and cycling infrastructure which would not cause a negative effect on internationally designated environment sites.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Commuter Towns.	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++				

The policy seeks to encourage a holistic approach to spatial and transport planning, reducing car dependency in commuter towns. This would help protect and enhance local air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users and from new developments shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air
Mitigation and Enhancement

Policy could make more explicit reference to reducing the reliance on the private car to both improve traffic levels and local air quality

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that existing rail and bus stations should be enhanced, and investment in new multi-modal mobility hubs should bring together existing and proposed public transport
options, active travel, cycle parking, electric vehicle charging and car or lift share facilities. New hubs should be designed for mixed use, including drop and collect facilities

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and essential services by increasing transport options and improving reliability. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility, affordability and frequency of service.

Mitigation and Enhancement
Policy could make more explicit reference to the resilience of the transport network in relation to climate change

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med		0	0	0	0			

The policy states that existing rail and bus stations should be enhanced, and investment in new multi-modal mobility hubs should bring together existing and proposed public transport
options, active travel, cycle parking, electric vehicle charging and car or lift share facilities.

Potential Effects
Potential effects of the policy on the plan area could include supporting the use of nature-based solutions through improvements in the public realm from improvements to the active travel network, protecting aquatic habitats and groundwater resources.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the public transportation network to benefit the natural environment

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	MT-LT	Perm	Med		0	0	0	0			

The policy states that existing rail and bus stations should be enhanced, and investment in new multi-modal mobility hubs should bring together existing and proposed public transport

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the public infrastructure network

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that existing rail and bus stations should be enhanced, and investment in new multi-modal mobility hubs should bring together existing and proposed public transport

Potential Effects
Potential effects of the policy on the plan area could include improving access to important heritage sites and assets through sustainable transport modes

Mitigation and Enhancement
The policy could make explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the public infrastructure network

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy seeks to deploy express services connecting commuter towns to their neighbouring large conurbations, and encourages modal shift away from private car for commuting trips.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from improved transport infrastructure, reliability and affordability.

Mitigation and Enhancement
The policy could make an explicit reference to new transport infrastructure respecting and enhancing the landscape character and townscapes

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on improving bus services through funding Bus Service Improvement Plans, this could contribute to increasing the reliance and resilience of the transport network to extreme weather events and climate change.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and essential services by increasing transport options. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility to walking and cycling infrastructure.

Mitigation and Enhancement
Policy could make more explicit reference to the resilience of the transport network in relation to climate change

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med		0	0	0	0			

The policy focuses on delivering walking and cycling infrastructure and improving bus services.

Potential Effects
Potential effects of the policy on the plan area could include supporting the use of nature-based solutions through improvements in the public realm from improvements to the active travel network, protecting aquatic habitats and groundwater resources. This could help support and enhance the blue infrastructure network.

Mitigation and Enhancement
Policy could make more explicit reference to improvements in the public realm to support improvements to the active travel network, including enhancing blue infrastructure

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med		0	0	0	0			

The policy focuses on delivering improved walking and cycling infrastructure and improving existing bus services.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the public infrastructure network

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on delivering improved walking and cycling infrastructure and improving existing bus services.

Potential Effects
Potential effects of the policy on the plan area could include improving access to important heritage sites and assets through sustainable transport modes

Mitigation and Enhancement
Policy could make explicit reference to improvements in the public realm to enhance sustainable access to historic or cultural assets through the active travel network

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on delivering Local Cycling and Walking Infrastructure Plans to deliver attractive and localised walking and cycling infrastructure that is accessible to all users which will help to guide development of transport infrastructure to ensure the design respects and enhances the local landscape character

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership in the plan area and better designed transport infrastructure through clear guidance from the LCWIPs and Bus Service Improvement Plans.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both lift share schemes and from reallocated road space.

Mitigation and Enhancement
Policy could make more explicit reference to the inclusion of green/ blue infrastructure in walking and cycling infrastructure

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy seeks to ensure that buses and active travel are not the weak link in transport networks to ensure connectivity and encouraging modal shift which could support t resilience of the transport network to extreme weather events and climate change.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better connectivity between residential areas, multi-modal hubs and town centres. A potential secondary effect could include a more resilient transport network that users can rely on in a changing climate.

Mitigation and Enhancement
Policy could make more explicit reference to the resilience of the transport network in relation to climate change

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med		0	0	0	0			

The policy focuses on achieving a holistic approach to transport planning and reducing the dependency on the car.

Potential Effects
Potential effects of the policy on the plan area could include supporting the use of nature-based solutions through improvements in the public realm from improvements to the active travel network, protecting aquatic habitats and groundwater resources. This could help support and enhance the blue infrastructure network.

Mitigation and Enhancement
Policy could make more explicit reference to improvements in the public realm to support improvements to the active travel network, including enhancing blue infrastructure

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med		0	0	+	0			

The policy focuses on reallocating road space to support bus and active travel priority measures supporting the protection and conservation of soil through encouraging infrastructure on previously developed land.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include the protection of soil through new or improved transport infrastructure being located on previously used and reallocated road space.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as road space reallocation

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on reallocating road space to support bus and active travel priority measures and reducing the reliance on the private car through the design of new development.

Potential Effects
Potential effects of the policy on the plan area could include improving access to important heritage sites and assets through sustainable transport modes

Mitigation and Enhancement
Policy could make explicit reference to improvements in the public realm to enhance sustainable access to historic or cultural assets through the active travel network

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy seeks to decouple parking provision from housing development supported by lift share schemes and good active travel infrastructure which would support the protection of landscape and townscape character through reducing the number of private cars both on the roads and parking requirements

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership in the plan area.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both lift share schemes and from reallocated road space.

Mitigation and Enhancement
Policy could make reference to improving character, landscapes and townscapes through the reduction of vehicles

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of 2023 Scoring
Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that existing rail and bus stations should be enhanced, and investment in new multi-modal mobility hubs should bring together existing and proposed public transport

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include providing more sustainable transport options and greater frequency of public transport services. A potential secondary effect of the policy could include reduction in fuel use through enhanced active and public service provision.

A potential synergistic effect of the policy could include more prudent use of natural resources through a combination of hub and spoke models, reliable journey planning tools and enhanced bus and rail stations, together enhancing sustainable transport options.

Mitigation and Enhancement

The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel use.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++				

The policy focuses on enabling a modal shift to sustainable transport for commuters, shifting away from the private car, by enhancing the reliability, frequency and affordability of public transport. The policy also seeks to enhance public transport services to support leisure and night-time economies and ensure transport hubs create opportunities for remote working, community uses and parcel collections, contributing to enhancing economic prosperity through green transformation.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment and town centres, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.

Mitigation and Enhancement

Policy could make more explicit reference to providing access to employment, as well as essential services to demonstrate the economic benefits of improving low carbon transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++				

The policy seeks to design transport hubs for mixed use, including remote working hubs and new community uses. The policy also focuses on bringing together existing and proposed public transport options, active travel, cycle parking, electric vehicle charging and car or lift share facilities, contributing to strategic transport planning across the region.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include facilitating mixed use transport hubs with reliable and affordable transport options. A potential secondary effect of the policy could include housing and employment development coordinated with transport infrastructure and further investment in transport hubs.
A potential synergistic effect of the policy could include a more integrated and sustainable approach to transport as a result of deploying a hub and spoke model, bringing together multiple modes of sustainable transport modes and through reliable journey planning tools.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the development of connected communities and to coordinate transport infrastructure with housing and employment development.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++				

The policy focuses on bringing together existing and proposed public transport options, active travel, cycle parking, electric vehicle charging and car or lift share facilities, contributing to strategic transport planning and improving connectivity and accessibility across the region.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include improved access to information for all users and an increase in the transport options available promoting a transport system that meets the needs of everyone. A potential secondary effect of the policy could include improving the accessibility of the transport network for all to access essential services, facilities and amenities.

Mitigation and Enhancement

Policy could make more explicit reference to improving access to areas at high risk of TRSE and for those with a physical or learning disability.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++				

The policy seeks to encourage Delay-repay fare guarantees for buses to provide confidence to commuters looking to switch from private car and states that fares should be affordable, equitable and cost-effective in comparison to private vehicles.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include better information available on tickets and timetables and integrated ticketing products to reduce costs for users.
A potential synergistic effect of the policy could include a more equitable and affordable transport system, increasing the financial accessibility of the network for all users through a combination of the proposed interventions.

Mitigation and Enhancement

Policy could make more explicit reference to fare structures for vulnerable users, such as concessionary fares on public transport

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on improving existing bus services and walking and cycling infrastructure, contributing to increasing connectivity and encouraging the improvement of existing infrastructure.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include providing more sustainable transport options. A potential secondary effect of the policy could include reduction in fuel use through enhanced active travel and bus service provision.

A potential synergistic effect of the policy could include more prudent use of natural resources through a combination of improved active travel infrastructure and improved bus services together enhancing sustainable transport options.

Mitigation and Enhancement

The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel use.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that active travel and buses should be the natural choice for short or multistage journeys, encouraging the use of sustainable travel and contributing to a green economic transformation.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity between residential areas and multi-modal hubs which will help to promote sustainable travel options by providing more reliable and sustainable access to jobs and essential services. Potential secondary effects of the policy could include improving people's mental and physical health through providing more accessible and safe active travel options.

Mitigation and Enhancement

Policy could make more explicit reference to providing access to employment, as well as essential services to demonstrate the economic benefits of improved active travel and bus services.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on providing better accessibility for sustainable travel for short or multi-stage journeys, helping to keep communities connected.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include enabling further employment and housing development opportunities in the area as a result of better connectivity.

Mitigation and Enhancement

Policy could make more explicit reference to connecting communities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on improving accessibility and connectivity, encouraging active travel and bus travel to be the natural choice to access services, facilities and amenities.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include increasing the availability of different transport options for all groups in society.
A potential secondary effect of the policy could include improving facilities for areas with a high risk of TRSE.

Mitigation and Enhancement

Policy could make more explicit reference to improving access to areas at high risk of TRSE. The policy could also mention improved access to travel information for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on improving walking and cycling infrastructure and ensuring it is accessible for all users, and providing improved bus services to increase the sustainable and affordable transport options available.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased transport options with better connectivity to multi-modal hubs. A potential secondary effect could include a more affordable transport network and a reduction in the reliance on the private car.

Mitigation and Enhancement

Policy could make more explicit reference to affordability of the bus services and promote the use of technology to reduce transport costs for users e.g. smart cards

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on reallocated/reusing existing road space to support bus and active travel priority measures which would support the reuse of materials and minimise the production of construction waste. The policy also encourages lift share schemes which could support the prudent use of natural resources.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in fuel use by encouraging the use of more sustainable modes of transport. A potential secondary effect could include more prudent uses of natural resources.

Mitigation and Enhancement

The policy could make an explicit reference to reallocated road space being resource efficient, utilising resources effectively (for example recycled materials where possible).

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy seeks to ensure that buses and active travel are not the weak link in the transport network and encourage a holistic approach to transport planning, which could contribute to establishing an effective transport network and support access to employment opportunities and investment.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable access to employment in town centres through improved active travel infrastructure and lift share schemes.

Mitigation and Enhancement

Policy could make more explicit reference to providing access to employment.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that bus and active travel should not be the weak link in transport networks and that new housing development should encourage lift share schemes which could support strategic transport planning across the region.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased opportunity for people to use lift share schemes. A potential secondary effect could include a reduction in car dependency.
A potential synergistic effect from the implementation of the policy could include a more holistic approach to transport as a result of a change in transport hierarchy from both improvements in transport infrastructure and new developments shifting away from reliance on a private car

Mitigation and Enhancement

Policy could make more explicit reference to new residential development being located in areas that are or will be served by public and active rail transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on prioritising bus and active travel measures to strengthen the strategic transport network which could support in improving the quality of public and active travel connections to services, facilities and amenities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a stronger and more sustainable transport network which more options available to travel sustainably.

Mitigation and Enhancement

Policy could make more explicit reference to public travel connections between residential areas to multi-modal hubs and town centres. In particular it could encourage the provision of transport services that are welcoming for all groups of society to increase the availability of sustainable transport options, particularly for areas at high risk of

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on supporting lift share schemes for new residential developments and prioritising active travel and bus routes to strengthen connectivity to multi-modal hubs, supporting the affordability of transport by increasing transport options.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased transport options with better connectivity to multi-modal hubs. A potential secondary effect could include a more affordable transport network and a reduction in the reliance on the private car.

Mitigation and Enhancement

Policy could make more explicit reference to affordability in encouraging modal shift to public and active travel

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++				

The policy focuses on bringing together existing and proposed public transport options, active travel, cycle parking, electric vehicle charging and car or lift share facilities, contributing to strategic transport planning and improving connectivity and accessibility across the region.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and more reliable public transport, with better information through reliable journey planning tools. A potential secondary effect of the policy could include better access to essential facilities and reducing severance issues.
A potential synergistic effect of the policy could include a more integrated transport system across the regions through a combination of more affordable transport modes being available, better frequency including for leisure and the night-time economy and enhanced access to information.

Mitigation and Enhancement
Policy could make more explicit reference to the impact the transport system will have on the local environment and local communities, in particular those from areas with high TRSE.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy seeks to better integrate the transport network by bringing together existing and proposed public transport options, active travel, cycle parking, electric vehicle charging and car or lift share facilities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible transport network for all to reach essential services. A potential secondary effect of the policy could include encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.

Mitigation and Enhancement
Policy could make more explicit reference to integrated physical activity into everyday journeys.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on enhancing and investing in new multi-modal hubs bringing together existing and proposed sustainable transport options and increasing the frequency and reliability of rail and bus services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, however vibration and noise pollution could increase as a result of increase in frequency of bus and rail services.

Mitigation and Enhancement
Policy could make more explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution, in particular on vulnerable users, due to the increased frequency of bus and rail services.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med		0	+	+				

The policy seeks to encourage a modal shift away from the private car for commuting trips, supporting the reduction of levels of car dominance on the roads.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network and an increase in the use of public transport. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced. However, increased bus services could still result in road safety issues for people and wildlife.

Mitigation and Enhancement
Policy could make more explicit reference to promoting road and rail safety.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Delivering reliable multi-modal hub and spoke transport options will provide sustainable and low carbon access to opportunities to and from Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med		0	+	+	+			

The policy focuses on enabling a modal shift to sustainable transport for commuters, shifting away from the private car, by enhancing the reliability, frequency and affordability of public transport. The policy also seeks to enhance public transport services to support leisure and night-time economies and ensure transport hubs create opportunities for remote working, community uses and parcel collections, contributing to enhancing the perception of safety at multi-modal hubs.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include more reliable public transport services and more reliable journey planning tools. A potential secondary effect of the policy could include improved perception of safety at multi-modal hubs.
Mitigation and Enhancement
Policy could make more explicit reference to safety improvements in relation to multi-modal hubs and creating a more welcoming environment for travel and accessing key facilities.

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on improving reliable connectivity between residential areas and multi-modal hubs to essential services such as health care and educational establishments, which would help reduce severance in transport routes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improving the reliability of bus services and improved active travel infrastructure. Potential secondary effects of the policy could include reducing existing severance issues through a more reliable transport network and an improved public realm.

Mitigation and Enhancement
Policy could make more explicit reference to reducing road vehicle behaviours that affect accessibility for active travel users. This could be supported by reference to improving the public realm through active travel infrastructure improvements.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy makes specific reference to improving the reliability of bus services to provide the necessary connectivity with essential services such as health care. The policy also encourages the use of active travel as a natural choice encouraging more people to integrate physical activity into their everyday journey.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible local walking and cycling infrastructure. potential secondary effect of the policy could include encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.

Mitigation and Enhancement
Policy could make more explicit reference to integrated physical activity into everyday journeys.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on encouraging active travel which would support a reduction in local air and noise pollution.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduced need to travel by car through improved active travel options. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution.

Mitigation and Enhancement
Policy could make more explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution, in particular on vulnerable users, due to the increased frequency of bus and rail services.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy states that delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) will deliver attractive and localised walking and cycling infrastructure that is accessible to all users, which would support the improvement of road safety and reducing the number of accidents. Encouraging active and public travel will also support a reduction in levels of car dominance.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement
Policy could make more explicit reference to safety improvements in terms of delivering walking and cycling infrastructure
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

For short and often multistage journeys within Commuter Towns active travel and reliable bus services should be the natural choice.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med		0	+	+				

The policy states that delivering Local Cycling and Walking Infrastructure Plans (LCWIPs) will deliver attractive and localised walking and cycling infrastructure that is accessible to all users, which would support improving actual and perceived safety issues.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include more reliable bus services. A potential secondary effect of the policy could include improved perception of safety along walking and cycling routes.
Mitigation and Enhancement
Policy could make more explicit reference to safety improvements in terms of delivering walking and cycling infrastructure, in particular with reference to natural surveillance and public realm improvements for vulnerable groups.

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on supporting lift share schemes for new residential developments and prioritising active travel and bus routes to strengthen connectivity to multi-modal hubs, supporting the reduction of severance in the transport network.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reducing existing severance issues by improving the connectivity of active travel and bu services.

Mitigation and Enhancement
Policy could make more explicit reference to connectivity to key services.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy states that housing development should be complimented by good active travel infrastructure and that road space should be reallocated to support active travel priority measures, supporting improved accessibility to services and facilities that improve health outcomes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible active travel networks, including better access to open space, nature and recreational activities. A potential secondary effect of the policy could include encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.

Mitigation and Enhancement
Policy could make more explicit reference to ensuring strong active travel infrastructure as an essential part of new housing development , including reference to connectivity to open space, nature and recreational activities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on supporting stronger connectivity with active travel and bus routes and reducing the dependency on the private car through lift share schemes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduced need to travel by car through improved active travel options. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution.

Mitigation and Enhancement
None Identified as policy encourages a reduction in car use which would reduce transport related vibration, noise and air pollution.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on reallocating road space to support bus and active travel priority measures, ensuring safety and connectivity to encourage modal shift, supporting improved road safety.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved road safety and a modal shift towards active travel as all users can feel safer using on the road network.

Mitigation and Enhancement
Policy could make more explicit reference to road safety for all users, particularly for more vulnerable users
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic approach to spatial and transport planning should seek to reduce car dependency in Commuter Towns.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy seeks t ensure that buses and active travel are not the weak link in transport networks, ensuring safety and connectivity to encourage modal shift supporting the improvement of actual and perceived safety issues.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.
Mitigation and Enhancement
Policy could make more explicit reference to road safety for all users, particularly for more vulnerable users. The policy could also mention improvements to the public realm to support improvements in the active travel network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	High	+++	+++	+++	+++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the area's greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel, including public transport and active travel modes, and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure and active travel modes across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of public transportation reducing greenhouse gas emissions from transport infrastructure

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the area's embedded emissions by enhancing networks already in place.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure over new transport development to support a reduction in embedded construction carbon.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the surrounding green infrastructure networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Demand Responsive Transport and active travel support can sow the seeds for future densification	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on towns greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and active travel modes and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across former metropolitan areas through the delivery of an effective and efficient multi-modal transport network, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of public transportation reducing greenhouse gas emissions from transport infrastructure

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this could support maintaining existing infrastructure to minimise embedded carbon emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure. A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure over new transport development to support a reduction in embedded construction carbon.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and have potential implications on surrounding green infrastructure networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel modes and public transport infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel and public transport infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes and have potential implications on the town's nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	High	+++	+++	+++	+++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on town's air quality.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, supporting sustainable growth.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency and accessibility of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to strengthening the public transport and active travel infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes and have potential implications on nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation network

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	High	+	+++	+++	+++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on towns air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

None Identified

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation and active travel infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to strengthening the transport infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on surrounding blue infrastructure networks.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure networks due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the public transportation and active travel network to benefit the natural environment.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on soil and land contamination within and surrounding towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the public infrastructure and active travel network.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes and have potential implications on towns heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the public infrastructure and active travel network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel having potential implications on the surrounding blue infrastructure networks.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation and active travel infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes and have potential implications on soil and land contamination within and surrounding towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between towns.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes having potential implications on towns heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on towns landscapes and townscapes.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes across towns from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and enhancement of surrounding landscapes and townscapes which forms part of the public infrastructure and active travel network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	+	0				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel networks, resulting in the increased use of resources for construction and maintenance.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement

The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+++	+++	+++	+++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel, enhancing long term economic prosperity.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.

Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north and increased spending within towns from increases in footfall, supporting new leisure and social users from multimodal transport hubs.

Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement

The policy could make an explicit reference to the public infrastructure and active travel network optimising opportunities from the decarbonisation of transport and improving the resilience and reliability of services.

Has the Mitigation and Enhancement been addressed?

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes having potential implications on towns landscapes and townscapes.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks, providing greater access to historic townscapes and landscapes.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in towns from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and enhancement of the landscapes and townscapes which forms part of the transportation network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	+	0				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes resulting in the increased use of resources for construction and maintenance.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.

Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement

The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	+++	+++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would encourage communities to utilise public transportation and active travel modes providing additional employment opportunities and access to retail centres, enhancing long term economic prosperity.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.

A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north and increasing footfall within town centres due to increased accessibility.

Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement

The policy could make an explicit reference to the transportation network optimising opportunities from establishing an effective and accessible transportation network for likely increases in investment, skill development and economic activity.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel, resulting in the increased use of land within and around towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.

A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between large conurbations.

Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the public infrastructure network with the future development of employment and housing within 15/20-minute neighbourhoods to enable coordinated strategic planning across the plan area.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the quality and extent of connections across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15/20 minute neighbourhoods from the improved extent of transportation infrastructure.

Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes to improve the accessibility of the transportation network across the plan area

Potential Effects

Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes resulting in the increased use of land within and around towns to support the enhancement and creation of these networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes and public transport infrastructure networks.

A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between towns.

Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes improving the quality and extent of public transportation connections across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.

Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes to improve the accessibility of the transportation network across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
The policy could make a greater reference to the need for public transportation to be financially accessible for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across the towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within active neighbourhoods and 15-minute neighbourhoods.

Mitigation and Enhancement
The policy could make an explicit reference to reducing severance and supporting the accessibility to essential facilities and community assets for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, likely improve access to essential facilities and community assets across towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
The policy could make an explicit reference to retaining and improving footpaths and for active travel to assist with improving the health and wellbeing of residents.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
The policy could make a greater reference to the need for public transportation to be financially accessible for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes likely reducing the dominance of traffic in residential areas and improve access to essential facilities and community assets across rural towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference to reducing severance and supporting the accessibility to essential facilities and community assets.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel likely improving access to essential facilities and community assets across towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
The policy could make an explicit reference to retaining and improving footpaths and for active travel to assist with improving the health and wellbeing of residents.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the conurbation's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and active travel, likely reduce the levels of private car use within towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to reducing private car usage within large conurbations.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute neighbourhoods with good public transport connectivity by working together with spatial planning	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity. In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation and active travel facilities available to communities.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and likely improving levels of natural surveillance within neighbourhoods.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation and active travel infrastructure will be safe, welcoming and accessible for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes likely having potential implications on the town's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes likely reducing the levels of private car use within towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to reducing levels of car dominance (for example pavement parking), that the infrastructure that will be delivered will be safe and welcoming for all, and combine the proposed transportation network with the delivery of safe and secure active travel infrastructure to support the connectivity of the network between towns.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Demand Responsive Transport and active travel support can sow the seeds for future densification	**Effects**					**2022 Assessment**				**2023 Assessment**			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that metropolitan counties should focus on DRT and active travel modes to support future densification within towns. In doing so, this would further encourage communities to utilise public transportation and active travel modes likely improving the transportation infrastructure available to communities.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference that the public transportation infrastructure will be safe, welcoming and accessible for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++								

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel through reallocating road space and public transport through reliable rail services and accessible bus or hub and spoke model through enhanced multi-modal hubs, which could contribute to a reduction in greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and a reduction in greenhouse gas emissions as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	++	++								

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, which could contribute to minimising embedded emissions from the development of new transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in active travel infrastructure for new housing and office developments and reallocated road space to support improve active travel infrastructure. A potential secondary effect of the policy could therefore be a reduction in the emissions embedded from new transport infrastructure through using and reallocating existing infrastructure and sustainable approach to transport in the design of active travel facilities into new development.

Mitigation and Enhancement

Policy could make explicit reference to minimising embedded emissions through the re-use of existing infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	+	+	+								

The policy states that improvements to multi-modal hubs should be coupled with upgraded public realm infrastructure and focuses on improving active travel infrastructure through promoting the 15/20 minute neighbourhood principle.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved public realm surrounding multi-modal hubs and better active travel infrastructure. A potential secondary effect could include reduced transport related air and noise pollution as a result of less reliance on the private car.

Mitigation and Enhancement

Policy could make explicit reference to promoting good design for the multi-modal hubs by promoting green infrastructure and bio and geodiversity in relation to public realm improvements.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	+	+	+								

The policy states that improvements to multi-modal hubs should be coupled with upgraded public realm infrastructure and focuses on improving active travel infrastructure through promoting the 15/20 minute neighbourhood principle.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++								

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel through reallocating road space and public transport through reliable rail services and accessible bus or hub and spoke model through enhanced multi-modal hubs, which could contribute to improving local air quality.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and an improvement of local air quality as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement

Policy could make explicit reference to improving local air quality through reducing traffic and congestion, particularly in areas with low air quality such as AQMAs.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Supporting industries' freight necessities and transition to more sustainable patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg-Nat	LT	Perm	Med	++	+++	+++	+++								

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, which could contribute to reducing greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include safeguarding and prioritising land for refuelling and distribution centres, promoting a shift to rail freight, implementing electric vehicle charging infrastructure near major road networks and developing hydrogen and alternative fuels. A potential secondary effect of the policy could include a shift to lower carbon transport modes in the freight sector and therefore a reduction in greenhouse gas emissions.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of goods and a reduction in greenhouse gas emission as a result of alternative fuel types, promotion of rail freight travel and enhanced electric vehicle infrastructure.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	++	++								

The policy states that electric vehicle infrastructure should be implemented near the Major Road Network and that the transport network should be prepared to ensure the development of hydrogen and alternative fuels, which could contribute to minimising embedded emissions from the development of new transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include electric vehicle charging infrastructure near Major Road networks and investment in the development of alternative fuels. A potential secondary effect of the policy could include a reduction in the emissions embedded from new transport infrastructure.

Mitigation and Enhancement

Policy could make explicit reference to minimising embedded emissions through the re-use or retro-fit of existing infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	+	+	+								

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, which could contribute to reducing adverse effects on designated habitats.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer freight vehicles on the road, through a combination of improved developed of alternative fuels, electric vehicle charging infrastructure and better freight transport.

Mitigation and Enhancement

Policy could make explicit reference to promoting good design in relation to major transport infrastructure, to maximise ecological connectivity and ensure overall biodiversity net gain.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	+	+	+								

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, which could contribute to reducing adverse effects on internationally designated environment sites.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer freight vehicles on the road, through a combination of improved developed of alternative fuels, electric vehicle charging infrastructure and better freight transport.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the freight network

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg	LT	Perm	Med	++	++	+++	++								

The policy states that electric vehicle infrastructure should be implemented near the Major Road Network and that the transport network should be prepared to ensure the development of hydrogen and alternative fuels, which could contribute to improving air quality across the plan area.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a greater uptake of lower carbon modes of transport for freight travel and therefore an improvement in air quality.

Mitigation and Enhancement

Policy could make explicit reference to improving local air quality through reducing traffic and congestion, particularly in areas with low air quality such as AQMAs.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	++	++								

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs, which could support the reduction in greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work and therefore a reduction in greenhouse gas emissions.
A potential synergistic effect of the policy on the plan area could include a reduction in greenhouse gas emissions as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	++	++								

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work.
A potential synergistic effect of the policy on the plan area could include a reduction in embedded construction carbon as a result of more efficient transport through

Mitigation and Enhancement

Policy could make explicit reference to minimising embedded emissions through the re-use or retro-fit of existing infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	+	+	+								

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car travel and encouraging an increase in shared transport modes. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.

Mitigation and Enhancement

None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	+	+	+								

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car travel and encouraging an increase in shared transport modes. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north, reducing the adverse effects on internationally designated environment sites.

Mitigation and Enhancement

None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects	2022 Assessment								2023 Assessment							
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	+++	++								

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work and therefore contribute to improving local air quality.
A potential synergistic effect of the policy on the plan area could include enhanced local air quality as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities to encourage a modal shift to more sustainable travel.

Mitigation and Enhancement

Policy could make explicit reference to improving local air quality through reducing traffic and congestion, particularly in areas with low air quality such as AQMAs.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options, which could support an increase in the resilience of the transport network.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and employment sectors by increasing transport options and improving reliability. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility, affordability and frequency of service.

Mitigation and Enhancement
Policy could make explicit reference to the resilience of the transport network in relation to climate change.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced active travel infrastructure in new developments and better connectivity with rail and bus services. A potential secondary effect of the policy could include less private vehicle usage on the road, on a day-to-day basis resulting in a reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active and public travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
Policy could make explicit reference to supporting the protection of groundwater sources.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, particularly short distance journeys as a result of increased active travel infrastructure and the 15/20 minute neighbourhood principle.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the public infrastructure and active travel network.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better public transport connections at multi-modal hubs through enhanced hub and spoke model. A potential secondary effect of the policy could include improved access to leisure uses through sustainable transport modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include increase active or public transport journeys, particularly journeys to work as a result of increased sustainable travel options available and greater facilities at multi-modal hubs. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.
A potential synergistic effect of the policy on the plan area could include an improvement in the quality of the surrounding landscape and/ or townscape as a result of reduced dominance of private cars on the road due to greater opportunities for sustainable travel modes and improvement in public realm surrounding multi-modal hubs, making it a more attractive, welcoming environment for all.

Mitigation and Enhancement

Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	LT	Perm	Med	+	++	++	++				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes and providing the infrastructure and development of alternative fuels to support this transition.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of low carbon transport for freight travel. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to develop alternative fuel, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the sustainable travel infrastructure network's to cater for growth in this sector to ensure the network can be resilient to extreme weather and the changing climate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	LT	Perm	High	-/?	-/?	-/?	-/?				

The policy states that the transport network needs to support the movement of deep sea and short sea shipping containers to grow the market for freight from port to port and inland terminals.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased shipping infrastructure.
A potential secondary effect of the policy could include a greater impact on the quality of coastal surface water and disturbance of aquatic habitats.

Mitigation and Enhancement
Policy could make explicit reference to Mitigation and Enhancement to protect aquatic habitats and coastal surface water as a result of growth in the freight shipments
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes and providing the infrastructure and development of alternative fuels to support this transition.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of low carbon transport modes and supporting infrastructure such as electric vehicle charging. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles and a reduction in unnecessary trips due to improved technology, which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the freight network.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on supporting a transition to low carbon transport in the freight industry by promoting a shift to rail freight, developing alternative fuels, providing electric vehicle charging infrastructure, as well as supporting the growth of the sector through greater efficiency and supporting infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the safeguarding and prioritisation of land to support freight activities such as lorry parks, refuelling and distribution centres and a shift to rail transport in the freight sector.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on supporting a transition to low carbon transport in the freight industry by promoting a shift to rail freight, developing alternative fuels, providing electric vehicle charging infrastructure, as well as supporting the growth of the sector through greater efficiency and supporting infrastructure.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the use of unused existing rail to support a shift to rail freight and an increase in infrastructure at ports and inland terminals. A potential secondary effect of the policy could include growth in rail and shipping freight transport which could reduce the negative externalities from freight transport on the road network, but increase negative externalities on rail and sea ports.

Mitigation and Enhancement

Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg	LT	Perm	Med	+	++	++	++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work.

Mitigation and Enhancement
Policy could make explicit reference to adaptive management and design to ensure the sustainable travel plans can respond to climate effects.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg	MT-LT	Perm	Med	+	+	+	+				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect of the policy could include less private vehicle usage on the road, on a day-to-day basis resulting in a reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of shared travel across the north. By reducing the need to travel via private vehicles and encouraging a modal shift to more sustainable transport would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg	MT-LT	Perm	Med	+	+	+	+				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg	MT-LT	Perm	Med	+	+	+	+				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans including workplace parking levies where the proceeds are invested back into sustainable travel schemes, such as station renovation.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities and the implementation of workplace parking levies. A potential secondary effect of the policy could include parking levy proceeds are invested back to protect and enhance the transport network, which could lead to improvements in the surrounding townscape/landscape.

Mitigation and Enhancement

Policy could make explicit reference to respecting and enhancing the landscape character of transformational places, particularly with associate green/blue infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options, which could support the more prudent use of natural resources.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and demand responsive shuttle services to industrial parks that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport, subsequently reducing fuel use.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and a reduction in fuel use as a result of improved public transport, coupled with smart and flexible ticketing.

Mitigation and Enhancement
Policy could make explicit reference to ensuring that upgraded active travel infrastructure is resource efficient in its construction and operation.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Loc-Reg	LT	Perm	Med	++	+++	+++	+++				

The policy states that greater frequency of rail services and more hub and spoke bus services should be implemented to provide the necessary accessibility to main employment areas and basic services.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment sites, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.
A potential synergistic effect of the policy on the plan area could include supporting the improvement in reliability of the North's strategic road and rail networks, through a combination of modal shift to public transport, through improved bus, rail and hub and spoke services and improved multi-modal hubs.

Mitigation and Enhancement
Policy could make explicit reference to labour market participation and economic productivity across the region.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, which could contribute to minimising embedded emissions from the development of new transport infrastructure.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include investment in active travel infrastructure for new housing and office developments. A potential secondary effect of the policy could include more connected neighbourhoods that are well served by active and public travel.

Mitigation and Enhancement
Policy could make explicit reference to connected communities, ensuring that the 15/20 minute principle also serves the needs of rural areas.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	+++	++				

The policy focuses on promoting 15/20 minute neighbourhoods which also compliment multi-modal hubs which can support new commercial, leisure and social uses to create local centres as part of wider regeneration opportunities for the area.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better access to multi-modal hubs from local communities through both active travel and public transport. A potential secondary effect could include greater footfall at multi-modal hubs and growth of leisure, social and community facilities.
A potential synergistic effect of the policy on the plan area could include better extent and quality public and active travel to key services, as a result of improved infrastructure, sustainable design of development creating 15/20 minute neighbourhoods and more seamless multi-modal travel options supported by reliable information.

Mitigation and Enhancement
Policy could make explicit reference to supporting improved access to facilities for all users, in particular vulnerable users and those in areas with high risk of TRSE.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20-minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on promoting 15/20 minute neighbourhoods which also compliment multi-modal hubs which can support new commercial, leisure and social uses to create local centres as part of wider regeneration opportunities for the area.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the affordability of public transport and active travel through the creation of 15/20 minute neighbourhoods.

Policy could make explicit reference to encouraging design of infrastructure that respects the landscape character of the north of England.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Reg	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on supporting a transition to low carbon transport in the freight industry by promoting a shift to rail freight, developing alternative fuels, providing electric vehicle charging infrastructure, as well as supporting the growth of the sector through greater efficiency and supporting infrastructure.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include the use of unused existing rail to support a shift to rail freight, the development of alternative fuels and an increase in electric vehicle charging infrastructure. A potential secondary effect of the policy could include a modal shift in the freight sector to low carbon transport and subsequently reducing fuel use and providing more sustainably designed infrastructure.

Mitigation and Enhancement
Policy could make explicit reference to enabling new or upgraded infrastructure to be resource efficient in its construction and operation.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Reg	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on supporting a transition to low carbon transport in the freight industry by promoting a shift to rail freight, developing alternative fuels, providing electric vehicle charging infrastructure, as well as supporting the growth of the sector through greater efficiency and supporting infrastructure.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include the safeguarding and prioritisation of land to support freight activities such as lorry parks, refuelling and distribution centres, a shift to rail transport in the freight sector, increased infrastructure at sea ports, electric vehicle charging infrastructure located near the Major Road Network and development of alternative fuels. A potential secondary effect of the policy could include growth in the freight sector coupled with a growth in low carbon transport.
A potential synergistic effect of the policy on the plan area could include enhancing long term prosperity in the logistics and freight sector through a combination of low carbon transport, the development of alternative fuels and a prioritisation of reducing the negative externalities from existing freight transport.

Mitigation and Enhancement
Policy could make explicit reference to improving journey times for freight travel, improving convenience and reliability to support long term economic prosperity, as well as helping to reduce the GVA per capita gap between the Northern economy and the rest of England.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	+++	++				

The policy states that land in industrial places should be safeguarded and prioritised to support freight activities, such as lorry parks, refuelling and distribution centres, which could contribute to coordinating land use and strategic transport planning across the region.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include safeguarded land to support the freight sector. A potential secondary effect of the policy could include employment development which is better served by the transport network.

Mitigation and Enhancement
Policy could make explicit reference to employment development that will be better served by transport infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg	LT	Perm	Med	0	0	0	0				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes and encouraging sustainable growth in the freight sector.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include more efficient and more sustainable transport in the freight industry.

Mitigation and Enhancement
None Identified as policy focuses on a transition to more sustainable freight travel.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg	LT	Perm	Med	0	0	0	0				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes and encouraging sustainable growth in the freight sector.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include more efficient and more sustainable transport in the freight industry.

None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg	LT	Perm	Med	0	0	+	0				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs, which could support the more prudent use of natural resources.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work and therefore a reduction in fuel use.
A potential synergistic effect of the policy on the plan area could include a reduction in fuel use as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Reg	LT	Perm	Med	++	+++	+++	+++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans including workplace parking levies where the proceeds are invested back into sustainable travel schemes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities and the implementation of workplace parking levies. A potential secondary effect of the policy could include a mode shift of industrial workers towards shared modes of transport and parking levy proceeds are invested back to maintain or upgrade the transport network.

Mitigation and Enhancement
Policy could make explicit reference to improving accessibility and affordability of travel to work, helping to improve labour market participation across the region.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	+++	++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs, which could support the more prudent use of natural resources.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities and the implementation of workplace parking levies. A potential secondary effect of the policy could include more coordinated transport infrastructure with stronger connectivity to employment centres.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Reg	LT	Perm	Med	++	+++	+++	+++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs, which could support improving public travel connectivity.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities and the implementation of workplace parking levies. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work.
A potential synergistic effect of the policy on the plan area could include a increased connectivity to services and facilities as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities.

Mitigation and Enhancement
Policy could make explicit reference to supporting improved access to facilities for all users, in particular vulnerable users and those in areas with high risk of TRSE.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Reg	LT	Perm	Med	++	+++	+++	+++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans including workplace parking levies where the proceeds are invested back into sustainable travel schemes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities and the implementation of workplace parking levies. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the affordability of public and shared transport and active travel through the creation of sustainable travel plans, coordinated between large employers and local authorities.

Mitigation and Enhancement
Policy could make explicit reference to the affordability of the proposed public transport options, in particular through promoting the use of integrated ticketing and smart cards

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

ISA2 Objective 14c	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Med	++	+++	++	++				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by the reallocation of road space, the reduction of pavement parking and improved junction safety to minimise severance between communities and facilities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved active travel infrastructure, such as reduced pavement parking and improved junction safety. A potential secondary effect of the policy could include reduced severance in active travel infrastructure and improved public realm for all users.

Mitigation and Enhancement
Policy could make explicit reference to the physical and perceived impact of these changes on the local environment and local communities.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

ISA2 Objective 15a	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	MT-LT	Perm	Med	+	+	++	+				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that they should be complimented with reliable rail services and seamless transfer through multi-modal travel options, which could support improved access to services that improve health outcomes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more reliable and connected public transport in the region. A potential secondary effect of the policy could include better connected and more accessible transport network for all to reach essential services and the creation of 15/20 minute neighbourhoods.

Mitigation and Enhancement
Policy could make explicit reference to integrated physical activity into everyday journeys and reference accessibility to open space, nature and recreational activities.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

ISA2 Objective 15b	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel through reallocating road space and public transport through reliable rail services and accessible bus or hub and spoke model through enhanced multi-modal hubs, which could contribute to reducing transport related vibration, noise and air pollution.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and an improvement of local vibration, noise and air pollution as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement
Policy could make explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

ISA2 Objective 16a	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by improving the public realm and active travel infrastructure such as the reallocation of road space, the reduction of pavement parking and improved junction safety to improve road and active travel safety.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car use on the roads and encouraging public realm improvements around multi-modal hubs. A potential secondary effect of the policy could include a reduction in traffic congestion and a safer environment for people and wildlife.

Mitigation and Enhancement
Policy could make explicit reference to improving the local environment for wildlife and protected species.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Creating 15/20minute Neighbourhoods by improving sustainable transport connectivity increasing spatial proximity and enhancing digital connectivity.

ISA2 Objective 16b	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by improving the public realm and active travel infrastructure such as the reallocation of road space, the reduction of pavement parking and improved junction safety to improve road and active travel safety.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include public realm and active travel improvements and better and safer connectivity to public transport. A potential secondary effect of the policy could include active and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement

Mitigation and Enhancement
Policy could make explicit reference to the affordability and viability of implementing low carbon transport in the freight sector.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

ISA2 Objective 14c	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	++	++				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, shifting away from the dominance of road freight transport and encouraging sustainable growth in the freight sector.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include greater infrastructure for the freight sector through safeguarded land for refuelling, lorry parks and distribution centres and a shift towards rail freight travel. A potential secondary effect of the policy could include a reduced dominance of freight traffic on the road network.

Mitigation and Enhancement
Policy could make explicit reference to reducing severance for other road users by reducing the dominance of freight travel on the road network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

ISA2 Objective 15a	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg	LT	Perm	Med	+	+	+	+				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, shifting away from the dominance of road freight transport and encouraging sustainable growth in the freight sector.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include greater infrastructure for the freight sector through safeguarded land for refuelling, lorry parks and distribution centres and a shift towards rail freight travel. A potential secondary effect of the policy could include a reduced dominance of freight traffic on the road network, improving other users access to key facilities.

Mitigation and Enhancement
None Identified as policy focuses on a transition to more sustainable freight travel.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

ISA2 Objective 15b	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that electric vehicle infrastructure should be implemented near the Major Road Network and that the transport network should be prepared to ensure the development of hydrogen and alternative fuels, which could contribute to reducing transport related vibration, noise and air pollution across the plan area.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a greater uptake of lower carbon modes of transport for freight travel and therefore a reduction in transport related vibration, air and noise pollution. However, with the growth in the freight sector and increased rail use, vibration and noise pollution could increase.

Mitigation and Enhancement
Policy could make explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution due to the increased frequency freight rail services.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

ISA2 Objective 16a	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, shifting away from the dominance of road freight transport and encouraging sustainable growth in the freight sector.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement
Policy could make explicit reference to enhancing safety on the roads through reduced road freight traffic, including for wildlife and protected species.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Supporting industries' freight necessities and transition to more sustainable patterns

ISA2 Objective 16b	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	+	+	+				

The policy focuses on encouraging greater proportion of freight movement by lower carbon modes, shifting away from the dominance of road freight transport and encouraging sustainable growth in the freight sector.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.

Mitigation and Enhancement

Mitigation and Enhancement
Policy could make explicit reference to the affordability of the proposed shared transport options.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

ISA2 Objective 14c	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	++	++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans including workplace parking levies where the proceeds are invested back into sustainable travel schemes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved shared travel infrastructure, such as coaches at multi-modal hubs, car sharing and reward schemes. A potential secondary effect of the policy could include reduced severance in transport infrastructure with enhanced and more affordable transport options.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

ISA2 Objective 15a	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg	LT	Perm	Med	+	+	+	+				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs, which could support improving access to facilities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities and the implementation of workplace parking levies. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work.

Mitigation and Enhancement
Policy could make explicit reference to active travel and encouraging more people to integrate physical activity into their everyday journeys.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

ISA2 Objective 15b	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	+++	++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work and therefore contribute to reducing transport related vibration, noise and air pollution.
A potential synergistic effect of the policy on the plan area could include reduced transport related vibration, noise and air pollution as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities to encourage a modal shift to more sustainable travel.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

ISA2 Objective 16a	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	+++	++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car use on the roads and encouraging public realm improvements around multi-modal hubs. A potential secondary effect of the policy could include a reduction in traffic congestion and a safer environment for people and wildlife.

Mitigation and Enhancement
None Identified as policy focuses on promoting sustainable travel plans.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made
Consideration of Changes made

Summary of New Scoring
Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Working with the main employers and industrial/business parks for more sustainable travel patterns

ISA2 Objective 16b	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg	LT	Perm	Med	+	++	++	++				

The policy states that Local Authorities should work with large industrial employers to develop effective sustainable travel plans and the provision for alternative shared transport options such as coaches collecting from district centres or multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives such as shared transport, and enhanced connectivity between employment sites and multi-modal hubs or residential areas, improving safety by enhancing connectivity along the whole journey to work.

Mitigation and Enhancement

Policy could make explicit reference to safety improvements in relation to multi-modal hubs, including natural surveillance, and creating a more welcoming environment for travel and accessing key facilities.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

None Identified as policy focuses on a transition to more sustainable freight travel.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Policy could make explicit reference to safety improvements in relation to shared transport and multi-modal hubs, including natural surveillance, and creating a more welcoming environment for travel.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 1	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the transition to decarbonised transport modes.

A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of public transportation reducing greenhouse gas emissions from transport infrastructure

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/Again Potential Residual Impacts	

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 2	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel, including the transition to decarbonised transport modes and support the transition to active travel.

A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of public transportation reducing greenhouse gas emissions from transport infrastructure and promoting low and zero carbon transport technologies and travel modes to support the modal shift away from private vehicles.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/Again Potential Residual Impacts	

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 3	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would likely encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's infrastructure's ability to cater for increased use

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure. A potential secondary effect of the policy could include minimising emissions by reusing existing infrastructure.

A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to encouraging the use of innovative low carbon construction materials and techniques for any additional infrastructure that may be required to cater for additional users on public transport and active travel networks.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Decarbonising transport fleets is key for achieving national decarbonisation targets

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 4	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this would likely have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions to reduce air pollution and improve local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Freight and logistics movements in city centres can be avoided with more sustainable solutions to consolidate trips

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 5	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on avoiding freight and logistic movements within city centres and prioritise sustainable solutions to minimise required trips. In doing so, this would likely have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from reduced freight and logistics movements within large consultations.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large consultations, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make more explicit reference to utilising innovative low and zero carbon transport technologies in addition to the low-emission vehicles and e-cargo bikes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 1	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 2	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 3	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation network

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Decarbonising transport fleets is key for achieving national decarbonisation targets

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 4	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this would likely have potential implications on the consultation's green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Freight and logistics movements in city centres can be avoided with more sustainable solutions to consolidate trips

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 5	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on avoiding freight and logistic movements within city centres and prioritise sustainable solutions to minimise required trips. In doing so, this would likely have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from reduced freight and logistics movements within large consultations.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large consultations, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make more explicit reference to utilising innovative low and zero carbon transport technologies in addition to the low-emission vehicles and e-cargo bikes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 1	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions to reduce air pollution and improve local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 2	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 3	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation network within large consultations as part of beneficial uses for finding alternative uses for private vehicle roads and/or having the natural environment.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Decarbonising transport fleets is key for achieving national decarbonisation targets

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 4	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this would likely have potential implications on networks reference to electric vehicle charging infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions to reduce air pollution and improve local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Freight and logistics movements in city centres can be avoided with more sustainable solutions to consolidate trips

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 5	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on avoiding freight and logistic movements within city centres and prioritise sustainable solutions to minimise required trips. In doing so, this would likely have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from reduced freight and logistics movements within large consultations.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large consultations, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make more explicit reference to utilising innovative low and zero carbon transport technologies in addition to the low-emission vehicles and e-cargo bikes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 1	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reducing pollution benefiting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from the public transportation and active travel network to benefit the natural environment.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 2	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reducing pollution benefiting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 3	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation network within large consultations as part of beneficial uses for finding alternative uses for private vehicle roads and/or having the natural environment.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Decarbonising transport fleets is key for achieving national decarbonisation targets

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 4	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this would likely have potential implications on the consultation's green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Freight and logistics movements in city centres can be avoided with more sustainable solutions to consolidate trips

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 5	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on avoiding freight and logistic movements within city centres and prioritise sustainable solutions to minimise required trips. In doing so, this would likely have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from reduced freight and logistics movements within large consultations.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large consultations, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make more explicit reference to utilising innovative low and zero carbon transport technologies in addition to the low-emission vehicles and e-cargo bikes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None identified/again Potential Residual Impacts	

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

Effects	2022 Assessment								2023 Assessment								
	Mag	Scale	Dur	TIP	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin	ST	MT	LT	Sin
BAU Objective 1	Lo-Neg	ST-LT	Perm	Med	+	+	+	+		+	+	+					

Commentary

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's greenhouse gas emissions from surface transport.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

A potential synergistic effect from the impl

The policy could make an explicit reference to supporting the conversion and remediation of land utilised as part of the public infrastructure and active travel network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 9		Loc-Reg	ST-LT	Perm	Med		ST	ST	ST	ST		ST	ST	ST	ST	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the public infrastructure and active travel network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 10		Loc-Reg	ST-LT	Perm	Med		+/?	+/?	+/?	+/?		+/?	+/?	+/?	+/?	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in large consultations from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of surrounding landscapes and townscapes which forms part of the public infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 11		Loc-Reg	ST-LT	Perm	Med		0	0	0	0		0	0	0	0	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the consultation's resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 12		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation, enhancing long term economic prosperity.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network optimising opportunities from the decarbonisation of transport and improving the resilience and reliability of services.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 13		0 Loc-Reg	ST-LT	Perm	Med		0	+	++	++		0	+	++	++	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of land within and around large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement
The policy could make an explicit reference to coordinating the public infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14a		Loc-Reg	ST-LT	Perm	Med		+	++	++	++		+	++	++	++	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and improve the quality and extent of public transportation connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network with capped fares, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
The policy could make a greater reference to the need for public transportation to be financially accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14b		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy steers that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and improve access to essential facilities and community assets across the large consultations.

The policy could make an explicit reference to supporting the conversion and remediation of land utilised for Park and Ride facilities or for reusing land no longer required following restricting road space from private vehicles as part of the modal shift proposal to public infrastructure and active travel network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 9		Loc-Reg	ST-LT	Perm	Med		++	++	++	++		++	++	++	++	
Commentary																

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel routes, having potential implications on the consultation's heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the public infrastructure and active travel network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 10		Loc-Reg	ST-LT	Perm	Med		++	++	++	++		++	++	++	++	
Commentary																

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel routes, having potential implications on the consultation's landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in large consultations from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of surrounding landscapes and townscapes which forms part of the public infrastructure and active travel network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 11		Loc-Reg	ST-LT	Perm	Med		?	?	?	?		?	?	?	?	
Commentary																

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel networks, resulting in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 12		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel, enhancing long term economic prosperity.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north and increased spending within large consultations in the hospitality industry with the creation of outdoor seating.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure and active travel network optimising opportunities from the decarbonisation of transport and improving the resilience and reliability of services.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 13		Loc-Reg	ST-LT	Perm	Med		++	++	++	++		++	++	++	++	
Commentary																

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel routes, resulting in the increased use of land within and around large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable connected communities within and between large consultations.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement
The policy could make an explicit reference to coordinating the public infrastructure network with the future development of employment and housing within 10-minute neighbourhoods and active neighbourhoods to enable coordinated strategic planning across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14a		Loc-Reg	ST-LT	Perm	Med		++	++	++	++		++	++	++	++	
Commentary																

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel routes with capped fares to improve the accessibility of the public transport network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network with capped fares, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
The policy could make a greater reference to the need for public transportation to be financially accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14b		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy steers that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel routes, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across the large consultations.

The policy could make an explicit reference to supporting the conversion and remediation of land utilised as part of the decarbonisation of fleets where appropriate.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 9		Loc-Reg	ST-LT	Perm	Med		++	++	++	++		++	++	++	++	
Commentary																

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes and altering the streetscape which may have potential implications on the consultation's heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment when making changes to parking policies.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 10		Loc-Reg	ST-LT	Perm	Med		+/?	+/?	+/?	+/?		+/?	+/?	+/?	+/?	
Commentary																

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes and altering the streetscape which may have potential implications on the consultation's landscapes and townscapes assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of surrounding landscapes and townscapes when making changes to parking policies.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 11		Loc-Reg	ST-LT	Perm	Med		?	?	?	?		?	?	?	?	
Commentary																

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, changing the private vehicle connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure required.

Mitigation and Enhancement
The policy could make an explicit reference to utilising resources effectively (for example recycled materials or sustainable waste management practices where possible) and the potential reduction in fossil fuels due to the decarbonisation of fleets, benefitting the plan area's resilience against climate change.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 12		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel, enhancing long term economic prosperity.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
The policy could make an explicit reference to the decarbonised fleets optimising economic opportunities from the likely improved the resilience and reliability of services.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 13		0 Loc-Reg	ST-LT	Perm	Med		0	+	++	++		0	+	++	++	
Commentary																

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, resulting in the increased use of land within and around large consultations to deliver attractive development.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.

Mitigation and Enhancement
The policy could make an explicit reference to coordinating the modal shift away from private vehicles with land use and strategic transport planning to enable a coordinated and effective delivery across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14a		Loc-Reg	ST-LT	Perm	Med		+	++	++	++		+	++	++	++	
Commentary																

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, changing the private vehicle connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction in connectivity for people with specific accessibility needs, for example those with limited mobility.

Mitigation and Enhancement
The policy could make an explicit reference to ensuring the modal shift from private-car use to public transportation and active travel will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14b		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy steers that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, changing the private vehicle connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the increase in cost of parking and the implementation of congestion charging within city centres.

Mitigation and Enhancement
The policy could make a greater reference to the need for city centre parking and congestion charging to be financially accessible for the North's most vulnerable groups.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 14b		Loc-Reg	ST-LT	Perm	Med		??/-	??/-	??/-	??/-		??/-	??/-	??/-	??/-	
Commentary																

The policy steers that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, changing the private vehicle connections across the plan area.

The policy could make an explicit reference to supporting the conversion and remediation of land utilised as part of the decarbonisation of fleets to reducing freight and logistics movements where appropriate.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None identified/Explain Potential Residual Impacts

Decarbonising transport fleets is key for achieving national decarbonisation targets

	Effects						2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	TIP	Cert		ST	MT	LT	Sm		ST	MT	LT	Sm	
SA2 Objective 11		Loc-Reg	ST-LT	Perm	Med		?	?	?	?		?	?	?	?	
Commentary																

The policy states that large consultations should focus on decarb

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference to reducing severance and supporting the accessibility to essential facilities and community assets in addition to relieving congestion.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

BA2 Objective 15a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve access to essential facilities and community assets across the large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
A potential synergistic effect from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across large consultations, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

BA2 Objective 15b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and likely reduce the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to reducing private car usage within large consultations.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users

BA2 Objective 16a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation facilities available to communities.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across large consultations, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

BA2 Objective 15a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve access to essential facilities and community assets across the large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across large consultations, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Public transport must be integrated (ticketing, operations, infrastructure, and information) reliable, accessible, and inclusive for all users.

BA2 Objective 15b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on diversifying and enhancing public transportation infrastructure, strengthening transportation hubs and networks across the north. In doing so, this would further encourage communities to utilise public transportation and likely reduce the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to reducing private car usage within large consultations.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

BA2 Objective 16a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel modes, likely improve access to essential facilities and community assets across the large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the delivery of a significant shift in the movement of people and goods across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across large consultations, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

BA2 Objective 15a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel, likely reduce the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to reducing private car usage within large consultations.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

BA2 Objective 16b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel modes, having potential implications on the consultation's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel routes.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

BA2 Objective 15b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel, likely reduce the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to reducing private car usage within large consultations.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Spatial and transport planning must work symbiotically for sustainable, inclusive growth

BA2 Objective 16c	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on spatial and transport planning working symbiotically together, enabling sustainable and inclusive growth across the north. In doing so, this would further encourage communities to utilise public transportation and active travel, likely improve the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities and likely improving levels of natural surveillance within neighbourhoods.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation and active travel infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

BA2 Objective 15a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, changing the private vehicle connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the improvement of air quality with the reduction in private vehicles and reduction in connectivity for people with specific accessibility needs, for example those with limited mobility.

Mitigation and Enhancement
The policy could make an explicit reference to ensuring the modal shift to reducing private car use to public transportation and active travel will be safe, welcoming and accessible for all users and the health benefits of reducing pollution within large consultations.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2022 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

BA2 Objective 15b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, having potential implications on the consultation's air quality.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and creation of additional space within large consultations from reallocating road space.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the improvement in air quality from the reduction of private car use and potential implementation from clean air zones and congestion charging.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

BA2 Objective 16a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	++	Loc-Reg	ST-LT	Perm	Med	+	++	++					

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel, likely reduce the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effects from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
The policy could make an explicit reference to the safety benefits to reducing private car usage within large consultations, ensuring the delivery of safe alternative means of travel to motor vehicles to avoid pavement parking and accidents, with the appropriate management of the continued private vehicle users for example those who may pavement park.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

BA2 Objective 16b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel routes, having potential implications on the consultation's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel routes.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large consultations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Managing private vehicle demand and encouraging modal shift is key to achieve cities where people can have happy lives without cars

BA2 Objective 16c	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on reducing private vehicle demand and use, supporting a modal shift to other modes of transportation. In doing so, this would further encourage communities to utilise public transportation and active travel, likely improve the levels of private car use within large consultations.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the improvement of air quality with the reduction in private vehicles and reduction in connectivity for people with specific accessibility needs, for example those with limited mobility.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation and active travel infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Decarbonising transport fleets is key for achieving national decarbonisation targets

BA2 Objective 15a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this has the potential to change public transportation facilities and infrastructure for commuters.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the model shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in decarbonised fleets across large consultations, this would likely result in a healthier city environments for commuters.

Mitigation and Enhancement
The policy could make an explicit reference to ensuring the decarbonisation of transportation fleets will be safe, welcoming and accessible for all users and the health benefits of reducing pollution within large consultations.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2022 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Decarbonising transport fleets is key for achieving national decarbonisation targets

BA2 Objective 15b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	0	0	0					

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this has the potential to change public transportation facilities and infrastructure for commuters.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the model shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in decarbonised fleets across large consultations, this would likely result in a healthier city environments for commuters.

Mitigation and Enhancement
The policy could make an explicit reference to the safety benefits to reducing private car usage within large consultations, ensuring the delivery of safe alternative means of travel to motor vehicles to avoid pavement parking and accidents.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Decarbonising transport fleets is key for achieving national decarbonisation targets

BA2 Objective 16a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this has the potential to change public transportation facilities and infrastructure for commuters.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the model shift to decarbonised transportation responding to the uncertainties from climatic effects.

Mitigation and Enhancement
The policy could make an explicit reference to the decarbonised transport fleets being safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2025 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Decarbonising transport fleets is key for achieving national decarbonisation targets

BA2 Objective 16b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	0	0	0					

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this has the potential to change public transportation facilities and infrastructure for commuters.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the model shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in decarbonised fleets across large consultations, this would likely result in a healthier city environments for commuters.

Mitigation and Enhancement
The policy could make an explicit reference to the safety benefits to reducing private car usage within large consultations, ensuring the delivery of safe alternative means of travel to motor vehicles to avoid pavement parking and accidents.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Decarbonising transport fleets is key for achieving national decarbonisation targets

BA2 Objective 16c	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on decarbonising transport fleets. In doing so, this has the potential to change public transportation facilities and infrastructure for commuters.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the model shift to decarbonised transportation responding to the uncertainties from climatic effects.

Mitigation and Enhancement
The policy could make an explicit reference to the decarbonised transport fleets being safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2025 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Freight and logistics movements in city centres can be avoided with more sustainable solutions to consolidate trips

BA2 Objective 15a	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on avoiding freight and logistic movements within city centres and prioritise sustainable solutions to minimise required trips. In doing so, this would alter the level of business and freight related transportation in likely densely-populated areas.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the model shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large consultations, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement
The policy could make an explicit reference to the supporting public living infrastructure, such as roads utilised to travel to shop and collect facilities, being safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2022 Policy being implemented?
None Identified/Slight Potential Residual Impacts

Freight and logistics movements in city centres can be avoided with more sustainable solutions to consolidate trips

BA2 Objective 15b	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sin	ST	MT	LT	Sin
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+					

The policy states that large consultations should focus on avoiding freight and logistic movements within city centres and prioritise sustainable solutions to minimise required trips. In doing so, this would alter the level of business and freight related transportation in likely densely-populated areas.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the model shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
A potential synergistic effect from the impl

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	Local	Perm	Med	++	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications each town's greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across rural communities through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of public transportation reducing greenhouse gas emissions from transport infrastructure

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this could support maintaining existing infrastructure to minimise embedded carbon emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to utilising innovative low carbon construction materials and techniques.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the surrounding green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
Mitigation and Enhancement
The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	MT-LT	Perm	High	+++	+++	+++	+++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation, having potential implications each town's air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within towns.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

The policy could make a more explicit reference to encouraging active travel modes to support the multi-modal hubs, further enabling the shift away from private car use.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	Local	Perm	High	++	++	++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel and have potential implications each town's greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of active travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of active travel and the regeneration of town centres through the delivery of enhancing public realm.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in active travel infrastructure across rural communities through the delivery of an effective and efficient multi-modal transport network, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of active travel reducing greenhouse gas emissions from transport infrastructure

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this could support maintaining existing infrastructure to minimise embedded carbon emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to utilising innovative low carbon construction materials and techniques

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel and have potential implications on the surrounding green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use and the creation/enhancement of public realm spaces which could improve a town's green infrastructure network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.
Mitigation and Enhancement
The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel and have potential implications on the nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use and the creation/enhancement of public realm spaces which could improve a town's green infrastructure network.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation network

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	MT-LT	Perm	High	+++	+++	+++	+++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise public transportation, having potential implications on a town's air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in active travel infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions into the air.

Mitigation and Enhancement

The policy could make an explicit reference to encouraging active travel modes to support the multi-modal hubs, further enabling the shift away from private car use.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	ST-LT	Perm	High	+++	+++	+++	+++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would likely have potential implications on the town's greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from reduced freight and logistics transport movements.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier environments for communities.

Mitigation and Enhancement

None Identified

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would support the delivery innovative low carbon technologies and likely construction materials and techniques.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport movement network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure to support the change in transport movements over new transport/logistics related development to support a reduction in embedded construction carbon.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this could have potential implications on the town's green infrastructure network which surround the existing and future transportation movement network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of towns.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across large conurbations, with the reduction in pollution benefiting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to the benefits of reducing greenhouse gas emissions and improving air pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this may have potential implications on the town's nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of large conurbations.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of creating these new movement patterns with light and noise pollution

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/	Local	MT-LT	Perm	High	+++	+++	+++	+++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would enhance towns air quality by minimising emissions of air pollutants.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of towns.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the **Mitigation and Enhancement**
The policy could make an explicit reference to the benefits of supporting more sustainable solutions in regards to air quality.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the transport infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on surrounding blue infrastructure network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	0	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on soil and land contamination within and surrounding towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between towns.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on each town's heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on each town's landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in towns from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement

Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel networks having potential implications on the network's resilience to extreme weather and the changing climate.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use and the creation/enhancement of public realm spaces which could improve a town's green infrastructure network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport network, this would likely result in a more responsive and adaptable network from climatic effects due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the active travel network to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel and have potential implications on surrounding blue infrastructure network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use and the creation/enhancement of public realm spaces which could improve a town's environment.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	0	+	+	+				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel networks and have potential implications on soil and land contamination within and surrounding towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between towns.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel networks and have potential implications on each town's heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network, providing greater access to cultural and historic assets.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the creation/enhancement of public realm spaces which could improve a town's environment and the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the active travel network and public realm creation/enhancement.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel networks and have potential implications on each town's landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network, providing greater access to important landscapes and townscapes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the impact on the surrounding landscapes and townscapes in towns from the creation/enhancement of public realm spaces which could improve a town's environment.

Mitigation and Enhancement

Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would have likely having potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with the shift to more sustainable freight and logistics travel patterns which would respond to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns for freight and logistics across large conurbations, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities (for example drop and collect facilities and LGV/HGV charging and refuelling).

Mitigation and Enhancement
The policy could make an explicit reference to supporting and complimentary nature based solutions to the assist sustainable solutions proposed and consider opportunities to reduce vibration and noise pollution.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would likely have potential implications on towns blue infrastructure network.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the shift to reduced freight and logistics travel movements which would respond to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns, with the reduction in pollution benefitting the surrounding blue infrastructure network creating stronger and healthier natural environments due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing light and noise pollution from reducing freight and logistics movements to benefit the natural environment.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would have potential implications on soil and land contamination within and surrounding towns to deliver this infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could be the repurposing of brownfield field to support the delivery of the proposed sustainable solutions.
A potential cumulative primary and direct effect from the implementation of the policy on the plan area could be the reduction of freight and logistics movements which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the reducing freight and logistics movements where appropriate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would have the potential to alter streetscapes which may have potential implications on towns heritage and cultural assets.
Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the freight and logistics transport fleets against the effects of climate change, ensuring access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the surrounding heritage and cultural assets where appropriate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would has the potential to alter streetscapes which may have potential implications on towns landscape and townscape assets.
Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the freight and logistics transport fleets against the effects of climate change, ensuring access to important landscapes and townscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated landscapes and townscapes.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and enhancement of the landscapes and townscapes which forms part of the transportation network.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Loc	ST-LT	Perm	Low	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.
Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	High	++	++	+++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would encourage communities to utilise public transportation providing additional employment opportunities and access to retail centres, enhancing long term economic prosperity.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.
Mitigation and Enhancement
The policy could make an explicit reference to the transportation network optimising opportunities from establishing an effective and accessible transportation network for likely increases in investment, skill development and economic activity.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	Med	+	++	+++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of land within and around towns to support the enhancement and creation of these networks.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between towns.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments to create 20-minute neighbourhoods in areas coming forward, strengthening [illegible]
Mitigation and Enhancement
The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and improve the quality and extent of public transportation connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network with real time service information about journey time information improving access for users.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**

The policy could make an explicit reference to supporting the conservation and enhancement of the landscapes and townscapes which forms part of the active travel network and public realm creation/enhancement.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	0	0	0	0				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes and result in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to the active travel infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	High	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would encourage communities to utilise active travel networks and supporting public realm improvements, enhancing long term economic prosperity.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use and the creation/enhancement of public realm spaces which could improve a town's environment.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
The policy could make an explicit reference to the transportation network optimising opportunities from establishing an effective and accessible transportation network for likely increases in investment, skill development and economic activity.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	Med	+	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes and result in the increased use of land within and around towns to support the enhancement and creation of these networks and public realm areas.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use and the creation/enhancement of public realm spaces which could improve a town's environment.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in catalytic housing and employment developments to create 20-minute neighbourhoods in areas coming forward, strengthening the economy and connecting communities.
Mitigation and Enhancement
The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes and improve the quality and extent of transportation connections across the plan area.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel networks and the creation/enhancement of public realm spaces which could improve a town's environment.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
The policy could make an explicit reference to the active travel infrastructure and public realm will be safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**

The policy could make an explicit reference to supporting the conservation and enhancement of the surrounding landscapes and townscapes where appropriate.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Loc	ST-LT	Perm	Low	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would likely result in the increased use of resources for construction and maintenance to support these movement changes.

Potential Effects
Potential cumulative primary and direct effects from the implementation of the policy on the plan area could be the greater use of resources, reduction in fuel and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to the infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fossil fuels due to the decarbonisation of fleets, benefitting the plan area's resilience against climate change.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would enhance and secure long term economic prosperity against the effects of climate change, supporting the plan area's transition to a green economy.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of goods across large conurbations through more efficient movement patterns, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities (for example drop and collect facilities and micro-consolidation hubs).

Mitigation and Enhancement
The policy could make an explicit reference to optimising economic opportunities from implementing more efficient movement patterns and goods for businesses.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this has the potential to require additional land within and around towns to support the multi-modal hubs and last-mile delivery stations.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a change in employment opportunities and locations within cities.

Mitigation and Enhancement
The policy could make an explicit reference to coordinating the change in freight and logistics movements with land use and strategic transport planning to enable a coordinated and effective delivery across the plan area.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision)
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement
The policy could make an explicit reference to the supporting public facing infrastructure, such as roads utilised to travel to drop and collect facilities, being safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**

Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation to improve the accessibility of the public transportation network across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make a greater reference to the need for public transportation to be financially accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities in 20 minute neighbourhoods.

Mitigation and Enhancement

The policy could make an explicit reference to reducing severance and supporting the accessibility to essential facilities and community assets.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure providing health and wellbeing of residents.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	High	++	++	+++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the town's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and likely reduce the levels of private car use within towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement

The policy could make an explicit reference to reducing levels of car dominance (for example pavement parking), that the infrastructure that will be delivered will be safe and welcoming for all to support the connectivity of the network within and between towns.

Has the Mitigation and Enhancement been addressed?

Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++						

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel to improve the accessibility of the public transportation network across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel networks and the creation/enhancement of public realm spaces which could improve a town's environment.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make a greater reference to the need for active travel modes (such as e-cargo bikes and town centre parking) to be financially accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel networks and the creation/enhancement of public realm spaces which could improve a town's environment.

Mitigation and Enhancement

The policy could make an explicit reference to reducing severance and supporting the accessibility to essential facilities and community assets.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes and likely improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel networks and the creation/enhancement of public realm spaces which could improve a town's environment.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure providing health and wellbeing of residents.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	High	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on the town's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north. In doing so, this would further encourage communities to utilise active travel modes and likely reduce the levels of private car use within towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement

The policy could make an explicit reference that infrastructure being delivered will be safe and welcoming for all to support the connectivity of the network within and between towns.

Has the Mitigation and Enhancement been addressed?

Commentary	0	Local	ST-LT	Perm	Med	0	0	0	0						

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision)
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a change in employment opportunities and locations within cities.

Mitigation and Enhancement

The policy could make an explicit reference to ensuring the affordability of accessing and using last-mile delivery and drop and collect facilities will be accessible for all users and communities.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision)
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the supporting public facing infrastructure, such as roads utilised to travel to drop and collect facilities, being safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision)
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the supporting public facing infrastructure, such as roads utilised to travel to drop and collect facilities, being safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	High	+	++	+++	++				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision)
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision).
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements across large conurbations, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement

The policy could make an explicit reference to the supporting public facing infrastructure, such as roads utilised to travel to drop and collect facilities, being safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Maximising and filling the gaps in the existing public transport and active travel networks to support more sustainable travel patterns

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation facilities available to communities.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies for active travel and public spaces will result in regeneration of Urban Centres

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation facilities available to communities.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.

A potential secondary and indirect effect from the implementation of the policy on the plan area is the increased perception of safety due to the improved lighting within communities.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the active travel infrastructure and public realm will be welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Freight and logistics movements inside urban centres need to be addressed with more sustainable solutions

Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	0	0	0	0				

The policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network. In doing so, this would alter the level of business and freight related transportation in likely densely populated areas.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks (for example adequate kerbside provision)

Mitigation and Enhancement

The policy could make an explicit reference to the supporting public facing infrastructure, such as drop and collect facilities, being safe, welcoming and accessible for all users.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

ISA2 Objective 1	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on rural towns greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across rural communities through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of public transportation reducing greenhouse gas emissions from transport infrastructure

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Active Travel should be promoted for shorter journeys that will require road safety enhancements

ISA2 Objective 1	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on rural towns greenhouse gas emissions from surface transport.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of active travel modes and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in active travel infrastructure across rural communities, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of active travel modes reducing greenhouse gas emissions.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 1	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would have potential implications on rural towns greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from the up take in zero emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise vehicles across large conurbations through the delivery of an extensive EV charging network for residents and businesses, this would likely result in the plan area significantly supporting national decarbonisation targets within rural areas.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of active travel modes reducing greenhouse gas emissions.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Ensuring modal shift for new provision through behavioural change

ISA2 Objective 1	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would have potential implications on rural towns greenhouse gas emissions from surface transport.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from the up take in zero emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise vehicles across large conurbations through the delivery of an extensive EV charging network for residents and businesses, this would likely result in the plan area significantly supporting national decarbonisation targets within rural areas.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of active travel modes reducing greenhouse gas emissions.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

ISA2 Objective 2	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this could support maintaining existing infrastructure to minimise embedded carbon emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure. A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure over new transport development to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Active Travel should be promoted for shorter journeys that will require road safety enhancements

ISA2 Objective 2	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel infrastructure and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing active travel infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure when providing safe provisions for active travellers over new transport development to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 2	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this could result in requiring new infrastructure being required to support this transition.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include delivering new, upgrading and maintaining EV charging infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing and adapting existing infrastructure.
A potential synergistic effect of the policy could include an increase in embedded emissions due to the scale of new technology required to support the modal shift to zero emission vehicles across large rural contexts.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure when providing EV charging points over new infrastructure to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Ensuring modal shift for new provision through behavioural change

ISA2 Objective 2	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this could result in requiring new infrastructure being required to support this transition.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include delivering new, upgrading and maintaining EV charging, public transportation and active travel modes infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing and adapting existing infrastructure.
A potential synergistic effect of the policy could include an increase in embedded emissions due to the scale of new technology required to support the modal shift to alternative sustainable travel modes across large rural contexts.

Mitigation and Enhancement

Policy could make more explicit reference to prioritising maintaining and upgrading existing infrastructure over new infrastructure to support a reduction in embedded construction carbon.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

ISA2 Objective 3	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on rural towns green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Active Travel should be promoted for shorter journeys that will require road safety enhancements

ISA2 Objective 3	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel infrastructure and have potential implications on rural towns green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 3	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and have potential implications on rural towns green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to zero emission vehicles, reducing the pollution from private vehicles, across villages this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the reduction in pollutants transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Ensuring modal shift for new provision through behavioural change

ISA2 Objective 3	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel infrastructure and have potential implications on rural towns green infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel modes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to sustainable travel infrastructure, reducing the pollution from private vehicles, across villages this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing greenhouse gas emissions, vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

ISA2 Objective 4	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	High	+	+	+	+				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation networ

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Active Travel should be promoted for shorter journeys that will require road safety enhancements

ISA2 Objective 4	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the active travel networ

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 4	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	High	+	+	+	+				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the active travel networ

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Ensuring modal shift for new provision through behavioural change

ISA2 Objective 4	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns nearby internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel modes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the active travel networ

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

ISA2 Objective 5	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	++	++	++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation, having potential implications on rural towns air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

The policy could make an explicit reference to encouraging active travel modes to support the multi-modal hubs, further enabling the shift away from private car use.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Active Travel should be promoted for shorter journeys that will require road safety enhancements

ISA2 Objective 5	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	++	++	++	++				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes, having potential implications on rural towns air quality.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in active travel infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions into the air.

Mitigation and Enhancement

The policy could make an explicit reference to encouraging active travel modes to support the multi-modal hubs, further enabling the shift away from private car use.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 5	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	++	++	++	++				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise active travel modes, having potential implications on rural towns air quality.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the combustion engine powered cars and improvements to local air quality.

Mitigation and Enhancement

The policy could make an explicit reference to encouraging active travel modes to support the multi-modal hubs, further enabling the shift away from private car use.

Has the 2022 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Ensuring modal shift for new provision through behavioural change

ISA2 Objective 5	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	++	++	++	++				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of sustainable travel infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to sustainable travel infrastructure, reducing the pollution from combustion powered vehicles, across villages, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting people and goods across the plan area.

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

ISA2 Objective 6	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the

Active Travel should be promoted for shorter journeys that will require road safety enhancements

ISA2 Objective 6	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel infrastructure and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 6	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from combustion powered vehicles, across villages through the increased use of zero emission vehicles, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants from transporting people and goods across the plan area.

Ensuring modal shift for new provision through behavioural change

ISA2 Objective 6	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and have potential implications on network's resilience to extreme weather and the changing climate.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of sustainable travel infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the transport infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the active travel infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the required charging infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Mitigation and Enhancement
The policy could make an explicit reference to strengthening the sustainable travel infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 7	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns blue infrastructure network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 7	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+						

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on the rural towns blue infrastructure network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 7	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+						

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and have potential implications on the rural towns blue infrastructure network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to zero emission vehicles, reducing the pollution from combustion powered vehicles, across villages this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 7	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+						

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and have potential implications on the rural towns blue infrastructure network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to sustainable travel infrastructure, reducing the pollution from combustion powered vehicles, across villages through the delivery of an effective and efficient multi-modal transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 8	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary		Local	ST-LT	Perm	Med	0	+	+	+					

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on soil and land contamination within and surrounding rural towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 8	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	-	Local	ST-LT	Perm	Med	0	+	+	+					

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on soil and land contamination within and surrounding rural towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 8	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary		Local	ST-LT	Perm	Med	0	+	+	+					

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on soil and land contamination within and surrounding rural towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 8	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary		Local	ST-LT	Perm	Med	0	+	+	+					

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and have potential implications on soil and land contamination within and surrounding rural towns.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network between
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 9	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?					

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 9	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?					

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on the rural towns heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 9	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	?	?	?	?					

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on the rural towns heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 9	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?					

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to sustainable travel modes and have potential implications on the rural towns heritage and cultural assets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 10	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+	+					

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural towns landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of surrounding landscapes and townscapes which forms part of the transport infrastructure network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 10	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	0	Loc-Reg	ST-LT	Perm	Med	+	+	+	+					

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on the rural towns landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network, providing greater access to historic landscapes and townscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the landscapes and townscapes which form part of the transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 10	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	?	?	?	?					

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise active travel modes and have potential implications on the rural towns landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles providing greater access to historic landscapes and townscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the implementation of zero emission vehicles and required supporting infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the landscapes and townscapes which form part of the transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 10	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	?/+	?/+	?/+	?/+					

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to sustainable travel modes and have potential implications on the rural towns landscapes and townscapes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network, providing greater access to historic landscapes and townscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the implementation of sustainable travel infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the landscapes and townscapes which form part of the transportation network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Loc	LT	Perm	Low	+	+	+	+					

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure
Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+					

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure
Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use active travel modes over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Loc	ST-LT	Perm	Low	+	+	+	+					

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and result in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use active travel modes over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 11	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Low	+	+	+	+					

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would result in the increased use of resources for construction and maintenance.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure
Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use active travel modes over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++					

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would encourage communities to utilise public transportation providing additional employment opportunities and access to retail centres, enhancing long term economic prosperity.

Potential Effects

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++					

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would encourage communities to utilise active travel modes providing additional employment opportunities and access to retail centres, enhancing long term economic prosperity.

Potential Effects

Equitable transition to Zero-Emission Vehicles

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++					

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would encourage communities to utilise active travel modes providing additional employment opportunities and access to retail centres, enhancing long term economic prosperity.

Potential Effects

Ensuring modal shift for new provision through behavioural change

Effects					2022 Assessment					2023 Assessment				
ISA2 Objective 12	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++					

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes providing additional employment opportunities and access to retail centres, enhancing long term economic prosperity.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement

The policy could make an explicit reference to the transportation network optimising opportunities from establishing an effective and accessible transportation network for likely increases in investment, skill development and economic activity.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	0	+	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of land within and around rural towns to support the enhancement and creation of these networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	0	+	++	++						

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and result in the increased use of land within and around rural towns to support the enhancement and creation of these networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel infrastructure.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	-	Local	ST-LT	Perm	Med	0	+	+	+						

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and result in the increased use of land within and around rural towns to support the enhancement and creation of these networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 13	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	0	+	++	++						

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and result in the increased use of land within and around rural towns to support the enhancement and creation of these networks.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of sustainable travel infrastructure.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the delivery of this infrastructure network with the future development of employment and housing to enable coordinated strategic planning across the plan area.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and improve the quality and extent of public transportation connections across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network with real time service information about journey time information improving access for users.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and improve the quality and extent of transportation connections across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an efficient and efficient multi-modal transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and improve the quality and extent of transportation connections across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the widespread take up of zero emission vehicles, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to supporting zero emission infrastructure (i.e. charging points) will be welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and improve the quality and extent of transportation connections across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the sustainable travel infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an efficient and efficient multi-modal transport network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure and supportive campaigns being welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation to improve the accessibility of the public transportation network across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make a greater reference to the need for public transportation to be financially accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes to improve the accessibility of transportation networks across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an efficient and efficient multi-modal transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make a greater reference to the need for public transportation to be financially accessible for all users, for example the cost of using e-bikes and e-scooters.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles to improve the accessibility of transportation networks across the rural areas within the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the wide spread take up of zero emission vehicles, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make a greater reference to the need for public transportation to be financially accessible for all users, for example the cost of fuelling zero emission fleets for businesses

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes to improve the accessibility of transportation networks across the plan area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an efficient and efficient multi-modal transport network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make a greater reference to the need for sustainable infrastructure to be financially accessible for all users, for example the cost of using public transport and car clubs.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to reducing severance and supporting the accessibility to essential facilities and community assets.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities, reducing the severance rural roads currently impact business growth.

Mitigation and Enhancement

The policy could make an explicit reference to enhancing the surrounding public realm along rural routes when considering the impact transport infrastructure can have on local environments.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles, likely improving access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities, reducing the severance rural roads currently impact business growth.

Mitigation and Enhancement

The policy could make an explicit reference to enhancing the surrounding public realm along rural routes when considering the impact transport infrastructure can have on local environments.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes, likely reduce the dominance of traffic in residential areas and improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities, reducing the severance rural roads currently impact business growth.

Mitigation and Enhancement

The policy could make an explicit reference to enhancing the surrounding public realm along rural routes when considering the impact transport infrastructure can have on local environments.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across rural towns, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and likely improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and health benefits on promoting physical activity.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across rural towns, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and likely improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and health benefits on promoting physical activity.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the wide spread take up of zero emission vehicles, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with active travel modes to promote further connectivity across rural towns, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment					2023 Assessment				
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm		ST	MT	LT	Sm	
Commentary	+	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel modes and likely improve access to essential facilities and community assets across rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and health benefits on promoting physical activity.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an efficient and efficient multi-modal transport network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be delivered in conjunction with sustainable travel modes to promote further connectivity across rural towns, with current footpaths being retained or improved, to assist with improving the health and wellbeing of residents.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

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options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the rural town's air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

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options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise active travel modes and likely reduce the levels of private car use within rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement

The policy could make an explicit reference to reducing levels of car dominance (for example pavement parking), that the infrastructure that will be delivered will be safe and welcoming for all, and combine the proposed transportation network with the delivery of safe and secure active travel infrastructure to support the connectivity of the network between rural towns.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

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options, centred around public transport services and infrastructure that enhance accessibility to opportunities, particularly healthcare, integrating rural towns and fringe with nearby

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation facilities available to communities.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel and have potential implications on rural towns air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and likely reduce the levels of private car use within rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure networks with safety provisions delivered in conjunction to further support active travellers.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement

The policy could make an explicit reference to reducing levels of car dominance (for example pavement parking)

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel should be promoted for shorter journeys that will require road safety enhancements

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to promote active travel modes for shorter journeys across the north. In doing so, this would further encourage communities to utilise active travel modes and likely reduce the levels of private car use within rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the active travel infrastructure network, supporting more natural surveillance due to increased users and safety measures (such as street lighting and traffic calming measures) delivered in conjunction with the infrastructure creating a more welcoming environment.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and have potential implications on rural towns air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of combustion powered cars.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across rural towns through the widespread take up of zero emission vehicles, this would likely result in an improvement in air pollution due to reduction in pollution from transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise active travel modes and likely reduce the levels of private car use within rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.

Mitigation and Enhancement

The policy could make an explicit reference to reducing levels of car dominance within rural towns (for example pavement parking) and enhancing the safety of roads to support safer journeys for all vehicles and travellers.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts. In doing so, this would further encourage communities to utilise zero emission vehicles and likely improving the environment and health of rural towns due to the reduction in pollutants.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across rural towns through the widespread take up of zero emission vehicles, this would likely result in an improvement in air pollution due to reduction in pollution from transporting people and goods across the plan area

Mitigation and Enhancement

The policy could make an explicit reference to the zero emission vehicle infrastructure (such as charging points) will be safe, welcoming and accessible for all

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable travel and have potential implications on rural towns air quality, vibration and noise pollution through likely reduced private car usage.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable travel infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in active travel infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal transport network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the

Mitigation and Enhancement

The policy could make an explicit reference to the benefits of reducing greenhouse gas emissions and air pollution and consider opportunities to reduce air, vibration and noise pollution.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable transportation and likely reduce the levels of private car use within rural towns.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement

The policy could make an explicit reference to reducing levels of car dominance (for example pavement parking), that the infrastructure that will be delivered will be safe and welcoming for all, and combine the proposed transportation network with the delivery of safe and secure active travel infrastructure to support the connectivity of the network between rural towns.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**TIP**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural town and fridge areas should support actions such as campaigns, training and fare incentives to encourage the transition to more sustainable travel modes in more rural contexts. In doing so, this would further encourage communities to utilise sustainable transportation and likely improve the public transportation facilities available to communities.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the sustainable transport infrastructure network.

A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.

Mitigation and Enhancement

The policy could make an explicit reference to the sustainable transport infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 1	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in bus services particularly for less-energy consuming vehicles and an increase in community car clubs. A potential secondary effect of the policy is a reduction in green house gas emissions as a result of less high-energy consuming vehicles and pollution from private cars.
A potential synergistic effect of the policy on the plan area could include more efficient movement of people, particularly from rural locations. By supporting the significant shift in public transportation infrastructure throughout the northern regions through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 1	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	++	+++	++				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel, which could contribute to reducing green house gas emission from surface transport in the region.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more co-working spaces at multi-modal hubs accessible from rural villages and better broadband networks and enhanced digital connectivity for people living in rural areas. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive bus and logistics trips.
A potential synergistic effect from the policy on the plan area could include better carbon efficiency in the movement of people by reducing the need for longer-distance travel through both improving working facilities close to rural areas and by supporting remote working and demand responsive travel through 5G broadband improvements.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 1	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	+	+	+				

The policy states that given the importance of agriculture, freight and agricultural machinery will remain significant traffic segment in these areas, so the use of zero emissions vehicles should be encouraged and that low-emissions vehicles plug-in grant should be promoted for vans and trucks, which could support a reduction in green house gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero-emissions vehicles used for agriculture and an increased take up of transitional fuels and EV charging. A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential synergistic effect of the policy on the plan area could include encouraging a greater proportion of freight movement by low carbon modes, as a result of a transition to zero emissions vehicles, the uptake of transitional fuels and electric charging and Government support.

Mitigation and Enhancement

Policy could make more explicit reference to innovative low and zero carbon transport technologies, to support the transition to zero-emission vehicles in agricultural communities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 1	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include awareness campaigns and fare incentives for local residents. A potential secondary effect of this policy could include a greater awareness and subsequent uptake of car club schemes and other travel options.
A potential synergistic effect of this policy on the plan area could be behavioural changes in rural areas and a reduction in the modal share of private vehicles in rural areas through a combination of training, campaigns and behavioural nudges.

Mitigation and Enhancement

Policy could make more explicit reference to accessibility and affordability of more sustainable transport options and include reference to climate change Mitigation and Enhancement and adaption.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 2	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater health, leisure and click and collect facilities at multi-modal hubs accessible from rural villages and an increase in travel options for people living in rural areas. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive transport modes.
A potential synergistic effect from the policy on the plan area could include supporting a reduction in embedded construction carbon by reducing demand for travel through both improving health and leisure facilities close to rural areas and by supporting more sustainable transport options.

Mitigation and Enhancement

Policy could make more explicit reference to a reduction in embedded construction carbon within the North's infrastructure investment programme.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 2	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	++	++	++				

The policy focuses on enhancing digital connectivity in order to reduce demand for journeys, in particular longer distance journeys, which could support minimising embedded emissions from development of new transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more co-working spaces at multi-modal hubs accessible from rural villages and better broadband networks for people living in rural areas. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive bus and logistics trips.
A potential synergistic effect from the policy on the plan area could include supporting a reduction in embedded construction carbon by reducing demand for travel through both improving working facilities close to rural areas and by supporting remote working through 5G improvements.

Mitigation and Enhancement

Policy could make more explicit reference to using the transport estate for low carbon energy generation.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 2	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	+	+	+				

The policy focuses on encouraging the use of zero emissions vehicles supported through the location of hydrogen and biofuel supply sites.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in hydrogen and biofuel supply sites in rural communities.
A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities.
A potential synergistic effect of the policy on the plan area could include a reduction in embedded carbon as a result of demand for low emission vehicles and an increase in demand for transitional fuels

Mitigation and Enhancement

Policy could make more explicit reference to using the transport estate for low carbon energy generation to support the transition to zero-emission vehicles in

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 2	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	LT	Perm	Med	0	0	0	0				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a reduction in embedded construction carbon due to an increase in shared travel options.

Mitigation and Enhancement

None identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 3	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on encouraging sustainable transport opportunities rather than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater health, leisure and click and collect facilities at multi-modal hubs accessible from rural villages and an increase in travel options for people living in rural areas. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and as a result reduced environmental impacts high travel demand.

Mitigation and Enhancement

Policy could make more explicit reference to the environmental benefits that could be achieved through reducing travel demand and the importance of good design and Biodiversity Net Gain when enhancing public spaces.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 3	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	++	+++	++				

The policy focuses on enhancing digital connectivity in order to reduce demand for journeys, in particular longer distance journeys, which could reduce the environmental impact of longer distance travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and as a result reduced environmental impacts high travel demand, which could include internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to the environmental benefits that could be achieved through reducing travel demand.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 3	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	0	+	0				

The policy focuses on encouraging the use of zero emissions vehicles for agriculture and low emissions vehicles for vans and trucks, which could contribute to reducing transport related vibration, air and noise pollution in rural villages.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in hydrogen and biofuel supply sites in rural communities.
A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities.
A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, air and noise pollution as a result of a combination between better located hydrogen and biofuel supplies and an encouragement to shift to zero or low emissions vehicles resulting in less polluting vehicles in a rural

Mitigation and Enhancement

Policy could make more explicit reference to the environmental benefits that could be achieved through zero-emission vehicles.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 3	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and reduce the adverse effects of designated habitats and protected species.

Mitigation and Enhancement

None identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 4	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	0				

The policy focuses on encouraging sustainable transport opportunities rather than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to the environmental benefits that could be achieved through reducing travel demand.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 4	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	+	++	+				

The policy focuses on enhancing digital connectivity in order to reduce demand for journeys, in particular longer distance journeys, which could reduce the environmental impact of longer distance travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and as a result reduced environmental impacts high travel demand, which could include internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to the environmental benefits that could be achieved through reducing travel demand.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 4	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	0	+	0				

The policy focuses on encouraging the use of zero emissions vehicles for agriculture and low emissions vehicles for vans and trucks, which could contribute to protecting internationally designated environment sites.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift towards low or zero carbon vehicles in rural villages. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to the environmental benefits that could be achieved through a transition to zero-emmissions vehicles.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 4	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

None identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 5	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	0	0	0	0				

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys, which could support in protecting and enhancing local air quality.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options available in rural villages and new and improved health, leisure and other key facilities at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive travel which could improve local air quality through reducing private vehicle commuter trips from rural villages.
A potential synergistic effect from the policy on the plan area could include enhanced air quality in rural villages as a result of better carbon efficiency in the movement of people by reducing the need for longer-distance travel through both improving facilities at multi-modal hubs and more reliable, sustainable transport options such as car clubs, bus services, and demand responsive transport.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of digital connectivity on local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 5	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	++	+++	++				

The policy focuses on enhancing digital connectivity in order to reduce demand for journeys, in particular longer distance journeys, which could help improve local air quality

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network and digital connectivity in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive bus and logistics trips which could improve local air quality through reducing private vehicle commuter trips from rural villages into employment centres.
A potential synergistic effect from the policy on the plan area could include enhanced air quality in rural villages as a result of better carbon efficiency in the movement of people by reducing the need for longer-distance travel through both improving working facilities close to rural areas and by supporting remote working and demand responsive travel through 5G broadband improvements.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of digital connectivity on local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 5	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	+	+	+				

The policy focuses on encouraging the use of zero emissions vehicles for agriculture and low emissions vehicles for vans and trucks, which could contribute to protecting and enhancing local air quality in rural villages.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero-emissions vehicles used for agriculture and an increased take up of transitional fuels and EV charging. A potential secondary effect of the policy could include enhanced local air quality as a result of fewer polluting vehicles on the roads.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of zero-emission vehicles on local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 5	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support the protection and enhancement of local air quality.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and a better awareness of other modes of transport available. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion. A potential synergistic effect of the policy could include enabling a modal shift away from the private car in rural villages, as a result of raising awareness and promoting other sustainable shared transport options.

Mitigation and Enhancement

None identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 6	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy states that the implementation of new travel opportunities must simultaneously address the reliability and resilience of the road network, as often places in this typology have one road access making accessibility vulnerable to infrastructure fails.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options in rural villages. A potential secondary effect could include greater reliability of transport in rural villages as a result of alternative transport options, particularly demand responsive travel. A potential synergistic effect of the policy on the plan area could include greater resilience of the transport network as a result of encouraging car clubs, improving bus services and promoting demand responsive travel, as well as enhancing facilities for health, leisure and other services at rural multi-modal hubs reducing the need to travel longer distances all reducing the modal dominance of the private car.

Mitigation and Enhancement

Policy could make more explicit reference to ways in which new travel opportunities can address reliability and resilience of the road network

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 6	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	+	++	+				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel, which could contribute to the reduction the resilience of the transport network to extreme weather events and climate change.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys, on a day-to-day basis.
A potential synergistic effect of the policy on the plan area could include greater resilience to a changing climate as those in rural villages can rely more on being digitally connected in their locality, with less need to travel.

Mitigation and Enhancement

Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 6	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	+	+	+				

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture and an increased take up of transitional fuels and EV charging. A potential secondary effect of the policy could include a greater understanding in rural communities of the transport systems vulnerability to climate change, in particular the risk of relying on finite fuel sources.

Mitigation and Enhancement

Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 6	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support the increase in resilience of the transport network.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a greater awareness of the vulnerability of the transport system to climate change. A potential secondary effect could include a reduced modal share of private vehicles and a modal shift towards shared transport options. A potential synergistic effect of the policy could include a more resilient transport network as a result of behavioural changes from promoting awareness and encouraging alternative modes of transport.

Mitigation and Enhancement

Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just connectivity

ISA2 Objective 7	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	0	0	+	0				

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys, which could support in protecting and enhancing the surrounding blue infrastructure network.

Potential Effects

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 7	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	LT	Perm	Med	0	0	+	0				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel.

Potential Effects

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 7	Effects					2022 Assessment					2023 Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	LT	Perm	Low	0	0	0	0				

The policy states that given the importance of agriculture, freight and agricultural machinery will remain significant traffic segment in these areas, so the use of zero emissions vehicles should be encouraged and that low-emissions vehicles plug-in grant should be promoted for vans and trucks.

**Potential Eff

Potential primary effects from the implementation of the policy on the plan area could include an enhanced sustainable transport options in rural villages and enhanced facilities at rural multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys on a day-to-day basis resulting in a reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be less demand commuter journeys across the north. By supporting upgrades to bus services, encouraging demand responsive travel and promoting car clubs, the policy could reduce the need to travel via private vehicles, and enhancing the opportunities for essential services at multi-modal hubs would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys, on a day-to-day basis resulting in a reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be less demand commuter journeys across the north. By supporting upgrades to 5G broadband infrastructure and reducing the need to travel via private vehicles, and enhancing the opportunities for co-working at multi-modal hubs would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A potential primary and direct effect from the implementation of the policy on the plan area could include the more zero or low carbon vehicles in rural villages.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect of the policy on the plan area could include a shift to low and zero carbon vehicles as a result of a combination of Government funding schemes and improved infrastructure such as hydrogen and biofuel supply sites, EV charging and click and collect facilities at multi-modal hubs.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from agriculture and freight vehicles to benefit the natural environment
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A potential primary and direct effect from the implementation of the policy on the plan area could include the reduction in the modal share of private vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement
None identified as policy focuses on behavioural changes.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just
connectivity

ISA2 Objective 8	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	0	0	+	0				

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys, which could support in protecting local soil.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced commuter journeys, particularly long distance journeys as a result of increased sustainable travel options available and greater facilities at rural multi-modal hubs.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the public infrastructure network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 8	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	0	+	0				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced commuter journeys, particularly long distance journeys as a result of improved broadband and more co-working spaces available.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of a reduction in private vehicle trips
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 8	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	0	+	0				

The policy states that given the importance of agriculture, freight and agricultural machinery will remain significant traffic segment in these areas, so the use of zero emissions vehicles should be encouraged and that low-emissions vehicles plug-in grant should be promoted for vans and trucks.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture. A potential secondary effect of the policy could include reducing the impact of agricultural machinery on the most highly productive agricultural soils by reducing the pollutions released into the local area through a shift to zero or low carbon emission vehicles.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transition to zero-emission vehicles.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 8	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	0	0	0	0				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support the minimisation of the use of greenfield

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced dominance of the private car. Potential secondary effects of the policy could include less demand for new road space on greenfield land, resulting in the protection of soil.

Mitigation and Enhancement
None Identified as policy focuses on behavioural changes.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just
connectivity

ISA2 Objective 9	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Local	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel further.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced commuter journeys, particularly long distance journeys as a result of increased sustainable travel options available and greater facilities at rural multi-modal hubs. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the public infrastructure network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 9	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Local	LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced commuter journeys, particularly long distance journeys as a result of improved broadband and more co-working spaces available. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.

Mitigation and Enhancement
None identified as policy focuses on promoting working from home and shared work spaces.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 9	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	0	0	0				

The policy states that given the importance of agriculture, freight and agricultural machinery will remain significant traffic segment in these areas, so the use of zero emissions vehicles should be encouraged and that low-emissions vehicles plug-in grant should be promoted for vans and trucks.

Potential Effects
No potential effects identified.

Mitigation and Enhancement
None Identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 9	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Local	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support improvements in access to historic or

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in shared modes of transport, a more sustainable mode of travel compared to the private vehicle. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes.

Mitigation and Enhancement
Policy could make explicit reference to encouraging sustainable access to services, including heritage or culturally important sites.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just
connectivity

ISA2 Objective 10	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	++	++	++	++				

The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel further.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private car journeys, particularly long distance journeys as a result of increased sustainable travel options available and greater facilities at rural multi-modal hubs. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.
A potential synergistic effect of the policy on the plan area could include an improvement in the quality of the surrounding landscape and/ or townscape as a result of reduced dominance of private cars on the road due to greater opportunities for sustainable travel modes and improvement in rural multi-modal hubs where the enhanced facilities both reduce the need to travel longer distances, including minimising first and late mile freight movements and it could enhance public spaces

Mitigation and Enhancement
Policy could make more explicit reference to respecting and enhancing the landscape character of rural villages through encouraging multi-modal hubs to be a community asset with enhanced public spaces.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 10	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	High	+	++	++	++				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel, which could contribute to enhancing the character of the surrounding landscape.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced commuter journeys, particularly long distance journeys as a result of improved broadband and more co-working spaces available. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.
A potential synergistic effect of the policy on the plan area could include an improvement in the quality of the surrounding landscape and/ or townscape as a result of fewer commuter journeys due to a combination of improved 5G broadband infrastructure and digital connectivity, and an increase in co-working spaces at multi-modal hubs.

Mitigation and Enhancement
Policy could make more explicit reference to the impact on rural villages of reducing demand for journeys, particularly in relation to enhancing the quality and significance of the surrounding area.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 10	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	LT	Perm	Low	0	0	+	0				

The policy focuses on encouraging the use of zero emissions vehicles supported through the location of hydrogen and biofuel supply sites.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in drop off and collect facilities at multi-modal hubs. A potential secondary impact of the policy could include minimising the need for first and last mile deliveries and reducing the dominance of vehicles in rural villages.

Mitigation and Enhancement
None identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 10	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support the protection of local character through reducing traffic levels and congestion in rural areas.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from improved transport infrastructure, reliability and affordability.

Mitigation and Enhancement
None Identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just
connectivity

ISA2 Objective 11	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	+	+	+	+				

The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel further.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced sustainable transport options in rural villages and enhanced facilities at rural multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys, on a day-to-day basis resulting in a reduction in greenhouse gas emissions and a reduction in fuel use.
A potential synergistic effect of the policy on the plan area could include a reduction in fuel use and a more prudent use of natural resources, as a result of reduced dominance of private cars on the road due to greater opportunities for sustainable travel modes and improvement in rural multi-modal hubs where the enhanced facilities both reduce the need to travel longer distances, including minimising first and late mile freight movements and it could contribute to reducing daily fuel use.

Mitigation and Enhancement
Policy could make explicit reference to supporting a reduction in fuel use.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 11	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	++	++	++	++				

The policy states that there is a need to promote a non-fossil fuelled energy network to promote uptake of zero-emission vehicles. The policy also focuses on improving 5G broadband networks and encourages co-working at multi-modal hubs to reduce the demand for commuter journeys.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and as a result improve local air quality through reducing commuter trips from rural villages into employment centres.
A potential synergistic effect of the policy on the plan area could include a reduction in fuel use and a more prudent use of natural resources, through improving the broadband network in rural villages and enhancing digital connectivity to increase opportunities for remote working and demand responsive bus and logistics trips. This could be complimented by implementing co-working spaces at multi-modal hubs to reduce the need for longer distance journeys and reducing daily fuel use.

Mitigation and Enhancement
Policy could make explicit reference to supporting a reduction in fuel use.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 11	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	+	+	+	+				

The policy focuses on supporting the transition to low and zero carbon vehicles for agricultural machinery, vans and trucks in rural villages, which could contribute to improvements in the use of natural resources.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture and an increased take up of transitional fuels and EV charging. A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential synergistic effect of the policy on the plan area could include a more prudent use of natural resources, as a result of a transition to zero emissions vehicles, the uptake of transitional fuels and electric charging and Government support.

Mitigation and Enhancement
Policy could make explicit reference to encouraging local suppliers for low carbon fuel, such as biofuel, to support the minimisation of waste and resources in transporting fuels to rural villages.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 11	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	+	+	+	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support the more prudent use of natural resources.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in private vehicle modal share. A potential secondary effect of the policy could include a reduction in fuel use by encouraging more sustainable shared modes of travel.
A synergistic effect of this policy could include a modal shift in rural villages away from private vehicles towards a higher proportion of shared transport modes, as a result of behavioural change through greater awareness and considering car clubs, DRT and village services.

Mitigation and Enhancement
Policy could make explicit reference to reducing fuel use.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just
connectivity

ISA2 Objective 12	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary		Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced sustainable transport options in rural villages and enhanced facilities at rural multi-modal hubs. Potential secondary effects of the policy include improving travel convenience and reliability.
A potential synergistic effect of the policy on the plan area could include improvements to the reliability and resilience of the North's road network through reducing the modal share of private cars through enhancing and promoting alternative sustainable travel modes.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing sustainable access to services, including economic activities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 12	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	++	++	++	++				

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel, which could contribute to the long term green economic prosperity.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include more co-working spaces at multi-modal hubs and better digital connectivity in rural villages. A potential secondary effect of the policy could include greater opportunities for remote working and less demand for journeys.
A potential synergistic effect of the policy on the plan area could include sustainable economic growth through delivering greater opportunities for remote working and demand responsive bus and logistics trips through improved digital connectivity and implementing co-working spaces at multi-modal hubs, which together will enable economic activity to continue at a local, rural scale with less travel required and subsequently environmental impacts.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing sustainable access to services, including economic activities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 12	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	+	+	+	+				

The policy focuses on supporting the transition to low and zero carbon vehicles for agricultural machinery, vans and trucks in rural villages, which could contribute to promoting and enhancing green energy use in the agriculture sector.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture. A potential secondary and synergistic effect of the policy could include decarbonisation of agricultural activities in rural villages through a combination of zero emissions vehicles, better located fuel supply sites and Government funding.

Mitigation and Enhancement
Policy could make more explicit reference to supporting economic activities, such as agriculture, in rural areas through a green economic transformation of low
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 12	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could support a green economic transformation by increasing access to economic activities in rural areas through more sustainable modes of transport.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in mode share of shared transport options. A potential secondary effect could include more sustainable accessibility to economic activity in rural areas.
A potential synergistic effect of the policy could include improved labour market participation by increasing shared transport options through awareness campaigns and incentives, creating better access for people without private vehicle access.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing sustainable access to services, including economic activities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just
connectivity

ISA2 Objective 13	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

Potential effects from the implementation of the policy on the plan area could include an increase in drop off and collect facilities at multi-modal hubs. A potential secondary impact of the policy could include minimising the need for first and last mile deliveries, enhancing strategic transport networks through better coordinated deliveries, enabling rural villages to be better and more sustainably connected, particularly those areas at high risk of TRSE.

Mitigation and Enhancement
Policy could make more explicit reference to connecting communities, in particular communities with high risk of TRSE.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A holistic systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 13	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Low	++	++	++	++				

The policy states that there is a need to promote a non-fossil fuelled energy network to promote uptake of zero-emission vehicles. The policy encourages opportunities to work together with energy masterplanning and industry along with public transport and spatial planning to significantly impact decarbonisation, which could support the improvement of coordinated land use and strategic transport planning across the region.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the promotion of coordinating transport planning with other relevant industries. A potential secondary effect of the policy could include a more integrated approach to development, transport and energy and a subsequent effect on decarbonisation progress.

Mitigation and Enhancement
Policy could make more explicit reference to connected communities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 13	Effects					2022 Assessment				2023 Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Low	0	+	+	+				

The policy focuses on encouraging a transition to low and zero carbon vehicles and increasing the uptake of transition fuels supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries, which could contribute to coordinating strategic transport planning across the region.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in drop off and collect facilities at multi-modal hubs. A potential secondary impact of the policy could include minimising the need for first and last mile deliveries, enhancing strategic transport networks through better coordinates deliveries, enabling rural villages to be better and more sustainably connected.

Mitigation and Enhancement
Policy could make more explicit reference to strategic transport planning opportunities in the location of both low carbon fuel sites and collect/drop off facilities at
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
**Commentary on Changes Made to the

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 14a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	LT	Perm	Low	0	0	0	0	0	0	0	0

Commentary

The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel further.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options in rural villages, including car share, bus services and demand responsive travel. A potential secondary effect of the policy could include greater access to facilities, particularly for those in areas with high risk of TRSE.

A potential synergistic effect of the policy on the plan area could include greater accessibility and connectivity to services and facilities through improved public or

Mitigation and Enhancement

Policy could make more explicit reference to improving connectivity to essential services, in particular for areas with high risk of TRSE.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 14b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	++	++	++				

Commentary

The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel further.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a greater and more sustainable transport options in rural villages. A potential secondary effect of the policy could include shared and public modes of transport providing a more affordable travel option and reliance on the private car will be reduced.

Mitigation and Enhancement

Policy could make more explicit reference to the affordability of the suggested sustainable transport modes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 14c

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	++	++	++				

Commentary

The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to create a community asset and enhanced public spaces to reduce the need to travel further.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in the mode share of private vehicles on the road and a greater uptake of private and share transport modes. A potential secondary effect of the policy could include greater, more sustainable access to key facilities, including an improved seceartion of accessibility

Mitigation and Enhancement

Policy could make more explicit reference to connected communities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 15a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc	LT	Perm	Med	++	+++	+++	+++				

Commentary

The policy focuses on improving the health facilities at rural multi-modal hubs which could form a community asset in rural villages, which could help improve connections to health care services, facilities and amenities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved health care facilities at rural multi-modal hubs. A potential secondary effect of the policy could include greater accessibility to health care facilities, particularly those at high risk of TRSE.

Mitigation and Enhancement

Policy could make more explicit reference to access to the multi-modal hub, to clearly demonstrate how the policy will support community facility developments that are accessible by active travel and public transport, particularly for vulnerable groups.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 15b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc	LT	Perm	Med	++	+++	+++	+++				

Commentary

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys, which could support in reducing transport related vibration, air and noise pollution.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options available in rural villages and new and improved health, leisure and other key facilities at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive travel which could improve local air quality through reducing private vehicle commuter trips from rural villages.

A potential synergistic effect from the policy on the plan area could include enhanced air quality in rural villages as a result of better carbon efficiency in the movement of people by reducing the need for longer-distance travel through both improving facilities at multi-modal hubs and more reliable, sustainable transport options such as car clubs, bus services, and demand responsive transport.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of digital connectivity on local air quality and transport related noise and vibration pollution

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 16a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	LT	Perm	Med		0	+	+				

Commentary

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys, which could support in reducing the dominance of private vehicles on the road and contribute to improving road safety.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement

The policy could make an explicit reference to reducing levels of car dominance (for example pavement parking), that the infrastructure that will be delivered will be safe and welcoming for all, and combine the proposed transportation network with the delivery of safe and secure active travel infrastructure to support the connectivity of the network between rural towns.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport should be at the heart of communities, providing more than just

connectivity

ISA2 Objective 16b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	+	++	+				

Commentary

The policy focuses on encouraging less-energy consuming vehicles, community car clubs and seeks to ensure multi-modal hubs focus on stations that provide travel options for longer journeys.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a greater public and shared transport options in rural villages. A potential secondary effect of the policy could include shared and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement

The policy could make an explicit reference to the public transportation infrastructure will be safe, welcoming and accessible for all users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 14a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	High	+	++	++	++				

Commentary

The policy focuses on enhancing the coverage and reliability of 5G and super-fast broadband to improve digital connectivity in rural communities and to unlock digitally connected demand responsive bus trips, which will help improve public travel to essential service, facilities and amenities.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include greater 5G coverage and super fast broadband in rural villages. A potential secondary effect of the policy could include improved access to travel information promoting travel options and improved access to essential facilities.

Mitigation and Enhancement

Policy could make more explicit reference to improving connectivity to essential services, in particular for areas with high risk of TRSE.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 14b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	High	+	++	++	++				

Commentary

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel, which could contribute to improving the affordability of travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater 5G coverage and super fast broadband in rural villages. A potential secondary effect of the policy could include improved access to travel information promoting travel options, enabling price and ticketing information to be more readily available and improving the affordability of travel options.

Mitigation and Enhancement

Policy could make more explicit reference to the use of technology through the 5G network to reduce transport cost for users through integrated ticketing and smart

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 14c

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	High	+	+	+	++				

Commentary

The policy states that enhancements in the coverage, reliability, and connection speeds of 5G and super fast broadband networks should be at the heart of policy making. The policy focuses on encouraging co-working spaces at multi-modal hubs, supporting remote working and reducing the need for longer-distance travel, which could contribute to reducing severance.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater 5G coverage and super fast broadband in rural villages. A potential secondary effect of the policy could include a reduction in the dominance of traffic on residential roads as there are greater opportunities for remote working

Mitigation and Enhancement

Policy could make more explicit reference to connected communities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 15a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	High	+	+	+	++				

Commentary

The policy focuses on enhancing the coverage and reliability of 5G and super fast broadband to improve digital connectivity in rural communities and to unlock digitally connected demand responsive bus trips, which will help improve public travel to essential service, facilities and amenities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater 5G coverage and super fast broadband in rural villages. A potential secondary effect of the policy could include unlocking demand responsive bus trips and improving accessibility to essential health facilities and services.

Mitigation and Enhancement

Policy could make more explicit reference to the effect demand responsive bus trips will have, particularly in relation to improving accessibility to service and facilities that improve health outcomes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 15b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	High	+	++	++	++				

Commentary

The policy focuses on enhancing digital connectivity in order to reduce demand for journeys, in particular longer distance journeys, which could help improve local transport related vibration, noise an air pollution.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network and digital connectivity in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and greater opportunity for demand responsive bus and logistics trips which could improve local air, noise and vibration pollution through reducing private vehicle commuter trips from rural villages into employment centres.

A potential synergistic effect from the policy on the plan area could include enhanced air quality in rural villages as a result of better carbon efficiency in the movement of people by reducing the need for longer-distance travel through both improving working facilities close to rural areas and by supporting remote working and demand responsive travel through 5G broadband imporovements.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of digital connectivity on local air quality and transport related noise and vibration pollution

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 16a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc	LT	Perm	Low	++	+++	+++	+++				

Commentary

The policy focuses on enhancing digital connectivity in order to reduce demand for journeys, in particular longer distance journeys, which could help reduce the dominance of road traffic on residential roads.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an enhanced broadband network and digital connectivity in rural villages and new co-working spaces at multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys and improved local road safety.

A potential synergistic effect from the implementation of the policy on the plan area could be less demand commuter journeys across the north. By supporting upgrades to 5G broadband infrastructure and reducing the need to travel via private vehicles, and enhancing the opportunities for co-working at multi-modal hubs would likely result in a reduction in the dominance of cars on the roads and help improve safety in rural villages, including the safety of local wildlife.

Mitigation and Enhancement

None Identified as policy makes reference to reducing demand for private vehicle journeys.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

A holistic, systems-based approach is a fundamental foundation of facilitating sustainable growth to produce social-led outcomes

ISA2 Objective 16b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	High	+	+	++	+				

Commentary

The policy focuses on enhancing the coverage and reliability of 5G and super-fast broadband to improve digital connectivity in rural communities and to unlock digitally connected demand responsive bus trips, which will help improve public travel to essential service, facilities and amenities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more co-working spaces at multi-modal hubs and greater 5G coverage in rural villages. A potential secondary effect of the policy could include unlocking demand responsive bus trips, enhancing safe access to key facilities in rural villages.

Mitigation and Enhancement

Policy could make more explicit reference to improving actual and perceived safety at multi-modal hubs, creating a more safe environment for accessing key

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 14a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
-	Local	LT	Perm	Low	0	0	0	0				

Commentary

The policy focuses on encouraging a transition to low and zero carbon vehicles and increasing the uptake of transition fuels supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries.

Potential Effects

No potential effects identified.

Mitigation and Enhancement

None Identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 14b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
-	Local	LT	Perm	Low	0	0	0	0				

Commentary

The policy focuses on encouraging a transition to low and zero carbon vehicles and increasing the uptake of transition fuels supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture. A potential secondary effect of the policy could include a transition to less affordable vehicles, reflecting a challenging transition without Government funding.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the provision of sustainable transport modes that are financially accessible for all.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 14c

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	LT	Perm	Low	0	0	0	0				

Commentary

The policy focuses on encouraging a transition to low and zero carbon vehicles and increasing the uptake of transition fuels supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include better located hydrogen and biofuel supply sites for agricultural machinery. A potential secondary effect of the policy could include a better connected network of zero carbon vehicles in rural villages but providing the necessary accessible infrastructure

Mitigation and Enhancement

Policy could make more explicit reference to the impact of the decarbonisation transition of rural communities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 15a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	LT	Perm	Low	0	0	0	0				

Commentary

The policy focuses on encouraging a transition to low and zero carbon vehicles and increasing the uptake of transition fuels supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries.

Potential Effects

No potential effects identified.

Mitigation and Enhancement

None Identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 15b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	LT	Perm	Low	0	0	0	0				

Commentary

The policy focuses on encouraging the use of zero emissions vehicles for agriculture and low emissions vehicles for vans and trucks, which could contribute to reducing transport related vibration, air and noise pollution in rural villages.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in hydrogen and biofuel supply sites in rural communities. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities.

A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, air and noise pollution as a result of a combination between better located hydrogen and biofuel supplies and an encouragement to shift to zero or low emissions vehicles resulting in less polluting vehicles in rural villages.

Mitigation and Enhancement

None Identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 16a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	LT	Perm	Low	0	+	+	+				

Commentary

The policy focuses on encouraging the use of zero emissions vehicles supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include an increase in drop off and collect facilities at multi-modal hubs. A potential secondary impact of the policy could include minimising the need for first and last mile deliveries and reducing the dominance of vehicles in rural villages, which could result in a reduction in accidents, including collisions involving wildlife.

Mitigation and Enhancement

None Identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Equitable transition to Zero-Emission Vehicles

ISA2 Objective 16b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
-	Local	LT	Perm	Low	0	0	0	0				

Commentary

The policy focuses on encouraging the use of zero emissions vehicles supported through the location of hydrogen and biofuel supply sites. The policy also encourages the uptake drop off and collect facilities at multi-modal hubs that minimise the need for first and last mile deliveries.

Potential Effects

No potential effects identified.

Mitigation and Enhancement

None Identified as policy focuses on the transition to zero-emission vehicles for the freight and agriculture sectors.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 14a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	+	+	+				

Commentary

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to improving public travel connections to services, amenities and facilities.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a greater awareness and understanding of shared transport options in rural villages. A potential secondary effect of the policy could include shared modes of transport seeming more welcoming for all groups in society and access to essential services could be improved.

Mitigation and Enhancement

Policy could make more explicit reference to improving connectivity to essential services, in particular for areas with high risk of TRSE.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 14b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	+	+	+				

Commentary

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to improving the affordability of transport in rural villages.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a greater awareness and understanding of shared transport options in rural villages. A potential secondary effect of the policy could include shared modes of transport seeming more welcoming for all groups in society, providing a more affordable travel option and reliance on the private car will be reduced.

Mitigation and Enhancement

Policy could make more explicit reference to the affordability of shared transport modes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 14c

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	0	0	0	0				

Commentary

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to reducing severance in rural villages.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private vehicle modal share. A potential secondary effect of the policy could include a reduction in the dominance of traffic on residentialrural roads.

Mitigation and Enhancement

None Identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 15a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	0	0	0	0				

Commentary

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to improving accessibility to services and facilities that improve health outcomes.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a greater awareness and understanding of shared transport options in rural villages. A potential secondary effect of the policy could include shared modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities that improve health outcomes, such as open space or health care facilities.

Mitigation and Enhancement

None Identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 15b

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	0	0	+	0				

Commentary

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to reducing transport related vibration and noise pollution.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduced need to travel by private car through improved shared travel options. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution as a result of fewer cars on the road.

Mitigation and Enhancement

None Identified as policy focuses on behavioural changes.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Ensuring modal shift for new provision through behavioural change.

ISA2 Objective 16a

Effects						2022 Assessment				2023 Assessment			
Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	0	0	+	+				

Commentary

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare inc

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport which could support a reduction of greenhouse gas emissions from surface transport in the North.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and demand responsive shuttle services to industrial parks that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and a reduction in greenhouse gas emissions as a result of improved public transport, coupled with smart and flexible ticketing.

Mitigation and Enhancement

None identified as policy makes reference to enocuraging a modal shift away from car ownership towards public transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	MT-LT	Perm	Med	-	0	+	0				

The policy states that multi-modal hubs should be situated in accessible locations to unlock the potential for Park and Ride connectivity and that opportunities to re-open or develop new stations should be explored, along with the extension of mass transit systems using tram technology.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the use of public transport in people's daily commute, reducing the modal share of private vehicles. A potential secondary effect of the policy could include greater demand for rail stations and multi-modal hubs which could increase construction carbon within the north if re-opening existing stations are not prioritised.

Mitigation and Enhancement

Policy could make more explicit reference to supporting a reduction in embedded and construction carbon within the North's infrastructure investment and encourage the use of low carbon construction materials and techniques, particularly through using the transport estate for low carbon energy generation.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	0	+	+	+				

The policy states that transformational places attract residents and leisure visitors, which provides the opportunity to upgrade public realm around multi-modal hubs, which could contribute to enhancing green infrastructure. The policy also focuses on reducing reliance on the private car by encouraging improvements to the reliability and accessibility of public transport, which could contribute to reducing transport related vibration, noise and air pollution.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car use on the roads and encouraging public realm improvements around multi-modal hubs. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer private vehicles on the road, through a combination of improved public and shared transport options, integrated timetabling and smart and flexible ticketing all supporting a modal shift to public transport.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design for the multi-modal hubs by promoting green infrastructure and bio and geodiversity in relation to public realm improvements.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport which could support the conservation of internationally designated environment sites.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on ensuring that there are alternative to car to access out of town employment centres and reducing the dominance of private car use, particularly for knowledge intensive jobs, which could support a modal shift towards public travel and subsequently protect and enhance local air quality.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options available to key employment sectors and more flexible, smart ticketing. A potential secondary effect of the policy could include less demand for private vehicle travel, as public transport options become more reliable, accessible and inclusive.
A potential synergistic effect from the policy on the plan area could include enhanced air local quality as a result of better carbon efficiency in the movement of people by designing public transport to fit with employment patterns in key sectors, achieved through a combination of buses, demand responsive transport, rail services and supported by smart ticketing.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of the policy on local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure. The policy also states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, which could contribute to reducing greenhouse gas emissions from surface transport in the north.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved public realm, reallocated road space and EV charging embedded into new development. A potential secondary effect of the policy could include a shift away from private car use towards active travel.
A potential synergistic effect of the policy could include decarbonisation in surface level transport as a result of prioritising active travel infrastructure through reallocating road space and sustainable design of new development.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure. The policy also states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, which could contribute to minimising embedded emissions.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include the reuse of existing road space for active travel and public realm improvements and a requirement for new development to incorporate active travel infrastructure into their design. A potential secondary effect would therefore be a reduction in the emissions embedded from new transport infrastructure through using and reallocating existing infrastructure and sustainable approach to transport in the design of new development.

Mitigation and Enhancement

Policy could make more explicit reference to minimising embedded emissions through the re-use of existing infrastructure.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include public realm improvements and the reallocation of road space towards active travel. A potential secondary effect of the policy could include a reduction in private vehicles and a modal shift towards active travel, which could reduce the adverse effects on designated habitats.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain and natural capital enhancement. Policy could also reference supporting the development of local nature recovery strategies.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure. The policy also states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, which could contribute to enhancing local air quality.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better active travel infrastructure for short journey's. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion.
A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm, active travel infrastructure and good, sustainable design of new development.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of the policy on local air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consolidating and decarbonising the logistics networks

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports, which could support a reduction in greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries and strategically located consolidation centres. A potential secondary effect of the policy could include a reduction in greenhouse gas emissions and fuel use in the plan area.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries and strategically located consolidation centres. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in the freight and logistics sector.
A potential synergistic effect of the policy on the plan area could include a reduction in embedded carbon as a result of demand for low emission vehicles and an increase in technology to help reduce unnecessary trips by shortening supply chains.

Mitigation and Enhancement

Policy could make more explicit reference to the use of the transport estate for low carbon energy generation.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports, which could support the protection of green infrastructure.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emission vehicles in the logistics and freight sector and improved technology. A potential secondary effect of the policy could include reduced vibration, air and noise pollution as a result of shortened supply chains and zero emission vehicles, and reduce the adverse effects of designated habitats and protected species.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain and natural capital enhancement. Policy could also reference supporting the development of local nature recovery strategies.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports, which could support the protection of green infrastructure.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emissions vehicles in the freight and logistics sector. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

The policy could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports, which could support the protection of green infrastructure.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include an increase in zero emission vehicles for the logistics and freight sector. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of the increased use of zero emission vehicles for first-last mile deliveries and shorter trips due to technological advances, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing air quality.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport supported by smart and flexible ticketing and information and journey planning tools that complement the integrated transport system for users.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and employment sectors by increasing transport options and improving reliability. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility, affordability and frequency of service.

Mitigation and Enhancement
Policy could make more explicit reference to the resilience of the transport network in relation to climate change.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	0	0	+	0				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport which could support the protection of blue infrastructure.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an enhanced sustainable transport options in rural villages and enhanced facilities at rural multi-modal hubs. A potential secondary effect of the policy could include less demand for journeys, particularly longer distance journeys, on a day-to-day basis resulting in a reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be less demand commuter journeys across the north. By supporting upgrades to bus services, encouraging demand responsive travel and promoting car clubs, the policy could reduce the need to travel via private vehicles, and enhancing the opportunities for essential services at multi-modal hubs would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
Policy could make more explicit reference to supporting the use of nature based solutions to protect aquatic habitats.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	0	0	+	0				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport which could support the protection of soil.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced dominance of the private car. Potential secondary effects of the policy could include less demand for new road space on greenfield land, resulting in the protection of soil.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	X	Local	ST-LT	Perm	Med	-	-	-	-				

The policy states that opportunities to re-open stations close to growing settlements or large employment sites should be explored, which could have an effect on the conservation and enhancement of heritage assets.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in the mode share of public transport, a more sustainable mode of travel compared to the private vehicle. It could also include the re-opening on railway stations which could have cultural or historic significance. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes. However, another impact could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that transformational places attract residents and leisure visitors, which provides the opportunity to upgrade public realm around multi-modal hubs, which could contribute to enhancing green infrastructure. The policy also focuses on reducing reliance on the private car by encouraging improvements to the reliability and accessibility of public transport, which could contribute to enhancing the character of the surrounding landscape and townscape.

Potential Effects

Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, which could help increase the resilience of the transport network to climate change.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity for short journeys by strengthening the active travel network and associated pubic realm. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility to walking and cycling infrastructure.

Mitigation and Enhancement
Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced active travel infrastructure for short journeys. A potential secondary effect of the policy could include less private vehicle usage on the road, particularly shorter distance journeys, on a day-to-day basis resulting in a reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
Policy could make more explicit reference to supporting the use of nature based solutions to protect aquatic habitats.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure. The policy also states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, which could contribute to enhancing local air quality and protecting local soil.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, particularly short distance journeys as a result of increased active travel infrastructure.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure, which could support the enhancement of quality and distinctiveness of heritage assets.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in active travel, a more sustainable mode of travel compared to the private vehicle. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing sustainable access to services, including heritage or culturally important sites.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation which could contribute to protecting and enhancing the character and quality of the surrounding landscape and townscape.

Potential Effects

Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports, which could support a more resilience transport network to the effects of climate change.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting goods across the plan area.
Mitigation and Enhancement
The policy could make an explicit reference to strengthening the sustainable travel infrastructure network's to cater for growth in this sector to ensure the network can be resilient to extreme weather and the changing climate.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting goods across the plan area.

Mitigation and Enhancement
Policy could make more explicit reference to supporting the use of nature based solutions to protect aquatic habitats.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries and an improvement in technology. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles and a reduction in unnecessary trips due to improved technology, which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport logistics network.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0				

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the location of consolidation centres adjacent to strategic rail networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	X	Local	ST-LT	Perm	Med	-	-	-	-				

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private car journeys, particularly journeys to work as a result of increased sustainable travel options available and greater facilities at multi-modal hubs. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.
A potential synergistic effect of the policy on the plan area could include an improvement in the quality of the surrounding landscape and/ or townscape as a result of reduced dominance of private cars on the road due to greater opportunities for sustainable travel modes and improvement in public realm surrounding multi-modal hubs, making it a more attractive, welcoming environment for all.

Mitigation and Enhancement
Policy could make more explicit reference to respecting and enhancing the landscape character of transformational places, particularly with associate green/blue infrastructure.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport which could support a reduction of greenhouse gas emissions from surface transport in the North.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and demand responsive shuttle services to industrial parks that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport, subsequently reducing fuel use.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and a reduction in fuel use as a result of improved public transport, coupled with smart and flexible ticketing.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport which is designed to fit with employment patterns, which could support long term economic prosperity and promote a green economic transformation.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment sites, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.
A potential synergistic effect of the policy on the plan area could include supporting the improvement in reliability of the North's strategic road and rail networks, through a combination of modal shift to public transport, through improved bus, rail and demand responsive travel services, more flexible, integrated ticketing and through improved multi-modal hubs.

Mitigation and Enhancement
Policy could make more explicit reference to labour market participation and economic productivity across the region.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport supported by smart and flexible ticketing and information and journey planning tools that complement the integrated transport system for users.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include a mode shift to public transport for commuters to employment sites.
A potential synergistic effect of the policy on the plan area could include enabling further employment and housing development opportunities in transformational areas as a result of better connectivity, more reliable services and improved journey planning tools.

Mitigation and Enhancement
Policy could make more explicit reference to connected communities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport supported by smart and flexible ticketing and information and journey planning tools that support connectivity to essential services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include improved access to information for all users and an increase in the transport options available promoting a public transport system that meets the needs of everyone. A potential secondary effect of the policy could include improving the accessibility of the transport network for all to access essential services, facilities and amenities.

Mitigation and Enhancement
Policy could make more explicit reference to improving access to areas at high risk of TRSE and for those with a physical or learning disability.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include improve active travel infrastructure and enhance public realm. A potential secondary effect of the policy could include a reduction in car ownership in the plan area, or a reduced reliance on the private car for short journeys, reducing the dominance of cars on the roads.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both improved active travel infrastructure and from reallocated road space.

Mitigation and Enhancement
Policy could make more explicit reference to the inclusion of green/ blue infrastructure in public realm improvements and active travel infrastructure.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, as well as focusing on reallocating road space to promote a mode shift to active travel, promoting a reduction in fuel use.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced sustainable active travel infrastructure , including that built into the design of new development, such as EV charging points. A potential secondary effect of the policy could include less private vehicle use for short journeys, resulting in a reduction in greenhouse gas emissions and a reduction in fuel use.
A potential synergistic effect of the policy on the plan are could include a reduction in fuel use and a more prudent use of natural resources, as a result of reduced dominance of private cars on the road due to greater opportunities for active travel and the promotion of car clubs both supporting a reduction in daily fuel use.

Mitigation and Enhancement
The policy could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation which could boost local businesses and economies by increasing local footfall.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more active travel connectivity for shorter journeys and improve surrounding public realm. Potential secondary effects of the policy could include greater footfall to local businesses and economies and facilitating a modal shift to active travel, improving people's mental and physical health through providing more accessible and safe active travel options.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that safe, accessible and well-lit access to public transport must be mandated in the planning process and that EV charging should be built into the design of new development, which could support better coordination of land use and strategic planning across the north.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased opportunity for people to use car share schemes, access EV charging points and safe access to public transport. A potential secondary effect could include more mixed use development that is coordinated with transport infrastructure.
A potential synergistic effect from the implementation of the policy could include a more holistic approach to transport as a result of a change in transport hierarchy from both improvements in active travel infrastructure and new developments shifting away from reliance on a private car through more sustainable design.

Mitigation and Enhancement
Policy could make more explicit reference to connected communities.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation which could contribute to improve active travel connections to services, facilities and amenities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more active travel infrastructure and better access to more sustainable transport modes such as public transport, electric vehicles and car share schemes. A potential secondary effect of the policy could include greater access to facilities, particularly for those in areas with high risk of TRSE.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A potential primary and direct effect from the implementation of the policy on the plan area could include the location of consolidation centres adjacent to strategic rail networks with direct access to key gateway ports and airports.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact of these strategically located consolidation centres on the surrounding landscape and townscape.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing and protecting the character if the surrounding landscape and/or townscape.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes locating consolidation centres close to strategic rail or road networks with direct access to key gateway ports and airports, which could support a reduction in fuel use.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emissions vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting goods across the plan area.
Mitigation and Enhancement
The policy could make an explicit reference to the logistics network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use low emission vehicles.

Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	+++	++				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports. The policy also focuses on making home delivery and freight trips more efficient and zero carbon, which could contribute to enhancing long term and green prosperity.
Potential Effects
Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emissions vehicles in the freight and logistics sector. A potential secondary effect of the policy could include mor efficient and zero carbon home deliveries and freight trips in the plan are.
A potential synergistic effect of the policy on the plan area could include enhancing long term prosperity in the logistics and freight sector through a combination of zero emission vehicles, strategically located consolidation centres with direct access to key gateway ports and an improvement in technology supporting a reduction in supply chains through removing unnecessary trips.

Mitigation and Enhancement
Policy could make more explicit reference to helping reduce the GVA per capita gap between the Northern economy and the rest of England.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports, which could support more coordinated land use and a more strategic transport network across the region.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emissions vehicles in the freight and logistics sector. A potential secondary effect of the policy could include mor efficient and zero carbon home deliveries and freight trips in the plan are.
A potential synergistic effect of the policy on the plan area could include a more strategic transport network in the logistics and freight sector through a combination of zero emission vehicles, strategically located consolidation centres with direct access to key gateway ports and an improvement in technology supporting a reduction in supply chains through removing unnecessary trips.

Mitigation and Enhancement
Policy could make more explicit reference to employment development area being served by public and rail transport.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc	LT	Perm	Med	0	0	0	0				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes a reduction in unnecessary trips and zero emission vehicles for first-last mile deliveries.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include more efficient and more sustainable home deliveries for transformational places.

Mitigation and Enhancement
None Identified as policy focuses on logistics transport.
Has the 2022 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of 2023 Scoring
Explain any changes in scoring
Residual Impacts of the 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport supported by smart and flexible ticketing and information and journey planning tools, including incentives programmes for the use of bus services with local employers, that could support the affordability of transport in the region.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a greater and more sustainable transport options in rural villages. A potential secondary effect of the policy could include shared and public modes of transport providing a more affordable travel option and reliance on the private car will be

Mitigation and Enhancement

Policy could make more explicit reference to the affordability of the proposed public transport options.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on integrating a number of transport modes and aligning these with employment patterns to support the increase in public transport use and reduce severance in the transport network for people reaching employment sites.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more frequent and more reliable public transport, with better information through reliable journey planning tools. A potential secondary effect of the policy could include better access to employment and reducing severance issues.

A potential synergistic effect of the policy could include a more integrated transport system across the regions through a combination of more affordable transport modes being available, better frequency of services, including demand responsive travel shuttles to employment sites and enhanced access to information.

Mitigation and Enhancement

Policy could make more explicit reference to the physical and perceived impact of the transport system on the local environment and communities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on reducing the modal share of private vehicles and encouraging integrated, reliable, accessible and inclusive public transport supported by smart and flexible ticketing and information and journey planning tools that support connectivity to essential services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more reliable and connected public transport in the region. A potential secondary effect of the policy could include better connected and more accessible transport network for all to reach essential services, include health care.

Mitigation and Enhancement

Policy could make more explicit reference to integrating public transport with active travel, to encourage people to integrate physical activity into their everyday journey.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on ensuring that there are alternative to car to access out of town employment centres and reducing the dominance of private car use, particularly for knowledge intensive jobs, which could support a modal shift towards public travel and subsequently reduce transport related vibration, noise and air pollution.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options available to key employment sectors and more flexible, smart ticketing. A potential secondary effect of the policy could include less demand for private vehicle travel, as public transport options become more reliable, accessible and inclusive.

A potential synergistic effect from the policy on the plan area could include reduced transport related vibration, noise and air pollution as a result of better carbon efficiency in the movement of people by designing public transport to fit with employment patterns in key sectors, achieved through a combination of buses, demand responsive transport, rail services and supported by smart ticketing.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of the policy on local air, noise and vibration pollution.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that transformational places attract residents and leisure visitors, which provides the opportunity to upgrade public realm around multi-modal hubs, which could contribute to enhancing green infrastructure. The policy also focuses on reducing reliance on the private car by encouraging improvements to the reliability and accessibility of public transport, which could contribute to improving road safety.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car use on the roads and encouraging public realm improvements around multi-modal hubs. A potential secondary effect of the policy could include a reduction in traffic congestion and a safer environment for people and wildlife.

Mitigation and Enhancement

The policy could make an explicit reference to reducing private car usage.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local public transport should be designed to fit with employment patterns in key sectors and prioritised for medium and long-distance journeys.

Effects	2022 Assessment	2023 Assessment

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation which could contribute to improving the affordability of the transport network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased active travel infrastructure and better connectivity to public transport from new development. A potential secondary effect could include a more affordable transport network and a reduction in the reliance on the private car.

Mitigation and Enhancement

Policy could make more explicit reference to affordability in encouraging modal shift to public and active travel.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on improving the public realm alongside active travel infrastructure to make transformational places an attractive place to live and visit for leisure and recreation which could contribute to reducing severance in the transport network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private vehicle modal share, as well as improvements to the public realm. A potential secondary effect of the policy could include a reduction in the dominance of traffic on residential/rural roads and improved accessibility for active travel users.

Mitigation and Enhancement

Policy could make more explicit reference to reducing road vehicle behaviours that affect accessibility for active and public transport users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure, which could improve accessibility to services that improve health outcomes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible local walking and cycling infrastructure. A potential secondary effect of the policy could include encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.

Mitigation and Enhancement

Policy could make more explicit reference to integrated physical activity into everyday journeys and reference accessibility to open space, nature and recreational activities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure. The policy also states that new development should be built with EV charging points as standard to promote sustainable travel options by building active travel infrastructure into the fabric of the community, which could contribute to reducing transport related vibration, noise and air pollution.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better active travel infrastructure for short journey's. A potential secondary effect of the policy could include lower emissions of air pollutants, improved air quality through reduced traffic levels and congestion, as well as a reduction in noise and vibration pollution.

A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm, active travel infrastructure and good, sustainable design of new development.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of the policy on local air, noise and vibration pollution.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that short distance trips should have a high mode share of active travel usage and road space should be reallocated away from private cars to public realm and active travel infrastructure, which could contribute to reducing the dominance of private vehicles on the road.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement

The policy could make an explicit reference to reducing private car usage.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Targeted spatial planning policies and transit orientated development can support the rapid decarbonisation of the transport network

Effects	2022 Assessment	2023 Assessment

Consolidating and decarbonising the logistics networks

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 14b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc	LT	Perm	Med	0	0	0	0				

The policy states that home delivery and freight trips in transformational places should be underpinned by an efficient, reliable and carbon zero freight and logistics network, which includes a reduction in unnecessary trips and zero emission vehicles for first-last mile deliveries.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include more efficient and more sustainable home deliveries for transformational places.

Mitigation and Enhancement

None Identified as policy focuses on logistics transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 14c	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc	LT	Perm	Med	0	0	0	0				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports, which could support reducing severance in the logistics and freight sector.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include improvement in technology to reduce unnecessary trips. A potential secondary effect could include more efficient and more sustainable home deliveries for transformational places.

Mitigation and Enhancement

None Identified as policy focuses on logistics transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 15a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc	LT	Perm	Med	0	0	0	0				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include improvement in technology to reduce unnecessary trips. A potential secondary effect could include more efficient and more sustainable home deliveries for transformational places.

Mitigation and Enhancement

None Identified as policy focuses on logistics transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 15b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	0	0	+	0				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in high emission vehicles in the logistics sector. A potential secondary effect of the policy could include a reduction in transport related air and noise pollution as a result of fewer polluting vehicles on the road.

Mitigation and Enhancement

None Identified as policy focuses on logistics transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects	2022 Assessment								2023 Assessment			
ISA2 Objective 16a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	+	+	+				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports, which could support reducing severance in the logistics and freight sector.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network as a result of advanced technology reducing unnecessary journeys. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement

Policy could make more explicit reference to improving road safety with larger volumes of home deliveries.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Consolidating and decarbonising the logistics networks

Effects	2022 Assessment	2023 Assessment

ISA2 Objective 16b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that transformational places attract residents and leisure visitors, which provides the opportunity to upgrade public realm around multi-modal hubs, which could contribute to enhancing green infrastructure. The policy also focuses on reducing reliance on the private car by encouraging improvements to the reliability and accessibility of public transport, which could contribute to improving road safety.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include more reliable public transport services and more reliable journey planning tools. A potential secondary effect of the policy could include improved perception of safety at multi-modal hubs.

Mitigation and Enhancement

Policy could make more explicit reference to safety improvements in relation to multi-modal hubs and creating a more welcoming environment for travel and accessing key facilities.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

ISA2 Objective 16b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that new development should provide safe accessible and well-lit access to public transport, as well as focusing on improving the public realm to attract further footfall, which could help improve actual and perceived safety and security issues.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include public realm and active travel improvements and well-lit safe connectivity to public transport. A potential secondary effect of the policy could include active and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement

Policy could make more explicit reference to creating a more welcoming environment for all, but particularly for more vulnerable users.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

ISA2 Objective 16b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Loc	LT	Perm	Med	0	0	0	0				

The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.

Mitigation and Enhancement

None Identified as policy focuses on logistics transport.

Has the 2022 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of 2023 Scoring

Explain any changes in scoring

Residual Impacts of the 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	LT	Perm	Med	++	+++	+++	+++				

The policy states that rail services to visitor destinations can be a viable alternative to car travel and leisure focused services should be available to support this, including subsidised buses to tourist attractions and coordination with tour operators to ensure end-to-end provision of shared transport options. The policy also recognised that driving with continue to be a mode share travelling to tourist destinations, so electric vehicles should be encouraged, which could support a reduction in greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased rail services designed for leisure uses and better access to buses and tour operator travel to key attractions, as well as providing electric vehicle charging infrastructure in park and ride facilities. A potential secondary effect of the policy could include reduced private car use when visiting key destinations and a greater use of electric rather than diesel-fuel vehicles and therefore a reduction in greenhouse gas emissions.

A potential synergistic effect of the policy on the plan are could include greater carbon efficiency in the movement of goods and people as a result of improved rail and bus services, the encouragement of zero emissions vehicles and better sustainable infrastructure such as EV charging points.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy states that regional hubs should be developed on mainline railways with access to subsidised buses to tourist attractions and worker areas and coordination with tour operators to ensure end-to-end provision of shared transport options. The policy also focuses on encouraging zero emission vehicles for shorter distance freight flows.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries for shorter distance journeys, including potential for drone deliveries and better integration and coordination between public transport modes through developing regional hubs. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in the freight and logistics sector and greater uptake of public transport to visitor destinations. However, developing regional hubs and new infrastructure could increased the level of embedded carbon in the norths transport infrastructure.

Mitigation and Enhancement

Policy could make more explicit reference to low carbon construction techniques for the implementation of new infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that rail provision in visitor destinations should provide onward connectivity into wider national parks and areas of natural beauty and the policy focuses on enhancing connectivity for tourists and worker areas through viable alternatives to the private car, which could have an effect on designated habitats and protected species.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emission vehicles in the logistics and freight sector for shorter distance journeys and greater integration between public transport modes. A potential secondary effect of the policy could include reduced vibration, air and noise pollution as a result of shortened supply chains, zero emission vehicles and fewer private vehicle journeys which could therefore reduce the adverse effects of designated habitats and protected species.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain, ecological connectivity and natural capital enhancement.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	LT	Perm	Med	+	++	++	++				

The policy states that rail provision in visitor destinations should provide onward connectivity into wider national parks and areas of natural beauty and the policy focuses on enhancing connectivity for tourists and worker areas through viable alternatives to the private car, which could have an effect on internationally designated environment sites.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift towards public transport to visitor destinations. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to avoiding adverse effects on international sites designated for nature conservation.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	LT	Perm	Med	+	+	+	+				

The policy states that rail services to visitor destinations can be a viable alternative to car travel and leisure focused services should be available to support this, including subsidised buses to tourist attractions and coordination with tour operators to ensure end-to-end provision of shared transport options. The policy also recognised that driving will continue to be a mode share travelling to tourist destinations, so electric vehicles should be encouraged, which could support a reduction in transport related vibration, air and noise pollution.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure. A potential secondary effect of the policy could include enhanced local air quality through reduced traffic levels and congestion. However, increased frequency of rail and bus services could also reduce local air quality, particularly in areas with existing low air quality.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing air quality.

Has the Mitigation and Enhancement been addressed?

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support a reduction of greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.

A potential synergistic effect of the policy on the plan are could include a reduction in greenhouse gas emissions due to a combination of public transport improvements, better active travel infrastructure and the reduction or ban of private vehicles in the area.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support a reduction of embedded carbon emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs including e-bike charging points and slow EV charges, a low carbon technique built into the design of the hub to reduce the impact on grid capacity. A potential secondary effect of the policy could include a greater uptake a electric vehicles and therefore a reduction in embedded construction carbon.

Mitigation and Enhancement

Policy could make more explicit reference to low carbon construction techniques for the implementation of new infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	+	++	++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the protection of the green infrastructure network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgraded public realm around multi-modal hubs and improved active travel infrastructure such as waylinding. A potential secondary effects of the policy could include encouraging the use of multi-modal hubs as community uses and greater use of active travel routes for leisure cycling and walking.

A potential synergistic effect of the policy on the plan area could include reduced impact on designated habitats and protected species as a result of reduced dominance of the private car from improved public and active travel infrastructure and a seasonal ban on parking in proximity to visitor locations.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain, ecological connectivity and natural capital enhancement.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the protection of the green infrastructure network.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift towards active travel on visitor destinations. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to avoiding adverse effects on international sites designated for nature conservation.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the protection of local air quality.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion. A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm and active travel infrastructure. better facilities at multi-modal hubs and safer roads.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing air quality.

Has the Mitigation and Enhancement been addressed?

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 1	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on enhancing road safety to encourage greater active travel in visitor destinations, which could support a reduction in greenhouse gas emissions.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include limited vehicle speeds, improved lighting, signage, wayfinding along active travel routes, in particular for footpaths and green routes, and integration of long distance footpaths into travel planning apps. A potential secondary effect of the policy could include a safer road network for all users and a greater number of people using active travel routes and footpaths.

A potential synergistic effect of the policy on the plan area could include a reduction in greenhouse gas emissions as a result of improved safety along active travel routes and improved accessibility for all users to use active travel infrastructure.

Mitigation and Enhancement

Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 2	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on enhancing road safety to encourage greater active travel in visitor destinations, which could support a reduction in embedded carbon emissions.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include the maintenance and improvement of existing footpaths and active travel routes. A potential secondary effect would therefore be a reduction in the emissions embedded from new transport infrastructure through using and reallocating existing infrastructure and sustainable approach to transport in the design of active travel infrastructure.

Mitigation and Enhancement

Policy could make more explicit reference to minimising embedded emissions through the re-use of existing infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 3	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could support the protection and enhancement of the green infrastructure network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include limited vehicle speeds, improved lighting, signage, wayfinding along active travel routes, in particular for footpaths and green routes, and integration of long distance footpaths into travel planning apps. A potential secondary effect of the policy could include a safer road network for all users and therefore a greater number of people using active travel routes and footpaths and less dominance of private vehicles on the road network, reducing the impact of transport related vibration, air and noise pollution on designated habitats an protected species.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain and natural capital enhancement. Policy could also reference supporting the development of local nature recovery strategies.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 4	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could support the protection of internationally designated environment sites.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift towards active travel on visitor destinations. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to avoiding adverse effects on international sites designated for nature conservation.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 5	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could contribute to improving local air quality.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better active travel infrastructure. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion. A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm, active travel infrastructure and safer roads.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing air quality.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc-Reg	LT	Perm	Med	++	+++	+++	+++				

The policy states that rail services to visitor destinations can be a viable alternative to car travel and leisure focused services should be available to support this, including subsidised buses to tourist attractions and coordination with tour operators to ensure end-to-end provision of shared transport options. The policy also recognised that driving with continue to be a mode share travelling to tourist destinations, so electric vehicles should be encouraged, which could contribute to increasing the resilience of the transport network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased rail services designed for leisure uses and better access to buses and tour operator travel to key attractions, as well as providing electric vehicle charging infrastructure in park and ride facilities. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility, affordability and frequency of service.
A potential synergistic effect of the policy on the plan are could include greater carbon efficiency in the movement of goods and people as a result of improved rail and bus services, the encouragement of zero emissions vehicles for shorter distance freight deliveries and better sustainable infrastructure such as EV charging points.

Mitigation and Enhancement

Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on providing a viable alternative to the private car in reaching visitor destinations, by increasing the reliability and frequency of rail services at reduced cost and enhancing park and ride facilities and improving first-last mile freight flows through potential drone deliveries to reduce the dominance of cars in the area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, as a result of increased public travel infrastructure. A potential secondary effect of the policy could include a more integrated public transport network and a reduction in private vehicle milage and dependence.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the use of nature based solutions to protect aquatic habitats and protecting groundwater sources.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on providing a viable alternative to the private car in reaching visitor destinations, by increasing the reliability and frequency of rail services at reduced cost and enhancing park and ride facilities and improving first-last mile freight flows through potential drone deliveries to reduce the dominance of cars in the area.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, as a result of increased public travel infrastructure. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc-Reg	LT	Perm	Med	+	+	+	+				

The policy focuses on providing a viable alternative to the private car in reaching visitor destinations, by increasing the reliability and frequency of rail services at reduced cost and enhancing park and ride facilities and improving first-last mile freight flows through potential drone deliveries to reduce the dominance of cars in the area.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include better integrated public transport options brought together at regional hubs and better park and ride and zero emission first-last mile deliveries. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes. Another potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on providing a viable alternative to the private car in reaching visitor destinations, by increasing the reliability and frequency of rail services at reduced cost and enhancing park and ride facilities and improving first-last mile freight flows through potential drone deliveries to reduce the dominance of cars in the area.

Potential Effects

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	+	++	++	++				

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment, which could contribute to increasing the resilience of the transport network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include strengthening the public and active travel network and associated pubic realm and discouraging the use of private cars through seasonal parking bans. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility to walking and cycling infrastructure and greater connectivity to visitor destinations to encourage more people to use the active travel network.

Mitigation and Enhancement

Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the protection of the blue infrastructure network.

Potential Effects

Potential primary effects of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the use of nature based solutions to protect aquatic habitats and protecting groundwater sources.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the protection of the blue infrastructure network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, as a result of increased public and active travel infrastructure. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.ths.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in public transport to reach visitor destinations, a more sustainable mode of travel compared to the private vehicle, including bus, DRT, e-bikes and park and ride facilities being brought together at multi-modal hubs. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes. Another potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transportation network.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that multi-modal hubs should be established with upgraded public realm to increase footfall and add to place making aspirations, which could contribute to protecting and enhancing the character and quality of landscapes and townscapes.

Potential Effects

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	LT	Perm	Med	+	++	+++	++				

The policy states that reliability and resilience of the road network needs to be improved alongside safety enhancements, as often places in this typology have limited road access making accessibility vulnerable to infrastructure fails, which could support an increase in the resilience of the transport network to climate change.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include strengthening the active travel network and associated pubic realm and implementing safety measures. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility to walking and cycling infrastructure and improved safety on the road network to encourage more people to use the active travel network.

Mitigation and Enhancement

Policy could make more explicit reference to the vulnerability of the transport network to climate change effects.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on enhancing road safety to encourage greater active travel in visitor destinations, improving footpaths and green routes which could support the protection of the blue infrastructure network.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include limited vehicle speeds, improved lighting, signage, wayfinding along active travel routes, in particular for footpaths and green routes, and integration of long distance footpaths into travel planning apps. A potential secondary effect of the policy could include a safer road network for all users and a greater number of people using active travel routes and footpaths.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the use of nature based solutions to protect aquatic habitats and protecting groundwater sources.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on enhancing road safety to encourage greater active travel in visitor destinations, improving footpaths and green routes which could support the protection of local soil.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, as a result of increased active travel infrastructure. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise the contamination and harm to agricultural fields.

Mitigation and Enhancement

Policy could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils, in relation to promoting the use of footpaths.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could contribute to supporting the enhancement of historic assets.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in active travel, a more sustainable mode of travel compared to the private vehicle. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the improvement of access to historic or culturally important sites by sustainable transport modes.

Has the Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made

Consideration of Changes made

Summary of New Scoring

Explain any changes in scoring

Residual Impacts

None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could contribute to supporting the enhancement of the surrounding townscape or landscape.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include better integrated public transport options brought together at regional hubs and better park and ride and zero emission first-last mile deliveries. A potential secondary effect of the policy could include a reduced reliance on the private car for visitor destinations, reducing the dominance of cars on the roads and reducing the amount of parking needed or located within visitor destinations.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both improved active travel infrastructure, more integrated and connected public transport reaching visitor destinations and seasonal parking bans.

Mitigation and Enhancement
Policy could make more explicit reference to respecting the character and quality of landscapes through new infrastructure needed to support the policy.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include improved active travel infrastructure and enhance public realm and more integrated public transport options brought together at multi-modal hubs. A potential secondary effect of the policy could include a reduced reliance on the private car for visitor destinations, reducing the dominance of cars on the roads and reducing the amount of parking needed or located within visitor destinations.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both improved active travel infrastructure, more integrated and connected public transport reaching visitor destinations and seasonal parking bans.

Mitigation and Enhancement
Policy could make more explicit reference to respecting the character and quality of landscapes through new infrastructure needed to support multi-modal hubs.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include improved active travel infrastructure and enhance public realm. A potential secondary effect of the policy could include a reduction in car ownership in the plan area, or a reduced reliance on the private car for visitor destinations, reducing the dominance of cars on the roads.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both improved active travel infrastructure and the implementation of safety measures which make it a more welcoming environment for all.

Mitigation and Enhancement
Policy could make more explicit reference to respecting the character and quality of landscapes through proposed new active travel infrastructure.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	+	++	+++	++				

The policy states that rail services to visitor destinations can be a viable alternative to car travel and leisure focused services should be available to support this, including onwards connectivity to national parks and areas of national beauty and subsidised buses to tourist attractions and coordination with tour operators to ensure end-to-end provision of shared transport options. The policy also states that zero emissions vehicles should be encouraged and can be supported by EV charging infrastructure for shorter distance freight flows, with last mile deliveries potentially supported by drone deliveries.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased rail services designed for leisure uses and better access to buses and tour operator travel to key attractions, as well as providing electric vehicle charging infrastructure in park and ride facilities. A potential secondary effect of the policy could include reduced private car use when visiting key destinations and a greater use of electric rather than diesel-fuel vehicles and therefore a reduction in fuel use.
A potential synergistic effect of the policy on the plan are could include greater carbon efficiency in the movement of goods and people as a result of improved rail and bus services, the encouragement of zero emissions vehicles for freight flows and better sustainable infrastructure such as EV charging points.

Mitigation and Enhancement
Policy could make explicit reference to ensuring that upgraded active travel infrastructure is resource efficient in its construction and operation.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	++	++	++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the more prudent use of natural resources.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include a reduction in fuel use as a result of the policy encouraging the use of more sustainable modes of transport through public transport improvements, better active travel infrastructure and the reduction or ban of private vehicles in the area.

Mitigation and Enhancement
Policy could make explicit reference to ensuring that upgraded active travel infrastructure is resource efficient in its construction and operation.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 11	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc	LT	Perm	Med	0	0	0	0				

The policy focuses on enhancing road safety to encourage greater active travel in visitor destinations, which could support a more prudent use of natural resources.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include improved active travel infrastructure and enhance public realm. A potential secondary effect of the policy could include a reduction in the reliance on the private car for visitor destinations, reducing the dominance of cars on the roads.
A potential synergistic effect of the policy on the plan are could include a reduction in fuel use and a more prudent use of natural resources, as a result of reduced dominance of private cars on the road due to greater opportunities for active travel and the implementation of safety measures which make it a more welcoming environment for all.

Mitigation and Enhancement
Policy could make explicit reference to ensuring that upgraded active travel infrastructure is resource efficient in its construction and operation.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	LT	Perm	Med	++	++	+++	++				

The policy states that rail provision in visitor destinations should provide onward connectivity into wider national parks and areas of natural beauty and the policy focuses on enhancing connectivity for tourists and worker areas through viable alternatives to the private car, which could support enhancing long term economic prosperity through clean growth.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more public transport connectivity to visitor destinations, for both tourists and workers. A potential secondary effect of the policy could include greater footfall and visitors reaching the area through sustainable transport modes, supporting local economies.
A potential synergistic effect of the policy could include long term sustainable prosperity in visitor destinations as a result of greater connectivity to the areas through sustainable modes of transport, coordinated and integrated transport modes and minimising the dominance of private cars and parking in the area.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, with upgraded public realm which will improve footfall to support local economies.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more public transport connectivity to visitor destinations. A potential secondary effect of the policy could include greater footfall at multi-modal hubs and visitors reaching the area through sustainable transport modes, supporting local economies.
A potential synergistic effect of the policy could include long term sustainable prosperity in visitor destinations as a result of greater connectivity to the areas through sustainable modes of transport, improved public realm encouraging greater footfall in the area and minimising the dominance of private cars and parking in the area.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 12	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that Footpaths and Green Routes are essential transport active travel infrastructure and that improvements to signage, wayfinding, and integration of long-distance footpaths into travel planning apps can help drive sustainable active travel usage, which could support long term economic prosperity in visitor destinations.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more active travel connectivity in visitor destinations and improved surrounding public realm. Potential secondary effects of the policy could include greater footfall to local businesses and economies and facilitating a modal shift to active travel, improving people's mental and physical health through providing more accessible and safe active travel options.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure. Policy could also make reference to supporting economic activities in rural areas.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	LT	Perm	Med	+	++	++	++				

The policy states that regional hubs should be developed on mainline railways with access to subsidised buses to tourist attractions and worker areas and coordination with tour operators to ensure end-to-end provision of shared transport options, which could contribute to improving access to services, facilities and amenities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include making visitor destinations more accessible by sustainable transport modes. Potential secondary effects of the policy could include a mode shift to public transport for both tourists and tourist workers.
A potential synergistic effect of the policy on the plan area could include enabling further employment and housing development opportunities in around regional hubs as a result of better connectivity, more reliable services and improved journey planning tools.

Mitigation and Enhancement
Policy could make more explicit reference to integrating rail services with mixed use, housing and employment developments to facilitate more strategic transport planning across the region.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	++	++	++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space, which could support coordinated land use through mixed use development coordinated with transport infrastructure.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs. A potential secondary effect of the policy could include greater use of multi-modals hubs and subsequently public transport as the enhanced facilities attract greater footfall.
A potential synergistic effect of the policy on the plan area could include improved strategic transport planning across the plan area by enhancing connectivity to visitor destinations through the development of greater sustainable transport options to visitor destinations, coordinated with park and ride schemes, DRT and improved active travel infrastructure.

Mitigation and Enhancement
Policy could make more explicit reference to supporting mixed use development coordinated with transport infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 13	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	++	++	++	++				

The policy states that reliability and resilience of the road network needs to be improved alongside safety enhancements, as often places in this typology have limited road access making accessibility vulnerable to infrastructure fails, which could contribute to increasing connectivity between communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include limited vehicle speeds, improved lighting, signage, wayfinding along active travel routes, in particular for footpaths and green routes, and integration of long distance footpaths into travel planning apps. A potential secondary effect of the policy could include a safer road network for all users and a greater number of people using active travel routes and footpaths.
A potential synergistic effect of the policy on the plan area could include greater connectivity in the plan area, in particular visitor destinations, as a result of improved safety along active travel routes and improved accessibility for all users to use active travel infrastructure.

Mitigation and Enhancement
Policy could make more explicit reference to connecting communities.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that regional hubs should be developed on mainline railways with access to subsidised buses to tourist attractions and worker areas and coordination with tour operators to ensure end-to-end provision of shared transport options, which could contribute to improving access to services, facilities and amenities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced rail services supporting leisure travel patterns and greater coordination between bus services and tour operators. A potential secondary effect of the policy could include a more integrated public network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include improved connectivity to services, facilities and amenities as a result of more integrated public transport options and greater frequency of services encouraging more people to travel sustainably.

Mitigation and Enhancement
Policy could make more explicit reference to supporting improved access to essential facilities for those on low incomes, people with disabilities and those in areas at high risk of TRSE.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, including health care facilities and enhanced public realm to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for travel, essential services and as a community hub, enhancing connectivity and accessibility and reducing TRSE.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14a	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could help improve the extent and quality of active travel connections to essential services.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include limited vehicle speeds, improved lighting and crossing times that take account of all road users. A potential secondary effect of the policy could include a safer road network for all users, including those at high risk of TRSE and a greater number of people using active travel routes and footpaths.
A potential synergistic effect of the policy on the plan area could include improved active travel connections to services, facilities and amenities as a result of improved safety along active travel routes, a consideration of all users in the design of active travel infrastructure and therefore improved accessibility of active travel routes.

Mitigation and Enhancement
Policy could make more explicit reference to encouraging greater footfall/active travel through high-quality green infrastructure.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	LT	Perm	Med	++	++	+++	++				

The policy states that rail services should provide more services supporting leisure travel patterns, which should be less costly and more reliable in comparison to the car, as well as cross-modal ticketing to increase public transport uptake which could support the affordability of transport to visitor destinations.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include greater frequency of rail services designed around leisure travel patterns and greater coordination with bus and tour operators. A potential secondary effect of the policy could include options for reduced cost of rail transport due to increased demand and cross-modal ticketing due to coordination between transport modes.
A potential synergistic effect of the policy on the plan area could include more affordable access to visitor destinations through a combination of increased frequency and increased coordination of public transport modes.

Mitigation and Enhancement

Policy could make more explicit reference to transport being financially accessible for all users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	LT	Perm	Med	++	++	+++	++				

The policy states that regional hubs should be developed on mainline railways with access to subsidised buses to tourist attractions and worker areas and coordination with tour operators to ensure end-to-end provision of shared transport options, which could contribute to reducing severance in accessing visitor destinations.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced rail services supporting leisure travel patterns and greater coordination between bus services and tour operators. A potential secondary effect of the policy could include a more integrated public network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include improved connectivity to visitor locations as a result of more integrated public transport options and greater frequency of services encouraging more people to travel sustainably.

Mitigation and Enhancement

Policy could make more explicit reference to the impact of the transport system on the local environment and local communities.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	LT	Perm	Med	+	++	++	++				

The policy states that rail services to visitor destinations can be a viable alternative to car travel and leisure focused services should be available to support this, including onwards connectivity to national parks and areas of national beauty and subsidised buses to tourist attractions and coordination with tour operators to ensure end-to-end provision of shared transport options.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in public transport modes reaching visitor destinations. A potential secondary effect of the policy could include greater connectivity to leisure activities, including better access to open space, nature and recreational activities and therefore improved health and wellbeing for tourists across the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to promoting accessibility to open space, nature and recreation for all users particularly vulnerable groups.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Loc-Reg	LT	Perm	Med	-	+	+	+				

The policy states that rail services to visitor destinations can be a viable alternative to car travel and leisure focused services should be available to support this, including subsidised buses to tourist attractions and coordination with tour operators to ensure end-to-end provision of shared transport options. The policy also recognised that driving will continue to be a mode share travelling to tourist destinations, so electric vehicles should be encouraged, which could support a reduction in transport related vibration, air and noise pollution.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure. A potential secondary effect of the policy could include reduced transport related vibration, air and noise pollution through reduced traffic levels and congestion. However, increased frequency of rail and bus services could also increase transport related vibration and noise pollution.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing air quality.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	LT	Perm	Med	+	++	++	++				

The policy focuses on reducing the need to travel via private vehicles to visitor destinations by improving rail and bus services and coordinated with tour operators. This extends to enhancing park and ride facilities keeping vehicles outside of restricted zones and the potential for zero emission vehicles for first and last mile deliveries, which could contribute to improving road safety.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved bus and rail services supporting leisure patterns as well as commuting patterns and better coordination between different operators. A potential secondary effect of the policy could include reduced private vehicles in close proximity to visitor destinations and improved road safety as a result of reduced traffic and pavement parking.

Mitigation and Enhancement

Policy could make more explicit reference to ensuring road safety is a priority through proposed transport modes.

Has the Mitigation and Enhancement been addressed?

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	X	Loc	LT	Perm	Med	-	0	+	0				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space, which could support improving connectivity to services, facilities and amenities.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include greater public transport options to reaching visitor destinations. A potential secondary effect of the policy could include less reliance on the private car and a reduction in TRSE. However, the proposed transport options, such as demand responsive travel park and ride facilities on the edge of controlled zones and autonomous travel could be more costly.

Mitigation and Enhancement

Policy could make more explicit reference to affordability in encouraging modal shift to public transport and active travel to visitor destinations.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space, which could support improving connectivity to services, facilities and amenities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services, such as health care and tourist information. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence. However, temporary parking bans could create more severance if not linked well with park and ride facilities.
A potential synergistic effect of the policy on the plan are could include improved connectivity to visitor locations as a result of more integrated public transport options are multi-modal hubs and improved public realm and community facilities encouraging more people to travel sustainably.

Mitigation and Enhancement

Policy could make more explicit reference to reducing severance if seasonal parking bans are implemented. Policy could also make reference to the physical and perceived impact of the transport system on the local environment and local communities.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space, which could support improving connectivity to services, facilities and amenities that improve health outcomes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm, including identified active travel routes for leisure trips to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for essential services, enhancing connectivity, accessibility and reducing TRSE and encouraging more people to integrate physical activity into leisure trips.

Mitigation and Enhancement

Policy could make more explicit reference to promoting accessibility to open space, nature and recreation for all users particularly vulnerable groups.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area, which could support the reduction of transport related vibration, air and noise pollution.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure. A potential secondary effect of the policy could include reduced transport related vibration, air and noise pollution through reduced traffic levels and congestion. A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm and active travel infrastructure. better facilities at multi-modal hubs and safer roads.

Mitigation and Enhancement

Policy could make more explicit reference to improving the local environment for all users, including vulnerable users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	X	Loc	LT	Perm	Med	0	0	+	0				

The policy states that multi-modal hubs will bring together bus, DRT, car/lift share, park and ride facilities and e-bikes to reduce private vehicle trips and reduce congestion on the surrounding roads. The policy also makes reference to driverless pods as part of DRT services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in private cars in close proximity to visitor destinations and an increase in sustainable travel modes, including e-bikes, demand responsive travel and autonomous travel. A potential secondary effect of the policy could include reduced pavement parking and reduced risk of car accidents. However, new modes of transport could impact the active travel environment through poor parking of e-bikes and risk of accidents from driverless pods and increase shuttle services from park and ride.

Mitigation and Enhancement

Policy could make more explicit reference to ensuring road safety is a priority through proposed transport modes.

Has the Mitigation and Enhancement been addressed?

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Med	++	++	++	++				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could help improve the extent and quality of active travel connections to essential services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased active travel infrastructure and better connectivity to public transport from new development. A potential secondary effect could include a more affordable transport network and a reduction in the reliance on the private car.

Mitigation and Enhancement

Policy could make more explicit reference to affordability in encouraging modal shift to active travel.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 14c	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc	LT	Perm	Med	++	++	++	++				

The policy states that reliability and resilience of the road network needs to be improved alongside safety enhancements, as often places in this typology have limited road access making accessibility vulnerable to infrastructure fails, which could contribute to reducing severance issues.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in active travel infrastructure, as well as improvements to the public realm. A potential secondary effect of the policy could include a reduction in the dominance of traffic on residential/rural roads and improved accessibility for active travel users.

Mitigation and Enhancement

Policy could make more explicit reference to reducing road vehicle behaviours that affect accessibility for active and public transport users.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on enhancing road safety to encourage greater active travel in visitor destinations, which could support increased accessibility to services and facilities that improve health outcomes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible local footpaths and an integration of long-distance footpaths into travel planning apps. A potential secondary effect of the policy could include driving sustainable active travel usage and therefore encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.

Mitigation and Enhancement

Policy could make more explicit reference to integrated physical activity into everyday journeys and reference accessibility to open space, nature and recreational activities, including the protection of impacts on the quality and extent of recreational assets such as formal and informal footpaths including National Trails.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 15b	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy states that green routes and footpaths are essential transport active travel infrastructure and focuses on improving active travel infrastructure to encourage greater active travel, which could contribute to reducing transport related vibration, noise and air pollution.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better active travel infrastructure. A potential secondary effect of the policy could include improved air quality through reduced traffic levels and congestion and therefore a reduction in transport related vibration, noise and air pollution.
A potential synergistic effect of the policy could include enabling a modal shift towards active travel use, as a result of improved public realm, active travel infrastructure and safer roads.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing air quality.

Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

Effects						2022 Assessment				2023 Assessment			
ISA2 Objective 16a	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++				

The policy focuses on improving active travel infrastructure, particularly along roads, to improve safety for all users.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include limited vehicle speeds, improved lighting and crossing times that take account of all road users. A potential secondary effect of the policy could include a safer road network for all users and a greater number of people using active travel routes and footpaths.
A potential synergistic effect of the policy on the plan area could include a reduction in road accidents and other incidents, including those involving wildlife, as a result of improved safety along active travel routes, a consideration of all users in the design of active travel infrastructure and therefore improved accessibility of active travel routes.
Mitigation and Enhancement
Policy could make more explicit reference to the safety of wildlife and protected species.
Has the Mitigation and Enhancement been addressed?

Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

An improved transport provision that provides sustainable travel options to meet the seasonal demand of visitors and workers linked to the tourism industry.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Loc-Reg	LT	Perm	Med	+	++	++	++				

The policy states that rail should provide services outside of commuting peal houses and co-ordinating tour and transport operators to ensure end-to end provision of shared transport options, particularly for more isolated destinations, which could support improving safety and security issues.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved bus and rail services supporting leisure patterns as well as commuting patterns and better coordination between different operators. A potential secondary effect of the policy could include a more welcoming environment for accessing visitor destinations as transport is more integrated and reliable.

Mitigation and Enhancement
Policy could make more explicit reference to creating a more welcoming environment for travel and physical activity for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Preserving the environment and village centres of visitor destinations.

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√√	Loc	LT	Perm	Med	+	++	++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space, which could support improving the actual and perceived safety in visitor

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for travel, essential services and as a community hub, enhancing connectivity and accessibility and reducing TRSE.

Mitigation and Enhancement
Policy could make more explicit reference to improving natural surveillance and creating a more welcoming environment for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

Safer roads and footpaths for all users

	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Loc	LT	Perm	Med	++	++	++	++				

The policy focuses on improving active travel infrastructure, particularly along roads, to improve safety for all users.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include active travel infrastructure improvements, including lighting, signage, vehicle speeds, crossing times and wayfinding. A potential secondary effect of the policy could include active modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement
Policy could make more explicit reference to improving natural surveillance and creating a more welcoming environment for all users.
Has the Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made
Consideration of Changes made
Summary of New Scoring
Explain any changes in scoring
Residual Impacts
None Identified/Explain Potential Residual Impacts

January 2023

	ISA2 Obj 1	ISA2 Obj 2	ISA2 Obj 3	ISA2 Obj 4	ISA2 Obj 5	ISA2 Obj 6	ISA2 Obj 7	ISA2 Obj 8	ISA2 Obj 9	ISA2 Obj 10	ISA2 Obj 11	ISA2 Obj 12	ISA2 Obj 13	ISA2 Obj 14a	ISA2 Obj 14b	ISA2 Obj 14c	ISA2 Obj 15a	ISA2 Obj 15b	ISA2 Obj 16a	ISA2 Obj 16b
Commuter Towns	+++	++	0/?	+/?	++	++	0	0/?	+/?	+/?	+	++	++	++	+	++	++	+	+	+
Large Conurbations	+++	++	++	++	+++	++	++	0/?	+/?	+/?	+	+++	+++	+++	+++	+++	+++	+++	++	++
Rural Villages and Dispersed	++	++	+/?	+	++	+	0	0/?	+/?	+/?	+	+	+	++	++	++	++	++	++	++
Rural Town and Fringe	+++	++	++	+	+++	++	++	0/?	++	++	+	++	++	++	++	++	++	++	++	++
Transformational Places	+++	++	+	+	+++	++	0/?	+/?	0/?	0/?	+	+++	++	++	+/?	++	+	+++	++	0/?
Other Urban	++	++	+	+	+++	++	0/?	+	+/?	+/?	+	++	++	++	++	++	++	++	++	++
Visitor Destinations	+++	+	++	++	+++	++	+	0/?	++	++	+/?	++	++	++	+	++	++	++	++	++
Former Metropolitan Counties	+++	+	+	+	+++	+	0/?	0/?	+/?	+/?	+/?	+++	++	++	+	++	++	+	++	++
Industrial Places	++	++	+	+	++	++	0/?	0/?	0/?	0/?	+	+++	+++	++	+	++	++	+	++	+
Rail	+++	+/?	+/?	+/?	+++	+	0/?	0/?	0/?	+	++	++	++	+++	+++	+++	++	+++	++	+++
Roads	+++	++	+	0	++	++	0/?	0/?	0/?	+	+	++	++	++	+	++	++	++	++	+
Freight and Logistics	++	++	+/?	+/?	+++	++	0/?	0/?	0/?	+	+	++	++	++	++	++	++	++	++	++
International Connectivity	0	++	-	-	0	+	0/?	0/?	0	0	+	+++	++	+	0/?	+++	0	-	-	0
Local Connectivitiy	++	++	+	?	+	+	0	0	0	+	+	++	++	++	++	++	++	++	++	+
Rural Mobility	++	++	+	+	++	++	0/?	0/?	+/?	0	+	++	++	++	++	++	++	++	++	++
Achieving More Sustainable Travel	+++	++	+	+	+++	+++	0/?	0/?	+	+	+	+++	+++	+++	++	+++	+++	+++	++	++
Active Travel	++	+	++	+	++	+	0/?	+	+	0	+	+	++	++	++	++	+++	++	++	++
Electric Vehicle Charging Infrastructure	++	++	+	+	++	++	0/?	0/?	+/?	0	+	+	+	++	++	++	+	++	++	++
Multi-Modal Hubs	+++	++	+	+	++	++	0/?	0/?	+	++	0	++	+++	++	+/?	+++	+/?	++	+/?	+++
Connected Mobility	++	++	+	+	++	++	0/?	0/?	+	++	+	++	++	++	+++	++	+	++	+	+
Decarbonisation	+++	++	+	+	+++	+++	0	0	+/?	0	++	++	++	++	++	++	++	+++	++	++
Transport Related Social Exclusion	+++	+/?	+/?	+/?	++	+/?	0/?	0/?	+/?	+/?	+	++	+++	+++	+++	+++	++	++	++	+++

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced greenhouse gas emissions from surface transport as a result of a more efficient and effective rail network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods which will have a critical role in decarbonising the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

Policy could make explicit reference to encouraging low carbon construction materials and techniques for new rail infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles . A potential synergistic effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles . A potential synergistic effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help to protect internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	+++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's road networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced greenhouse gas emissions from surface transport as a result of decarbonisation ambitions.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help to protect internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++				

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Nat	ST-LT	Perm	High	++	++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from more efficient freight and logistics transport movements.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements across the plan area, this would likely result in a healthier environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Nat	ST-LT	Perm	Med	++	++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport movement network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced pollution and improved local air quality as a result of a greater use of the rail network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Reg-Nat	ST-LT	Perm	High	+	+	+	+				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities. The policy seeks to meet this responsibility by increasing environmental standards of their rail operators.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region and reduced transport related social exclusion. A potential synergistic effect of the policy on the plan area could include a more resilient transport network as a result of a more efficient and effective rail network.

Mitigation and Enhancement

Policy could make an explicit reference to increasing the resilience of the transport network to a changing climate, including extreme weather events.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use reducing demand for new road space across the region and preventing the loss of agricultural land.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Reg-Nat	MT-LT	Perm	Med	+	+	++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include an increase in the resilience of the transport network through understanding road capacity and changing travel behaviours.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement

The policy could make an explicit reference to the overall reduction in pollution through decarbonisation goals.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the road network.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	√	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with the shift to more sustainable freight and logistics travel patterns which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns for freight and logistics across large conurbations, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.
Another potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the shift to reduced freight and logistics travel movements which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns for freight and logistics travel movements which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns for freight and logistics across large conurbations, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.
Another potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary effect of the policy could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transport infrastructure network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	+	+	+				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects
The policy focuses on providing better accessibility for sustainable travel for short or multi-stage journeys, helping to keep communities connected.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	++	++	++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles. A potential synergistic effect of the policy on the plan area could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use, the use of recycled and locally produced materials and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods to maximise the regions economic potential. The policy encourages the need for a fit-for-purpose network with strong North-South and East-West connections.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
None identified.
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring economic assets and neighbouring regions closer together.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of public and active transport with rail services. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated and strategic transport planning across the region.

Mitigation and Enhancement
Policy could make an explicit reference to supporting mixed use development coordinated with accessibility to the rail network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and synergistic effect of the policy could include the protection and enhancement of character and quality of landscapes through a shift in car dominance.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect could include considered use of the current road network prior to further development. A potential synergistic effect of the policy could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road, supporting economic outcomes for the North from the decarbonisation of transport. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to working with relevant bodies to ensure strategic transport planning across the region.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved understanding of the current road network, resulting in strategic planning across the plan area. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated and strategic transport planning across the region.

Mitigation and Enhancement
Policy could make an explicit reference to supporting access to housing and employment.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Potential primary and direct effects from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network and the implementation of the policy on the plan area could include the freight and logistics transport fleets against the effects of climate change, ensuring access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary and synergistic effect of the policy could include the protection and enhancement of character and quality of landscapes and townscapes through a shift in road transport dominance.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MI-LT	Perm	High	+	+	+	+				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
Potential cumulative primary and direct effects from the implementation of the policy on the plan area could be the greater use of resources, reduction in fuel and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of goods across the plan area through more efficient movement patterns, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
Policy could make explicit reference to linking the multi-modal freight networks with public transport infrastructure and local communities where possible and appropriate, to support employment opportunities and the development of connected communities.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of rail services, including better information available before and throughout journeys. A potential secondary effect of the policy could include greater use of rail services for users to access services and facilities. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups, as a result of greater reliability, accessibility and inclusivity of the rail network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities. The policy seeks to enable an equitable and affordable railway for all, including the need for integrated fares and ticketing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration of fares and ticketing for rail services. A potential secondary and synergistic effect of the policy could include an increase in modal share of rail travel as a result of a more financially accessible rail service.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include better integration of rail services with surrounding public and active travel networks. A potential secondary effect of the policy could include greater use of rail services as a result of reduced severance in the transport network. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	ST-LT	Perm	High	++	++	++	++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include improved access to essential facilities through strategic planning of the road network. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include improved access to essential facilities through strategic planning of the road network. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement

Policy could make explicit reference to supporting the provision of services that are financially accessible and promoting the integration of technology across the transport network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include inclusive journeys for all road users through assessment of future mobility and changing travel behaviours. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements across the plan area, this would likely result in a healthier environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of rail services. A potential secondary effect of the policy could include greater use of rail services for users to access services and facilities, including those that improve health outcomes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including reducing the pollution caused by transport activities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced transport related vibration, noise and air pollution.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	High	++	++	++	++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in moving towards a sustainable, decarbonised transport system. The policy intends to facilitate door-to-door sustainable, multi-modal journey's to encourage a modal shift towards more sustainable modes of travel.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety, as a result of fewer cars on the surrounding road network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rail	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects
Potential primary effects of the policy on the plan area could include improved public realm and better design around rail stations and multi-modal hubs. A potential secondary effect of the policy on the plan area could include an increased perception and increased actual safety along rail services and integrated public and active travel routes. A potential synergistic effect of the policy could include a more welcoming environment for all users.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include improved access to services through strategic road planning. A potential secondary effect of the policy could include improved health benefits through decarbonisation goals.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	++	++	++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction of the transport impact on vibration, air quality and noise through decarbonisation goals. A potential secondary and synergistic effect of the policy could include improved health and wellbeing.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	++	++	++	++				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the use of private vehicles through decarbonisation goals and promotion of shared mobility solutions. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety, as a result of fewer cars on the surrounding road network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Roads	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved road design and provision of walking and cycling facilities. A potential secondary effect of the policy on the plan area could include increased perception and actual safety.

Mitigation and Enhancement
Policy could make explicit reference to actual and perceived safety and security issues across the road network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Freight and Logistics	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on freight and logistics within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks on micro to regional scales to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	-	0	+	0				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports. The policy outlines that this growth should align with TIN's decarbonisation approach by promoting opportunities to integrate alternative fuels into airports and states that growth should be accommodated within the national cap on demand growth by 25% by 2050, consistent with the Climate Change Committees 6th Carbon Budget.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential primary effects of the policy could also include an increase in the development and production of Sustainable Aviation Fuels (SAF) and Zero Emission Aircraft (ZEA). A potential secondary and synergistic effect of the policy could include an increase in greenhouse gas emissions as a result of increased flight frequency and demand. However, the increase in development and production of SAF and ZEA could encourage the use of innovative new low and zero carbon transport technology.

Mitigation and Enhancement

Policy could make explicit reference to the reduction of greenhouse gas emissions through decarbonisation initiatives.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	+++	++				

The policy focuses on increasing the North's international connectivity, promoting growth through the productive use of existing unused runway capacity at Northern Airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the reuse of existing unused runway capacity and an increase in alternative low carbon fuel use. A potential secondary and synergistic effect of the policy could include a reduction in embedded construction carbon through the use of existing aviation infrastructure and increase in low carbon technology.

Mitigation and Enhancement

Policy could make explicit reference to supporting a reduction of embedded construction carbon through the re-use of existing infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	-	-	0	-				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential secondary effects of the policy could include an increase in transport related vibration, air and noise pollution.

Mitigation and Enhancement

The policy could make an explicit references to reducing vibration, air and noise pollution in order to avoid significant adverse effects on the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	-	-	0	-				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential secondary effects of the policy could include an increase in transport related vibration, air and noise pollution effecting internationally designated environment sites.

Mitigation and Enhancement

Policy could make explicit reference to environmental Mitigation and Enhancement as a result of aviation growth in the north, particularly in relation to the impact of the increase in frequency of flights on internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Reg-Nat	ST-LT	Perm	Med	-	0	+	0				

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary synergistic effect of the policy could include a reduction in greenhouse gas emissions as a result of decarbonisation ambitions across the transport network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	++				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary synergistic effect of the policy could include a decarbonisation through reduction, alongside benefits to heath and wellbeing.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	0	+	+	+				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Primary effects from the implementation of the policy on the plan area could include potential protection of biodiversity , geodiversity and the green infrastructure network through reduction in car use. Potential secondary effects of the policy could include a reduction in air pollution through decarbonisation ambitions.

Mitigation and Enhancement

The policy could make explicit references to reducing vibration, air and noise pollution.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	?	?	?	?				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	+				

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect of the policy on the plan area could include more efficient movement of people, particularly from rural locations. By supporting the significant shift in public transportation infrastructure throughout the northern regions through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure. Potential effects from the implementation of the policy on the plan area could include a reduction in embedded construction carbon due to an increase in shared travel options.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make explicit references to reducing vibration, air and noise pollution.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports. The policy outlines that this growth should align with TIN's decarbonisation approach by promoting opportunities to integrate alternative fuels into airports and states that growth should be accommodated within the national cap on demand growth by 25% by 2050, consistent with the Climate Change Committees 6th Carbon Budget.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential primary effects of the policy could also include an increase in the development and production of Sustainable Aviation Fuels (SAF) and Zero Emission Aircraft (ZEA). A potential secondary and synergistic effect of the policy could include an increase in greenhouse gas emissions as a result of increased flight frequency and demand and therefore a reduction in local air quality. However, the increase in development and production of SAF and ZEA could encourage the use of innovative new low and zero carbon transport technology to reduce the emissions produced from aviation travel.

Mitigation and Enhancement

Policy could make explicit reference to protecting and enhancing local air quality in relation to increased flight frequency at Northern Airports.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Reg-Nat	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on improved and more frequent connections to ports and airports to improve international connectivity for goods and people.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between the North and international destinations by increasing the range of destinations and frequency of flights. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility and frequency of service.

Mitigation and Enhancement

Policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	Med	-/?	0/?	0/?	0/?				

The policy focuses on increasing international connectivity in the North through increasing the range of destinations and frequency of services in northern airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential primary effects of the policy could also include an increase in the development and production of Sustainable Aviation Fuels (SAF) and Zero Emission Aircraft (ZEA). A potential secondary and synergistic effect of the policy could include an increase in greenhouse gas emissions as a result of increased flight frequency and demand and therefore a negative impact on local blue infrastructure network.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from the transportation network in the short term to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on increasing international connectivity in the North through increasing the range of destinations and frequency of services in northern airports.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the reuse of existing unused runway capacity and an increase in alternative low carbon fuel use. A potential secondary effect of the policy could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement

The policy could make an explicit reference to encouraging construction of new aviation infrastructure on previously developed land.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	0	0	+	0				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports. The policy outlines that this growth should align with TIN's decarbonisation approach by promoting opportunities to integrate alternative fuels into airports and states that growth should be accommodated within the national cap on demand growth by 25% by 2050, consistent with the Climate Change Committees 6th Carbon Budget.

Potential Effects

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary and synergistic effect of the policy could include an improvement in local air quality as a result of decarbonisation ambitions across the transport network.

Mitigation and Enhancement

Policy could make explicit reference to protecting and enhancing local air quality.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy could include a more resilient transport network due to improved accessibility and connectivity for local travel. Potential secondary effects of the policy could include a reduction in pollutants through decarbonisation ambitions.

Mitigation and Enhancement

Policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. Potential secondary effects of the policy could include a reduction in pollutants through decarbonisation ambitions.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Primary effects from the implementation of the policy on the plan area could include the protection of soil through improving existing public transport infrastructure and reducing the demand for road space.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	+	++	+++?	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from the transportation network in the short term to benefit blue infrastructure networks.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential secondary effect of the policy could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential primary effects of the policy could also include an increase in the development and production of Sustainable Aviation Fuels (SAF) and Zero Emission Aircraft (ZEA). A potential secondary and synergistic effect of the policy could include mor sustainable international connectivity.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on increasing the North's international connectivity, promoting growth through the productive use of existing unused runway capacity at Northern Airports.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the repair and re-use of existing runway infrastructure at Northern Airports. A potential secondary effect could include an increase in the frequency of flights on existing runways with unused capacity.
A potential synergistic effect of the policy could include increase in the number and frequency of visitors to northern airports.

Mitigation and Enhancement
The policy could make an explicit reference to ensuring the conservation and enhancement of the surrounding landscapes and townscapes in relation to growing existing aviation infrastructure at Northern Airports.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	+	+	++	+				

The policy focuses on increasing the North's international connectivity, promoting growth through the productive use of existing unused runway capacity at Northern Airports and encouraging the use of alternative low carbon fuels in the aviation sector.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the repair of existing runway infrastructure at Northern Airports. Potential primary effects of the policy could also include the development and production of Sustainable Aviation Fuels and alternative low carbon fuels in the aviation sector.
Potential secondary and synergistic effects of the policy on the plan area could include the use of existing unused runways at Northern Airports, minimising construction waste from new infrastructure and the use of sustainable fuel use in flights.

Mitigation and Enhancement
Policy could make explicit reference to upgraded infrastructure being resource efficient in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on improving international connectivity to help encourage economic growth. The policy outlines that this growth should align with TIN's decarbonisation approach by promoting opportunities to integrate alternative fuels into airports and states that growth should be accommodated within the national cap on demand growth by 25% by 2050, consistent with the Climate Change Committees 6th Carbon Budget.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased range of destinations and frequency of service at Northern Airports.
A potential secondary effect of the policy could include an increase in people and goods entering the North from global destinations, increasing visitor numbers and boosting the economy.

Mitigation and Enhancement
Policy could make explicit reference to sustainable connectivity between the North and international destinations.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving international connectivity to help encourage economic growth. The policy outlines that this growth should align with TIN's decarbonisation approach by promoting opportunities to integrate alternative fuels into airports and states that growth should be accommodated within the national cap on demand growth by 25% by 2050, consistent with the Climate Change Committees 6th Carbon Budget.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased range of destinations and frequency of flights from Northern Airports. A potential secondary effect of the policy could include direct connectivity between the region and international destinations, improving connectivity for surrounding communities.

Mitigation and Enhancement
Policy could make explicit reference to the accessibility of the ports and airports from across the region.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Primary effects from the implementation of the policy on the plan area could include improved sustainable local connectivity. A potential secondary effect of the policy could include a reduction in car use through the promotion of public transport and active travel modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting improved access to historic or culturally important sites by sustainable transport modes.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the reduction of car usage. A potential secondary and synergistic effect of the policy could include protection of the character and quality of landscapes and townscapes.

Mitigation and Enhancement
Policy could make an explicit reference to ensuring the conservation and enhancement of the surrounding landscapes and townscapes in relation to local connectivity and car reduction.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in fuel use through promotion of more sustainable transport modes. Potential secondary and synergistic effects of the policy on the plan area could include minimisation of the production of waste through re-use of existing infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased frequency of service and reliability of local public transport. A potential secondary effect of the policy could include improved mobility, supporting the economy.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes. The policy also makes reference to taking a place-based approach to support strategic pan-Northern connectivity and local transport networks.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved connectivity for communities locally. A potential secondary effect of the policy could include improved connectivity across the region through supporting strategic transport planning.

Mitigation and Enhancement
Policy could make explicit reference to connected communities and supporting housing and employment development in areas served by public or active transport modes.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural areas.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on improving international connectivity by increasing the range of destinations and frequency of services. In particular, the policy highlights the ambition to improve services for the North's diverse communities, minimising the need for connections to their frequent destinations via international hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased range of destinations and frequency of flights from Northern Airports. A potential secondary effect of the policy could include direct connectivity between the region and international destinations, improving connectivity for surrounding communities.

Mitigation and Enhancement

Policy could make explicit reference to promoting international connectivity for all groups in society, including vulnerable groups and those with limited mobility.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-/?	Reg-Nat	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on improving international connectivity by increasing the range of destinations and frequency of services, which could increase visitor numbers and boost the economy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased range of destinations and frequency of flights from Northern Airports. A potential secondary effect of the policy could include direct connectivity between the region and international destinations, improving connectivity for surrounding communities.

Mitigation and Enhancement

Policy could make an explicit reference to affordability when improving international connectivity.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on improving international connectivity by increasing the range of destinations and frequency of services. In particular, the policy highlights the ambition to minimise the need for connections via other international hubs (e.g. Heathrow or Amsterdam).

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased range of destinations and frequency of flights from Northern Airports. A potential secondary effect of the policy could include direct connectivity between the region and international destinations, reducing severance in international connectivity in the North, particularly for surrounding communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on improving international connectivity by increasing the range of destinations and frequency of services at Northern Airports.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improvement to the quality of public transport and active travel modes. A potential secondary effect of the policy could include improved connectivity.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improvement to the quality of public transport and active travel modes. A potential secondary effect of the policy could include improved connectivity.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of traffic on residential roads due to the promotion of public transport and active travel as modes for local connectivity. A potential secondary effect of the policy could include improvement of the overall environment.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased range of destinations and frequency of flights from Northern Airports. A potential secondary effect of the policy could include direct connectivity between the region and international destinations, improving connectivity for surrounding communities.

Mitigation and Enhancement
Policy could make explicit reference to ensuring ports and airports are accessible by public transport, including for vulnerable groups.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	-	-	0	-				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential secondary effects of the policy could include an increase in transport related vibration, air and noise pollution.

Mitigation and Enhancement
The policy could make an explicit references to reducing vibration, air and noise pollution in order to avoid significant adverse effects on surrounding communities, particularly for more deprived areas.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	-	-	0	-				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential secondary effects of the policy could include an increase in private vehicle trips to and from Northern Airports.

Mitigation and Enhancement
Policy could make explicit reference to supporting public transport modes serving ports and airports, to reduce the dominance of private vehicles on the surrounding road network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

International Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on increasing the North's international connectivity by increasing the range of destinations and frequency of services in northern airports.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased frequency of flights in northern airports. Potential secondary effects of the policy could include an increase in private vehicle trips to and from Northern Airports and growth in the number of transport users.

Mitigation and Enhancement
Policy could make explicit reference to ensuring safety at ports and hubs, to create a more welcoming environment for travel for all users.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include increased use of public transport and active travel modes, encouraging physical activity. A potential secondary effect of the policy could include improved accessibility to services through improved localised connectivity.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved air quality through ambitions to decarbonise the transport network. Potential secondary and synergistic effects of the policy could include improved health and wellbeing.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include reduction of levels of car use through the promotion of public transport and active travel modes. Potential secondary effects of the policy could include improved safety due to car reduction.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Local Connectivity	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased provision for active travel and physical activity. Potential secondary effects of the policy could include improved environments for those utilising public transport, walking and cycling through the promotion of public transport and active travel modes.

Mitigation and Enhancement
Policy could make explicit reference to ensuring safety to create a welcoming environment for travel for all users.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on ensuring well connected rural communities across the plan area, with plans to explore reducing car dependency, ensuring access to key services and opportunities and looking at funding requirements for public transportation infrastructure.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural areas through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on meeting decarbonisation targets and provide users with a range of sustainable, integrated and inclusive transport options rather than being reliant upon the future uptake of zero-emission vehicles.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reduction in greenhouse gas emissions as a result of fewer private and polluting vehicles on the roads.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	++	++	+++	++				

The policy focuses on meeting decarbonisation targets and provide users with a range of sustainable, integrated and inclusive transport options rather than being reliant upon the future uptake of zero-emission vehicles.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of all users. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on supporting sustainable transport modes that take into full account the needs of communities, businesses, visitors, economy and the environment, which could support the protection of the green infrastructure network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on supporting sustainable transport modes that take into full account the needs of communities, businesses, visitors, economy and the environment.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reduction in greenhouse gas emissions as a result of fewer private and polluting vehicles on the roads.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of all users. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting active travel.

Mitigation and Enhancement

Policy could make explicit reference to encouraging low carbon construction materials and techniques for new transport infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise vehicles across the plan area through the delivery of an extensive EV charging network for residents and businesses, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise vehicles across the plan area through the delivery of an extensive EV charging network for residents and businesses, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to zero emission vehicles, reducing the pollution from combustion powered vehicles, across the plan area this would likely result in a reducing pollution benefitting the surrounding natural environment k due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement

Policy could make explicit reference to good design that maximises ecological connectivity and securing Biodiversity Net Gain to help protect the green infrastructure network, as part of the multimodal travel network.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	0	+	+	+				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to zero emission vehicles, reducing the pollution from combustion powered vehicles, across the plan area this would likely result in a reducing pollution benefitting the surrounding natural environment k due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include improving local air quality through reducing transport related vibration, noise and air pollution as a result of fewer private and polluting vehicles on the roads.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	++	Log-Reg	MT-LT	Perm	Med	+++	+++	+++	+++				

The policy focuses on meeting decarbonisation targets and provide users with a range of sustainable, integrated and inclusive transport options rather than being reliant upon the future uptake of zero-emission vehicles.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport accessible for all users. A potential secondary and synergistic effect of the policy could include increased resilience of the transport network, as a result of improved accessibility and reliability of sustainable transport modes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet the needs of the communities and the environment.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meet the needs of all users. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Log-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet the needs of the communities and the environment.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meet the needs of all users. Potential secondary effects of the policy could include the protection of soil through improving existing public transport infrastructure and reducing the demand for road space.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on supporting sustainable transport modes that take into full account the needs of communities, businesses, visitors, economy and the environment.

Potential Effects

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include improving local air quality through reducing transport related vibration, noise and air pollution as a result of fewer private and polluting vehicles on the roads.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/?	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport accessible for all users. A potential secondary and synergistic effect of the policy could include increased resilience of the transport network, as a result of improved accessibility and reliability of sustainable transport modes.

Mitigation and Enhancement
Policy could make an explicit reference to increasing the resilience of the transport network to a changing climate.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meet the needs of all users. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meet the needs of all users. Potential secondary effects of the policy could include the protection of soil through improving existing public transport infrastructure and reducing the demand for road space.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the combustion engine powered cars and improvements to local air quality.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to zero emission vehicles, reducing the pollution from combustion powered vehicles, across the plan area this would likely result in a reducing pollution benefitting the surrounding natural environment k due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to zero emission vehicles, reducing the pollution from combustion powered vehicles, across the plan area this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people across the plan area.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the road network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transport infrastructure network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on supporting sustainable transport modes that take into full account the needs of communities, businesses, visitors, economy and the environment.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include design and construction of transport infrastructure taking local character into consideration, protecting and enhancing landscapes and townscapes.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet communities, businesses, visitors and economic needs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet communities, businesses, visitors and economic needs, in order to meet economic growth targets.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on achieving more sustainable travel through implementing TIN strategies and policy positions, including setting out the critical role of spatial planning in the development of sustainable transport, particularly in taking into account the needs of local communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the promotion of spatial planning in the development and delivery of transport infrastructure. A potential secondary effect of the policy could include ensuring that housing, employment and mixed use developments are well served by and coordinated with transport infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Loc-Reg	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable modes of transport that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include design and construction of transport infrastructure taking local character into consideration, protecting and enhancing landscapes and townscapes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
Policy could make explicit reference to helping reduce disparities between the northern economy and the rest of England, particularly supporting economic activities.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency to addressed through proactive strategic partnerships to deliver modal shift.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the promotion of spatial planning in the development and delivery of transport infrastructure. A potential secondary effect of the policy could include ensuring that housing, employment and mixed use developments are well served by and coordinated with transport infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Loc-Reg	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the implementation of zero emission vehicles and required supporting infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	+	++	+				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through widespread take up of electric vehicles, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	+	++	+				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet communities needs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access services and facilities. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups, as a result of greater reliability, accessibility and inclusivity of transport options.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	++	++	+++	++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of inclusive transport options that directly meet the needs of transport users and local communities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater inclusivity of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users, including more vulnerable users, to access services and facilities. A potential synergistic effect of the policy could include a reduced TRSE.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet the needs of transport users and local communities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration between sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access services and facilities. A potential synergistic effect of the policy could include a reduced reliance on the private car.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet the needs of transport users and local communities.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access services and facilities. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups, as a result of greater reliability, accessibility and inclusivity of transport options.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater inclusivity of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users, including more vulnerable users, to access services and facilities. A potential synergistic effect of the policy could include a reduced TRSE.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration between sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access services and facilities. A potential synergistic effect of the policy could include a reduced reliance on the private car.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	+	++	+				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access services and facilities. A potential synergistic effect of the policy could include a reduced reliance on the private car.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Log-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options, which could contribute to reducing transport related vibration, air and noise pollution.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing transport related vibration, noise and air pollution as a result of fewer private and polluting vehicles on the roads.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet communities needs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Achieving More Sustainable Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Log-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on achieving more sustainable travel by providing travellers with a range of sustainable, integrated and inclusive transport options that directly meet communities needs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the implementation of sustainable and inclusive transport modes. A potential secondary effect of the policy could include a more reliable and integrated transport network, improving the perception of safety on the transport network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access services and facilities. A potential synergistic effect of the policy could include increased physical activity and improvement to overall health and wellbeing.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	++	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing transport related vibration, noise and air pollution as a result of fewer private and polluting vehicles on the roads.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of sustainable transport modes. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Active Travel	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on making cycling and walking the natural choice of transport for shorter journeys, integrating more widely with public transport. Ambitions support the health of communities alongside global and regional efforts to tackle the climate emergency.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the implementation of sustainable and inclusive transport modes. A potential secondary effect of the policy could include a more reliable and integrated transport network, improving the perception of safety on the transport network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
Policy could make explicit reference to supporting suitable and appropriate EV charging infrastructure for all users, including those in areas at high risk of TRSE and vulnerable groups.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the combustion engine powered cars and improvements to local air quality, noise and vibration pollution.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Electric Vehicle Charging Infrastructure	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on the rapid rollout of EV charging infrastructure to support the decarbonisation of road transportation across the plan area, supporting the needs of current and future residents and businesses.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles and an increased take up of EV charging.
A potential secondary effect of the policy could include a contribution towards decarbonisation.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through the widespread take up of electric vehicles this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on increasing multi-modal journey's across the North, prioritising Multimodal Hubs as a critical element in enabling sustainable trips and delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the delivery of place-based Multimodal Hubs and an increase in multi-modal trips. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include a reduction in greenhouse gas emissions from surface transport.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	++	++				

The policy focuses on increasing Multimodal Hubs across the region as a critical element in enabling sustainable trips and delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in the delivery of Multimodal Hubs across the region. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made as public and active travel modes become more integrated and accessible.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+				

The policy focuses on increasing multi-modal journey's across the North, prioritising place-based Multimodal Hubs with a focus on the spatial element of the hub and inclusive design to contribute to public realm improvements. Multimodal Hubs will also be a critical element in enabling sustainable trips and delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in the delivery of place-based Multimodal Hubs with a focus on design and quality to contribute to public realm improvements. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and therefore a reduction in transport related vibration, noise and air pollution.

Mitigation and Enhancement

Policy could make explicit reference to good design that maximises ecological connectivity and securing Biodiversity Net Gain to help protect the green infrastructure network, as part of the multimodal travel network.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+				

The policy focuses on increasing multi-modal journey's across the North, prioritising place-based Multimodal Hubs with a focus on the spatial element of the hub and inclusive design to contribute to public realm improvements.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in the delivery of place-based Multimodal Hubs with a focus on design and quality to contribute to public realm improvements. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and therefore a reduction in transport related vibration, noise and air pollution, helping to reduce negative impacts on internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	++	++	+++	++				

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include a reduction in greenhouse gas emissions from surface transport.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public transport modes.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public transport modes and therefore, a reduction in transport related vibration, noise and air pollution.

Mitigation and Enhancement

Policy could make explicit reference to good design that maximises ecological connectivity and securing Biodiversity Net Gain to help protect the green infrastructure network, as part of the multimodal travel network.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public transport modes and therefore, a reduction in transport related vibration, noise and air pollution, helping to reduce negative impacts on internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++				

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	+++	+++	+++	+++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across the plan area through the delivery of an effective and efficient multi-modal decarbonised transport hub network, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	+	++	+++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions.
A potential cumulative effect of the policy could include the increase in embedded carbon emissions through the delivery of new required infrastructure to support a decarbonised transportation network.

Mitigation and Enhancement

None identified.0

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to decarbonised networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised transportation fleets across the plan area, with the reduction in pollution benefitting the surrounding green infrastructure network creating stronger and healthier natural environments due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

Policy could make explicit reference to good design that maximises ecological connectivity and securing Biodiversity Net Gain to help protect the green infrastructure network, as part of the decarbonised travel network.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to decarbonised networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised transportation fleets across the plan area, with the reduction in pollution benefitting the surrounding green and blue infrastructure network creating stronger and healthier natural environments due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	+++	+++	+++	+++				

The policy focuses on investing in Multimodal Hubs to encourage greater use of multimodal journeys across the North, which will contribute to delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the delivery of place-based Multimodal Hubs and an increase in multimodal trips. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, noise and air pollution and therefore improvement in local air quality.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-/?	Loc-Reg	Mt-LT	Perm	Med	++	++	+++/-	++				

The policy focuses on investing in Multimodal Hubs to encourage greater use of multimodal journeys across the North, which will contribute to delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the delivery of place-based Multimodal Hubs and an increase in multimodal trips. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include increased resilience in the transport network to extreme weather events and a changing climate, as a result of better integrated sustainable transport options available, suited to place-based needs.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on investing in Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, which will contribute to delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include an increase in multimodal trips through sustainable modes of transport that meet the needs of all users with a place-based approach. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	Mt-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on investing in Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, which will contribute to delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include an increase in multimodal trips through sustainable modes of transport that meet the needs of all users with a place-based approach. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the transport network.

Mitigation and Enhancement

The policy could make an explicit reference to encouraging construction of new multimodal hubs on previously developed land or minimise the use of greenfield land.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+				

The policy focuses on investing in Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, including enhancing the attractiveness of public and active transport.

Potential Effects

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public transport travel modes. A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, noise and air pollution and therefore improvement in local air quality.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-/?	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public transport travel modes. A potential synergistic effect of the policy on the plan area could include increased resilience in the transport network to extreme weather events and a changing climate, as a result of better integrated sustainable transport options available, suited to place-based needs.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public transport travel modes. A potential cumulative and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the transport network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with the modal shift to decarbonised networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across the plan area, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None Identified

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-/?	Reg-Nat	ST-LT	Perm	Med	+++	+++	+++	+++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with the modal shift to decarbonised networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across the plan area, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, and improving air quality health and wellbeing.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to decarbonised networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised transportation fleets across the plan area, with the reduction in pollution benefitting the surrounding green and blue infrastructure network creating stronger and healthier natural environments due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	Med	0	0	0	0				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the transport network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Reg-Nat	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable multimodal trips that meets the needs of people whilst protecting the surrounding environment. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transport infrastructure network.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	++	++	++	++				

The policy focuses on investing in place-based Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, including enhancing the attractiveness of public and active transport and with a focus on inclusive design, quality and planning to contribute to public realm improvements along the multimodal transport network.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include investment in multi-modal hubs encouraging a place-based approach including a focus on inclusive design, public realm improvements and enhancing the attractiveness of public and active travel routes. A potential secondary effect of the policy could include enhanced quality of transport infrastructure that respects the surrounding landscape and townscapes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	++	++				

The policy focuses on investing in Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, which will contribute to delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport options and investment in place-based multimodal hubs. A potential secondary effect of the policy could include an increase in sustainable multi-modal trips. A potential synergistic effect of the policy on the plan area could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	++	++	++	++				

The policy focuses on increasing the number of sustainable multimodal trips across the North through delivering place-based Multimodal Hubs, coordinated with increased density and mixed-use development.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the delivery of place-based Multimodal Hubs and an increase in sustainable multimodal trips, promoting local requirements to guide investment. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes as a result of a place-based approach to the transport network.

Mitigation and Enhancement
Policy could make an explicit reference to Multimodal Hubs supporting economic activities and productivity across the region, particularly in rural or more vulnerable areas.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on investing in place-based multimodal hubs and supporting increased density and mixed-use development around public transport hubs to enable sustainable trips across the North.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport options and investment in place-based multimodal hubs coordinated with mixed-use, housing and employment development. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated land use and strategic transport planning across the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include enhanced quality of transport infrastructure that respects the surrounding landscape and townscapes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy on the plan area could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	++	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include improved travel convenience and an effective transport network that increases investment.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	++	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include. A potential secondary effect of the policy could include the development of connected communities through simplified ticketing options and the promotion of multi-operator public transport initiatives.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

A potential primary and direct effect from the implementation of the policy on the plan area could include the resilient transport infrastructure against the effects of climate change, ensuring access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the resilient transport infrastructure against the effects of climate change, ensuring access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	+	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects
Potential cumulative primary and direct effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across the plan area, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation which responding to the uncertainties from climatic effects.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across the plan area through decarbonised transport infrastructure, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	++	++	++	++				

The policy focuses on investing in place-based Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, including enhancing the attractiveness of public and active transport and supporting increased mixed-use development around public transport hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport options and investment in place-based multimodal hubs that meet the specific needs of its surrounding community. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips to access essential services, facilities and amenities and a reduction in TRSE.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	Mt-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on investing in place-based Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, including enhancing the attractiveness of public and active transport and supporting increased mixed-use development around public transport hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport options and investment in place-based multimodal hubs that meet the specific needs of its surrounding community. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips accessible to a wider number of users.

Mitigation and Enhancement

Policy could make explicit reference to the affordability of multimodal travel, particularly promoting the use of technology to reduce the transport costs for users, such as integrated ticketing.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓ ✓	Loc-Reg	Mt-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on investing in place-based Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North, including enhancing the attractiveness of public and active transport and supporting increased mixed-use development around public transport hubs.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport options and investment in place-based multimodal hubs that create improvements to the public realm and the attractiveness of public and active transport. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips accessible to a wider number of users, particularly in areas at high risk of TRSE, as a result of reduced severance on the public and active transport network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	Mt-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on investing in place-based Multimodal Hubs to encourage greater use of sustainable multimodal journeys across the North supporting increased mixed-use development around public transport hub to meet the needs of the surrounding communities.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips to access essential services, facilities and amenities and a reduction in TRSE through simplified ticketing.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓ ✓	Loc-Reg	MT-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of technology to reduce transport costs for users. A potential secondary and synergistic effect of the policy could include equal opportunity and a reduction in TRSE.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduction in TRSE through simplified ticketing, which could support reduction of severance.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport options and investment in place-based multimodal hubs that meet the specific needs of its surrounding community. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips to access essential services, facilities and amenities that improve health outcomes.

Mitigation and Enhancement

Policy could make an explicit reference to improving health outcomes for transport users, such as through promoting accessibility to open space and encouraging users to integrate physical activity into their everyday journey's.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	++	++	+++	++				

The policy focuses on investing in Multimodal Hubs to encourage greater use of multimodal journeys across the North, which will contribute to delivering the Clean Mobility vision and Decarbonisation strategy.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the delivery of place-based Multimodal Hubs and an increase in multimodal trips. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, noise and air pollution.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	Mt-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on enabling the opportunity to increase multimodal journeys through improved integration and transport options, including by enhancing the attractiveness of public and active transport and through inclusive design, quality and planning to contribute to public realm improvements.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the delivery of place-based Multimodal Hubs and an increase in multimodal trips. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include improved road safety as a result of reduced road congestion.

Mitigation and Enhancement

Policy could make explicit reference to improving road safety for all users, including reducing accident involving wildlife, as a result of reduced car dominance on the road and a change in road user hierarchy.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Multi-Modal Hubs	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on enabling the opportunity to increase multimodal journeys through improved integration and transport options, including by enhancing the attractiveness of public and active transport and through inclusive design, quality and planning to contribute to public realm improvements.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in multi-modal hubs encouraging a place-based approach including a focus on inclusive design, public realm improvements and enhancing the attractiveness of public and active travel routes. A potential secondary and synergistic effect of the policy could include enhanced quality of transport infrastructure and an improved perception of safety along public and active travel route.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips to access essential services, facilities and amenities that improve health outcomes.

Mitigation and Enhancement

Policy could make an explicit reference to improving health outcomes for transport users, such as through promoting accessibility to open space and encouraging users to integrate physical activity into their everyday journey's.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles, particularly in rural areas and more sustainable trips made through public and active travel modes. A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, noise and air pollution.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a shift to sustainable modes of transport. A potential synergistic effect of the policy on the plan area could include improved road safety as a result of reduced road congestion.

Mitigation and Enhancement

Policy could make explicit reference to improving road safety for all users, including reducing accident involving wildlife, as a result of reduced car dominance on the road and a change in road user hierarchy.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Connected Mobility	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on developing and deploying digital and ticketing initiatives at a local level to encourage sustainable travel, predominantly through local Bus Service Improvement Plans.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved road safety as a result of reduced road congestion.

Mitigation and Enhancement

Policy could make explicit reference to improving natural surveillance to create a more welcoming environment for all users.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Reg-Nat	ST-LT	Perm	Med	+++	+++	+++	+++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect of the policy on the plan area could include improved road safety as a result of reduced road congestion.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Decarbonisation	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on inclusive decarbonising transportation across the plan area to adapt and mitigate the effects of climate change in addition to boosting economic growth, increasing access to skills and employment, improving air quality health and wellbeing and creating a more efficient and effective regional transportation network.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonised fleets across the plan area, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on addressing TRSE in the North, considering the needs of those in rural locations, those travelling outside of peak hours and travel outside peak times, in order to work towards a socially inclusive transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved integration of transport services, greater local access to services and improved affordability of public transport. A potential secondary effect of the policy could include a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced greenhouse gas emissions from surface transport as a result of a more socially inclusive transport network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on addressing TRSE in the North, delivering local access to transport services and diverse travel patterns to work towards a socially inclusive transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improvements to existing transport infrastructure, as well as new transport infrastructure in places in need of greater accessibility to the transport network. A potential secondary effect of the policy could include a reduction in car use and therefore a reduction in carbon emissions. However, the development of new infrastructure could result in construction carbon being emitted through the development process.

Mitigation and Enhancement

Policy could make explicit reference to encouraging low carbon construction materials and techniques for new transport infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including improving safety, reducing reliance on the private car and enabling diverse travel patterns.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and therefore a reduction in transport related vibration, noise and air pollution.

Mitigation and Enhancement

Policy could make explicit reference to good design that maximises ecological connectivity and securing Biodiversity Net Gain to help protect the green infrastructure network, as part of the multimodal travel network.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including improving safety, reducing reliance on the private car and enabling diverse travel patterns.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and therefore a reduction in transport related vibration, noise and air pollution affecting internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and a reduction in a reliance on the private car. A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, noise and air pollution and therefore an improvement in local air quality.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and a reduction in a reliance on the private car. A potential synergistic effect of the policy on the plan area could include increased resilience in the transport network to extreme weather events and a changing climate, as a result of better integrated sustainable transport options available, suited to place-based needs.

Mitigation and Enhancement

Policy could make explicit reference to increasing the resilience of the transport network to a changing climate.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include a reduced dominance of private vehicles and therefore protecting the character in the surrounding area.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes, encouraging greater use of sustainable transport modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include a reduced dominance of private vehicles and an increase in the use of sustainable transport modes. A potential synergistic effect of the policy could include the reduction in fuel use.

Mitigation and Enhancement
Policy could make an explicit reference to new and upgraded transport infrastructure being resource efficient.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	+++	++				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes, encouraging greater use of sustainable transport modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include a reduced dominance of private vehicles and an increase in the use of sustainable transport modes. A potential synergistic effect of the policy could include helping to improve economic productivity in the region as a result of a more socially inclusive transport network enabling those in areas at risk of TRSE to access jobs, skills and other opportunities.

Mitigation and Enhancement
Policy could make an explicit reference to enabling better access to jobs and skills, particularly in areas with high risk of TRSE.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made

Summary of March 2023 Scoring
Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including improving integration between transport modes and enabling local access, encouraging greater use of sustainable transport modes by integrating transport and spatial planning to improve access to local services and opportunities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the integration of transport and spatial planning policies to enable more integrated, local access to key services. A potential secondary effect of the policy could include an increase in connectivity between community. A potential synergistic effect of the policy on the plan area could include greater housing and employment development around transport hubs, as a result of better integrated services.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

Commentary

The policy focuses on addressing TRSE in the North, considering the needs of those in rural locations, those travelling outside of peak hours and travel outside peak times, in order to work towards a socially inclusive transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in the use of sustainable transport modes as a result of better connectivity for communities to local services, facilities and amenities. A potential synergistic effect of the policy could include reduced TRSE as a result of a transport network that meets the needs of all users, including those with limited mobility and vulnerable groups.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

Commentary

The policy focuses on addressing TRSE in the North, considering the needs of those in rural locations, those travelling outside of peak hours and travel outside peak times, in order to work towards a socially inclusive transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved affordability of public and active transport. A potential secondary effect of the policy could include an increase in the use of sustainable transport modes for those on low income or those who are out of work as a result of better, and more affordable, transport modes available. A potential synergistic effect of the policy could include reduced TRSE as a result of a transport network that is financially accessible for all users.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

Commentary

The policy focuses on addressing TRSE in the North, considering the needs of those in rural locations, those travelling outside of peak hours and travel outside peak times, in order to work towards a socially inclusive transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in the use of sustainable transport modes as a result of better connectivity for communities to local services, facilities and amenities. A potential synergistic effect of the policy could include reduced severance in the transport network and therefore reduced risk of TRSE.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
	✓✓	Loc-Reg	ST-LT	Perm	Med	++	++	+++	++				

Commentary

The policy focuses on addressing TRSE in the North, considering the needs of those in rural locations, those travelling outside of peak hours and travel outside peak times, in order to work towards a socially inclusive transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in the use of sustainable transport modes as a result of better connectivity for communities to local services, facilities and amenities that improve health outcomes.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, including reducing reliance on the private car and improving integration between transport modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include greater accessibility, integration and affordability to the public and active transport. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and a reduction in a reliance on the private car. A potential synergistic effect of the policy on the plan area could include a reduction in transport related vibration, noise and air pollution.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	++	++	+++	++				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, particularly through improving safety for journey's on, to and from public transport access points, which should be safe particularly for women, LGBTQ+ people ethnic minority communities and people with disabilities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a consideration of safety in the design or new and upgraded transport infrastructure. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and a reduction in a reliance on the private car as a result of improve actual and perceived safety on the transport network. A potential synergistic effect of the policy on the plan area could include a reduction in road accidents as a result of reduced car dominance on the roads.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transport Related Social Exclusion	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

The policy focuses on addressing TRSE in the North in order to work towards a socially inclusive transport system, particularly through improving safety for journey's on, to and from public transport access points, which should be safe particularly for women, LGBTQ+ people ethnic minority communities and people with disabilities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a consideration of safety in the design or new and upgraded transport infrastructure. A potential secondary effect of the policy could include an increase in sustainable trips made through public and active travel modes and a reduction in a reliance on the private car as a result of improve actual and perceived safety on the transport network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	+++	+++	+++				

The policy focuses on encouraging a modal shift away from private car for commuting trips by enhancing the hub and spoke model, enhancing rail and bus services and implementing reliable journey planning tools, supporting a reduction in greenhouse gas emissions through enhancing sustainable transport options for commuters.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved walking and cycling infrastructure and improved Bus Services and Active Travel routes. A potential secondary effect of the policy could include a reduction in private car vehicle milage and a modal shift towards active travel, and a wider choice of passenger travel.
A potential synergistic effect of the implementation of the policy could include improved carbon efficiency in the movement of people as a result of enhanced sustainable walking, cycling and bus infrastructure.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on enhancing existing rail and bus stations and investment in new multi-modal hubs bringing together existing and proposed public transport options and active travel facilities. The policy states that new housing development should be decoupled from parking provision and considers the alternative options of lift share schemes and active travel.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include the reuse of existing road space for public and shared transport modes and the delivery of walking and cycling infrastructure. A potential synergistic effect of the policy could include contributing to a reduction in embedded construction carbon through improving existing transport infrastructure and encouraging more active travel transport networks.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on promoting active travel infrastructure as the natural choice and reallocating road space to prioritise active travel measures.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reallocated road space for active travel networks and a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, however vibration and noise pollution could increase as a result of increase in frequency of bus and rail services. New transport infrastructure encouraged by the policy could have potential effects on biodiversity and geodiversity.

Mitigation and Enhancement

Policy could make more explicit reference to the role and inclusion of green infrastructure within walking and cycling infrastructure in order to maximise ecological connectivity and secure overall Biodiversity Net Gain. Policy could also make an explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments, particularly in relation to the increase in frequency of bus and rail services.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on prioritising active and public travel as the natural choice for commuters and reallocating road space which could support the reuse of existing infrastructure, and reduce the risk of impacts of internationally designated environment sites.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater integration and reliability of the transport network for commuters. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, helping to protect internationally designated environment sites from transport emissions.

Mitigation and Enhancement

Policy could make more explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments, particularly in relation to the impact of the increase in frequency of bus and rail services on internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++				

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the minimisation of dependence on the private car and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a healthier city environments for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure and active travel modes across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure, changes to car parking spaces within large conurbations and delivery of blue and green infrastructure within urban environments.
A potential secondary effect of the policy could include minimising emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.
A potential synergistic effect of the policy could include a larger public transport and active travel network that may require new or enhanced facilities resulting in embedded emissions in the delivery of this new infrastructure

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	Med	++	++	+++	++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++				

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				

The policy focuses on enabling sustainable, reliable transport for rural areas where public transport is limited, supporting an affordable and equitable transition to sustainable travel through improved infrastructure and behavioural changes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture and an increased take up of transitional fuels and EV charging. Potential primary effects from the implementation of the policy on the plan area could also include awareness campaigns and fare incentives for local residents. A potential secondary effect of the policy is a reduction in green house gas emissions as a result of less high-energy consuming vehicles and pollution from private cars.
A potential synergistic effect of the policy on the plan area could include more efficient movement of people, particularly from rural locations. By supporting the significant shift in public transportation infrastructure throughout the northern regions through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on encouraging an equitable transition to zero-emission vehicles, supported through the uptake of transitional fuels, EV charging and the use of drop off and collect facilities at multimodal hubs,

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable charging and refuelling infrastructure in rural communities. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities.
A potential synergistic effect of the policy on the plan area could include a reduction in embedded carbon as a result of demand for low emission vehicles and an increase in demand for transitional fuels

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on encouraging the use of zero emissions vehicles for agriculture and low emissions vehicles for vans and trucks.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters and an increase in sustainable charging and refuelling infrastructure in rural communities. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities and reduced car travel. A potential synergistic effect of the policy on the plan area could included reduced vibration, air and noise pollution.

Mitigation and Enhancement

Policy could make more explicit reference to the role and inclusion of green infrastructure within transport infrastructure in order to maximise ecological connectivity and secure overall Biodiversity Net Gain. Policy could also make an explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on encouraging the use of zero and low emissions vehicles, which could contribute to protecting internationally designated environment sites. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters and a modal shift towards low or zero carbon vehicles in rural villages. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

The plan could make explicit reference to rural areas surrounding/adjacent/within designated environmental sites and how they are protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++				

The policy seeks to encourage a holistic approach to spatial and transport planning, reducing car dependency in commuter towns and prioritising active and public transport options.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users and from new developments shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy seeks to encourage a holistic approach to spatial and transport planning, reducing car dependency in commuter towns and prioritising active and public transport options.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and essential services by increasing transport options. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility to active and public transport infrastructure.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on achieving a holistic approach to transport planning and reducing the dependency on the car.

Potential Effects

Potential effects of the policy on the plan area could include the reallocation of road space to support active travel measures. A potential secondary effect of the policy could include improvements to the public realm.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from polluting vehicles and the public transportation network to benefit the natural environment and reference improvements in the public realm to support improvements to the active travel network, including enhancing blue infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on reallocating road space to support bus and active travel priority measures which could support the protection and conservation of soil through encouraging infrastructure on previously developed land.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include the reallocation of road space to prioritise active travel infrastructure. A potential secondary effect of the policy could include the protection of soil through new or improved transport infrastructure being located on previously used and reallocated road space.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy focuses on reallocating road space to support bus and active travel priority measures and reducing the reliance on the private car through the design of new development.

Potential Effects

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Primary and direct effects from the implementation of the policy on the plan area would be the minimisation of dependence on the private car, uptake in electric vehicles and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a healthier city environments for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure and active travel modes across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	++	+++	+++	+++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. In doing so, this would further encourage communities to utilise public transportation and sustainable travel modes, supporting the modal shift away from fossil-fuelled private vehicles to EV cars/bikes.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network. Further potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation which would respond to the uncertainties from climatic effects in addition to the delivery of blue and green infrastructure within urban environments.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency and accessibility of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, the uptake in decarbonised transport fleets and reduction in freight and logistics movements.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services which could support the protection of local air quality.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car, increase low emission vehicle infrastructure and a better awareness of other modes of transport available. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion and the use of sustainable fuels. A potential synergistic effect of the policy could include enabling a modal shift away from the private car in rural villages, as a result of raising awareness and promoting other sustainable shared transport options.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used and an increased take up of transitional fuels and EV charging. A potential secondary effect of the policy could include a greater understanding in rural communities of the transport systems vulnerability to climate change, in particular the risk of relying on finite fuel sources.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	0	0	0				

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the more zero or low carbon vehicles in rural villages.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emissions vehicles.
A potential synergistic effect of the policy on the plan area could include a shift to low and zero carbon vehicles as a result of a combination of Government funding in schemes and improved infrastructure such as refuelling infrastructure, EV charging and click and collect facilities at multi-modal hubs.

Mitigation and Enhancement

The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced dominance of the private car and an increase in the use of zero or low emission vehicles. A potential secondary effect of the policy could include reducing the pollutions released into the local area through a shift to zero or low carbon emission vehicles.

Mitigation and Enhancement

The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transition to zero-emission vehicles.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects of the policy on the plan area could include improvements in the reliability of public transport. A potential secondary effect of the policy could include improving access to important heritage sites and assets through sustainable transport modes.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy seeks to deliver reliable multi-modal transport options for commuters and reduce the reliance on the private car.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership in the plan area.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both lift share schemes and from reallocated road space.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+				

The policy focuses on delivering reliable multi-modal transport options and reallocated/reusing existing road space to support bus and active travel priority measures.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in fuel use by encouraging the use of more sustainable modes of transport. A potential secondary and synergistic effect of the policy could include more prudent use of natural resources through a combination of improved active and public transport infrastructure together enhancing sustainable transport options.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy seeks to encourage a holistic approach to transport planning, and ensure that active and public travel are the natural choice for short or multistage journeys, encouraging the use of sustainable travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment and town centres, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	ST-LT	Perm	High	++	++	++	++				

The policy focuses on providing better accessibility for sustainable travel for short or multi-stage journeys, helping to keep communities connected.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include enabling further employment and housing development opportunities in the area as a result of better connectivity.
A potential synergistic effect from the implementation of the policy could include a more holistic approach to transport as a result of a change in transport hierarchy from both improvements in transport infrastructure and new developments shifting away from reliance on a private car.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in large conurbations from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure required.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. In doing so, this would further encourage communities to utilise public transportation and sustainable travel modes, supporting the modal shift away from fossil-fuelled private vehicles.

Potential Effects

Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region. Additionally, potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++				

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance.

Potential Effects

Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between large conurbations.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.
A further potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a change in employment opportunities and locations within cities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Potential effects from the implementation of the policy on the plan area could include an increase in shared modes of transport, a more sustainable mode of travel compared to the private vehicle. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes.

Mitigation and Enhancement

Policy could make explicit reference to enhancing sustainable access to services, including heritage or culturally important sites.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from improved active and public transport infrastructure, reliability and affordability.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Local	LT	Perm	Med	+	+	+	+				

The policy focuses on supporting the transition to low and zero carbon vehicles and encouraging modal shift through behavioural change.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles, an increased take up of transitional fuels and EV charging and a reduced reliance on private vehicles in rural areas. A potential secondary effect of the policy could include a reduction in fuel use by encouraging more sustainable travel and a contribution towards decarbonisation.
A potential synergistic effect of the policy on the plan area could include a more prudent use of natural resources, as a result of a transition to zero emissions vehicles, the uptake of transitional fuels and electric charging and Government support.

Mitigation and Enhancement

Policy could make explicit reference to encouraging local suppliers for low carbon fuel, such as biofuel, to support the minimisation of waste and resources in transporting fuels to rural villages.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include an increase in mode share of shared transport options. A potential secondary effect could include more sustainable accessibility to economic activity in rural areas.
A potential synergistic effect of the policy could include improved labour market participation by increasing shared transport options through awareness campaigns and incentives, creating better access for people without private vehicle access.

Mitigation and Enhancement

Policy could make more explicit reference to supporting economic activities, such as agriculture as well as sustainable access to employment opportunities, in rural areas through a green economic transformation of low carbon vehicles.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	+/-	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on taking a holistic systems-based approach to transport planning to facilitate sustainable growth.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved public transport options in rural villages. A potential secondary effect of the policy could include a more integrated approach to development, transport and energy, with transport at the heart of communities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?

Yes/No/Partially

Commentary on Changes Made to the 2023 draft policy?

Consideration of Changes made

Summary of March 2023 Scoring

Explain any changes in scoring

Residual Impacts of the March 2023 Policy being Implemented?

None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++				
The policy focuses on prioritising bus and active travel measures to strengthen the strategic transport network which could support in improving the quality of public and active travel connections to services, facilities and amenities.													
Potential Effects													
A potential primary effect from the implementation of the policy on the plan area could include increasing the availability of different transport options for all groups in society. A potential secondary effect of the policy could include improving facilities for areas with a high risk of TRSE.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the quality and extent of connections across the plan area.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	++	++	+++	++				
The policy focuses on encouraging sustainable transport opportunities in rural areas, other than a reliance on the private car.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options in rural villages, including car share, bus services and demand responsive travel. A potential secondary effect of the policy could include greater access to facilities, particularly for those in areas with high risk of TRSE. A potential synergistic effect of the policy on the plan area could include greater accessibility and connectivity to services and facilities through improved public or shared transport and enhance facilities at the accessible rural multi-modal hubs.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				
The policy focuses on supporting lift share schemes for new residential developments and prioritising active travel and bus routes to strengthen connectivity to multi-modal hubs, supporting the affordability of transport by increasing transport options.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include increased transport options with better connectivity to multi-modal hubs. A potential secondary effect could include a more affordable transport network and a reduction in the reliance on the private car.													
Mitigation and Enhancement													
Policy could make more explicit reference to affordability in encouraging modal shift to public and active travel.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance through accessible and affordable sustainable travel modes. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the opportunities to travel for work and leisure.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	++	++	+++	++				
The policy focuses on encouraging sustainable transport opportunities in rural areas, reducing the reliance on the private car by improving public transport as an affordable alternative choice.													
Potential Effects													
A potential primary effect from the implementation of the policy on the plan area could include a greater and more sustainable transport options in rural villages. A potential secondary effect of the policy could include shared and public modes of transport providing a more affordable travel option and reliance on the private car will be reduced.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++				
The policy focuses on supporting lift share schemes for new residential developments and prioritising active travel and bus routes to strengthen connectivity to multi-modal hubs, supporting the reduction of severance in the transport network.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include improving the reliability of public transport and improved active travel infrastructure. Potential secondary effects of the policy could include reducing existing severance issues through a more reliable transport network and an improved public realm.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the quality and extent of connections across the plan area.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network with capped fares, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	++	++	+++	++				
The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to improve connectivity in rural areas.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the mode share of private vehicles on the road and a greater uptake of private and share transport modes. A potential secondary effect of the policy could include greater, more sustainable access to key facilities, including an improved accessibility.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				
The policy states that housing development should be complimented by good active travel infrastructure and that road space should be reallocated to support active travel priority measures, supporting improved accessibility to services and facilities that improve health outcomes.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible transport network for all to reach essential services. A potential secondary effect of the policy could include encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and likely improve access to essential facilities and community assets across the large conurbations.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network with capped fares, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	++	++	++	++				
The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to improving accessibility to services and facilities that improve health outcomes.													
Potential Effects													
A potential primary effect from the implementation of the policy on the plan area could include a greater awareness and understanding of shared transport options in rural villages. A potential secondary effect of the policy could include shared modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities that improve health outcomes, such as open space or health care facilities.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				
The policy focuses on enhancing and investing in new multi-modal hubs bringing together existing and proposed sustainable transport options and supporting stronger connectivity with active travel and bus routes and reducing the dependency on the private car through lift share schemes.													
Potential Effects													
Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, however vibration and noise pollution could increase as a result of increase in frequency of bus and rail services.													
Mitigation and Enhancement													
Policy could make more explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution, in particular on vulnerable users, due to the increased use of public transport.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	0	+	+	+				
The policy seeks to encourage a modal shift away from the private car for commuting trips, supporting the reduction of levels of car dominance on the roads.													
Potential Effects													
A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network and an increase in the use of public transport. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced. However, increased bus services could still result in road safety issues for people and wildlife.													
Mitigation and Enhancement													
Policy could make more explicit reference to promoting road and public transport safety.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				
The policy seeks to encourage a modal shift away from the private car for commuting trips, supporting the reduction of levels of car dominance on the roads.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.													
Mitigation and Enhancement													
Policy could make more explicit reference to road safety for all users, particularly for more vulnerable users. The policy could also mention improvements to the public realm to support improvements in the active travel network.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the conurbation's air quality, vibration and noise pollution through likely reduced private car usage.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, the delivery of blue and green infrastructure within urban environments and the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use. A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a healthier city environments for communities. A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and likely reduce the levels of private car use within large conurbations.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use. A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Large Conurbations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++				
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation and active travel facilities available to communities with more reliable, accessible and inclusive services.													
Potential Effects													
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments. Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and likely improving levels of natural surveillance within neighbourhoods.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				
The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.													
Potential Effects													
Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car, increase low emission vehicle infrastructure and a better awareness of other modes of transport available. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion and the use of sustainable fuels. A potential synergistic effect of the policy could include enabling a modal shift away from the private car in rural villages, as a result of raising awareness and promoting other sustainable shared transport options.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				
The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.													
Potential Effects													
Potential effects from the implementation of the policy on the plan area could include reduced car dominance on the road network, including an increase in drop off and collect facilities at multi-modal hubs. A potential secondary impact of the policy could include minimising the need for first and last mile deliveries and reducing the dominance of vehicles in rural villages, which could result in a reduction in accidents, including collisions involving wildlife.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Villages and Dispersed	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				
The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.													
Potential Effects													
A potential primary effect from the implementation of the policy on the plan area could include a greater public and shared transport options in rural villages, as well as greater awareness of shared transport options. A potential secondary effect of the policy could include shared and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	+++	+++	+++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north through public transport, active travel and EV vehicles.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across rural communities through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise vehicles across large conurbations through the delivery of an extensive EV charging network for residents and businesses, this would likely result in the plan area significantly supporting national decarbonisation targets within rural areas.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	+++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique natural environment.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The plan could make explicit reference to rural town and fringe areas surrounding/adjacent/within designated environmental sites and how they are protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	High	+++	+++	+++	+++				

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries and strategically located consolidation centres. A potential primary effect could also include improved public transport services that align with employment patterns in key sectors. A potential secondary effect of the policy could include a reduction of the use of private vehicles for commuters and high-emission vehicles in the logistics sector.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of goods and people and a reduction in greenhouse gas emissions for surface transport.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries and strategically located consolidation centres. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in the freight and logistics sector. A potential synergistic effect of the policy on the plan area could include a reduction in embedded carbon as a result of demand for low emission vehicles and an increase in technology to help reduce unnecessary trips by shortening supply chains.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emission vehicles for commuters and in the logistics and freight sector and improved technology. A potential secondary effect of the policy could include reduced vibration, air and noise pollution as a result of shortened supply chains and zero emission vehicles, and reduce the adverse effects of designated habitats and protected species.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain and natural capital enhancement. Policy could also reference supporting the development of local nature recovery strategies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters and high emissions vehicles in the freight and logistics sector. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across rural communities through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.
A potential synergistic effect of the policy could include a larger public transport and active travel network that may require new or enhanced facilities resulting in embedded emissions in the delivery of this new infrastructure

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	++	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The plan could make explicit reference to urban areas surrounding green infrastructure and how it is protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The plan could make explicit reference to other areas surrounding/adjacent/within designated environmental sites and how they are protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	High	+++	+++	+++	+++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north and prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from combustion powered vehicles, across villages through the increased use of zero emission vehicles, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants from transporting people and goods across the plan area.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency and accessibility of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique natural environment.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential secondary effect of the policy could include the protection of soil through through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique historic environment.

Potential Effects

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include an increase in zero emission vehicles for the logistics and freight sector and more sustainable transport options available to key employment sectors. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality. A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of the increased use of zero emission vehicles for first-last mile deliveries and shorter trips due to technological advances, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++						

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and employment sectors by increasing transport options and improving reliability. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility, affordability and frequency of service.

Potential primary effects could also include greater utilisation of zero emissions vehicles for first and last mile deliveries. A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network in the short term to benefit blue infrastructure networks.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?						

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries and an improvement in technology. A potential secondary effect of the policy could include the protection of soil through through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport logistics network.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets.

Potential Effects

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within towns.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	++	+++	++						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening sustainable travel options and discouraging the use of private cars through seasonal parking bans. Potential secondary effects of the policy could include a more resilient transport network due to safer roads.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The plan could make explicit reference to urban areas surrounding blue infrastructure and how it is protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	0	Local	ST-LT	Perm	Med	0	+	+	+						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential secondary effect of the policy could include the protection of soil through through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Local	ST-LT	Perm	Med	++	++	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique historic and natural environments.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Local	LT	Perm	Med	+	+	+	+						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Local	ST-LT	Perm	Med	++	++	+++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Local	ST-LT	Perm	Med	+	+	++	++						

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A potential primary and direct effect from the implementation of the policy on the plan area could include the location of consolidation centres adjacent to strategic rail networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the location of consolidation centres adjacent to strategic rail networks with direct access to key gateway ports and airports.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact of these strategically located consolidation centres on the surrounding landscape and townscape.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing and protecting the character of the surrounding landscape and/or townscape.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Loc	LT	Perm	Med	+	+	+	+						

The policy focuses on reduction of car dependency and promotion of public transport, as well as zero emission vehicles in the logistics sector, with an ambition to decarbonise the North's transport network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries and improved public transport services for commuters. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emissions vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Loc	LT	Perm	Med	++	+++	+++	+++						

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emissions vehicles in the freight and logistics sector. A potential cumulative secondary effect of the policy could include more efficient and zero carbon home deliveries and freight trips in the plan are. A potential synergistic effect of the policy on the plan area could include enhancing long term prosperity in the logistics and freight sector through a combination of zero emission vehicles, strategically located consolidation centres with direct access to key gateway ports and an improvement in technology supporting a reduction in supply chains through removing unnecessary trips.

Potential primary effects from the implementation of the policy on the plan area could also include more sustainable connectivity for commuters between residential areas and employment sites, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Transformational Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Loc	LT	Perm	Med	++	++	+++	++						

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include a mode shift to public transport for commuters to employment sites.
A potential synergistic effect of the policy on the plan area could include enabling further employment and housing development opportunities in transformational areas as a result of better connectivity, more reliable services and improved journey planning tools.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in towns from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Loc	ST-LT	Perm	Low	+	+	+	+						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Local	ST-LT	Perm	High	++	++	+++	++						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Other Urban	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓/-	Local	ST-LT	Perm	Med	++	++	+++	++						

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north.

Potential Effects
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between towns.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects, the greater utilisation of the public transport infrastructure network and the change in land use for wider pavements, additional cycle storage and trading space from the reallocation of land from revising parking controls.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a change in employment opportunities and locations within cities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				
The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network with real time service information about journey time information improving access for users. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include a mode shift to public transport for commuters to employment sites.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				
The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of land within and around towns to support the enhancement and creation of these networks.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network with real time service information about journey time information improving access for users. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
Policy could make more explicit reference to improving access to areas at high risk of TRSE and for those with a physical or learning disability.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				
The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.													
Potential Effects													
A potential primary effect from the implementation of the policy on the plan area could include a greater and more sustainable transport options. A potential secondary effect of the policy could include shared and public modes of transport providing a more affordable travel option and reliance on the private car will be reduced.													
Mitigation and Enhancement													
Policy could make more explicit reference to the affordability of the proposed public transport options.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				
The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north while looking for more sustainable solutions for freight and logistics travel.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes. Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel networks and the creation/enhancement of public realm spaces which could improve a town's environment. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				
The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities, reducing the severance rural roads currently impact business growth.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				
The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include more frequent and more reliable public transport. A potential secondary effect of the policy could include better access to employment and reducing severance issues.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++				
The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north while looking for more sustainable solutions for freight and logistics travel.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within neighbourhoods. A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier city environments for communities.													
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Rural Town and Fringe	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				
The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles and strengthen the public transportation infrastructure in more rural contexts.													
Potential Effects													
Potential primary and direct effects from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles and the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and health benefits on promoting physical activity. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the wide spread take up of zero emission vehicles, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Transformational Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+				
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.													
Potential Effects													
Potential primary effects from the implementation of the policy on the plan area could include more reliable and connected public transport in the region. A potential secondary effect of the policy could include better connected and more accessible transport network for all to reach essential services, include health care.													
Mitigation and Enhancement													
Policy could make more explicit reference to integrating public transport with active travel, to encourage people to integrate physical activity into their everyday journey.													

Other Urban	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++				
The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north while looking for more sustainable solutions for freight and logistics travel.													
Potential Effects													
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities. Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.												
Mitigation and Enhancement													
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?														
Yes/No/Partially														
Commentary on Changes Made to the 2023 draft policy?														
Consideration of Changes made														
Summary of March 2023 Scoring														
Explain any changes in scoring														
Residual Impacts of the March 2023 Policy being Implemented?														
None Identified/Explain Potential Residual Impacts														

Rural Town and Fringe	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Town and Fringe	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Rural Town and Fringe	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++				

The policy states that rural towns and fringe areas need to have a diverse range of transport services and electric infrastructure to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Has the January 2023 Mitigation and Enhancement been addressed?														
Yes/No/Partially														
Commentary on Changes Made to the 2023 draft policy?														
Consideration of Changes made														
Summary of March 2023 Scoring														
Explain any changes in scoring														
Residual Impacts of the March 2023 Policy being Implemented?														
None Identified/Explain Potential Residual Impacts														

Transformational Places	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include an increase in zero emission vehicles for the logistics and freight sector and more sustainable transport options available to key employment sectors. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality. A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of the increased use of zero emission vehicles for first-last mile deliveries and shorter trips due to technological advances, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Transformational Places	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network through improved public transport and as a result of advanced technology reducing unnecessary journeys. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Transformational Places	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.

Mitigation and Enhancement

Policy could make more explicit reference to creating a more welcoming environment for all, but particularly for more vulnerable users.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Has the January 2023 Mitigation and Enhancement been addressed?														
Yes/No/Partially														
Commentary on Changes Made to the 2023 draft policy?														
Consideration of Changes made														
Summary of March 2023 Scoring														
Explain any changes in scoring														
Residual Impacts of the March 2023 Policy being Implemented?														
None Identified/Explain Potential Residual Impacts														

Other Urban	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓✓	Local	ST-LT	Perm	High	++	++	+++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. Furthermore, the policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Other Urban	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. Furthermore, the policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements across large conurbations, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Other Urban	**Effects**									**January 2023 Assessment**				**February 2023 Assessment**			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++				

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. Furthermore, the policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
A potential secondary and indirect effect from the implementation of the policy on the plan area is the increased perception of safety due to the improved lighting within communities.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	++	+++	+++	+++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations.
A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include a reduction in greenhouse gas emissions due to a combination of public transport improvements, better active travel infrastructure and the reduction or ban of private vehicles in the area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	+	++	+				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs which may help to reduce private vehicle trips. A potential secondary effect of the policy could include a greater uptake of sustainable first and last visitor mile trips.

Mitigation and Enhancement

The plan could make more explicit reference to low carbon construction techniques for the implementation of new infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy states that footpaths and green routes play a role in supporting sustainable travel options, alongside improvements to signage, wayfinding and integration of long distance footpaths.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgraded public realm around multi-modal hubs and improved active travel infrastructure such as wayfinding. A potential secondary effects of the policy could include encouraging the use of multi-modal hubs as community uses and greater use of active travel routes for leisure cycling and walking.
A potential synergistic effect of the policy on the plan area could include reduced impact on designated habitats and protected species as a result of reduced dominance of the private car from improved public and active travel infrastructure and a seasonal ban on parking in proximity to visitor locations.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift towards public transport to visitor destinations. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	+++				

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	+++	+++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel, including public transport and active travel modes, and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

The plan could make more explicit reference to low carbon construction techniques for the implementation of new infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, supporting reduction in vibration, air and noise pollution.

Mitigation and Enhancement

The plan could make an explicit reference to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	0	+	+	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could include conservation and enhancement of environment sites through reduction in car dependency.

Mitigation and Enhancement

The plan could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	+++	+++				

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	++	++				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work and therefore a reduction in greenhouse gas emissions.
A potential synergistic effect of the policy on the plan area could include a reduction in greenhouse gas emissions as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	++	++				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in active travel infrastructure for new housing and office developments and reallocated road space to support improve active travel infrastructure. A potential secondary effect of the policy could therefore be a reduction in the emissions embedded from new transport infrastructure through using and reallocating existing infrastructure and sustainable approach to transport in the design of active travel facilities into new development.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer freight vehicles on the road, through a combination of improved developed of alternative fuels, electric vehicle charging infrastructure and better freight transport.

Mitigation and Enhancement

The plan could make explicit reference to promoting good design in relation to major transport infrastructure, to maximise ecological connectivity and ensure overall biodiversity net gain.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	0	+	+	+				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer freight vehicles on the road, through a combination of improved developed of alternative fuels, electric vehicle charging infrastructure and better freight transport.

Mitigation and Enhancement

The plan could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++				

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure.
A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion.
A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm and active travel infrastructure. better facilities at multi-modal hubs and safer roads.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Loc	LT	Perm	Med	++	++	++	++						

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include strengthening sustainable travel options and discouraging the use of private cars through seasonal parking bans. Potential secondary effects of the policy could include a more resilient transport network due to safer roads.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Loc	MT-LT	Perm	Med	+	+	+	+						

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

Potential primary effects of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public transport network and a reduction in private vehicle milage and dependence.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share across the north. Reducing the need to travel via private vehicles would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Loc	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, as a result of increased public transport infrastructure. A potential secondary effect of the policy could include the protection of soil through through upgrading infrastructure on previously developed land.

Mitigation and Enhancement

The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Loc	MT-LT	Perm	Med	+	+	++	++						

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+						

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be a shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects.

Mitigation and Enhancement

Theplan could make an explicit reference to strengthening the transport infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be a shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure.

Mitigation and Enhancement

The plan could make an explicit reference to reducing pollution from the public transportation and active travel network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network. A potential secondary effect of the policy could include the protection of soil through through upgrading infrastructure on previously developed land.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?						

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and an improvement of local air quality as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	++						

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of low carbon transport for freight travel. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to develop alternative fuel, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Although the policy notes the importance of supporting a transition to more sustainable patterns across greight, the policy also acknowledges the movement of deep sea and short sea shipping containers to grow the market for freight.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased shipping infrastructure.
A potential secondary effect of the policy could include a greater impact on the quality of coastal surface water and disturbance of aquatic habitats
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active and public travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement

The plan could make explicit reference to Mitigation and Enhancement to protect aquatic habitats and coastal surface water as a result of growth in the freight shipments sector.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, particularly short distance journeys as a result of increased active travel infrastructure and the 15/20 minute neighbourhood principle. A potential secondary effect of the policy could include the protection of soil through through upgrading infrastructure on previously developed land.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?						

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in public transport to reach visitor destinations, a more sustainable mode of travel compared to the private vehicle, including bus, DRT, e-bikes and park and ride facilities being brought together at multi-modal hubs. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes. Another potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		++	Loc	MT-LT	Perm	Med	++	++	+++	++				

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more integrated public transport options brought together at multi-modal hubs. A potential secondary effect of the policy could include a reduced reliance on the private car for visitor destinations, reducing the dominance of cars on the roads and reducing the amount of parking needed or located within visitor destinations.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both improved active travel infrastructure, more integrated and connected public transport reaching visitor destinations and seasonal parking bans.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		?	Loc	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations.
A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include a reduction in fuel use as a result of the policy encouraging the use of more sustainable modes of transport through public transport improvements and the reduction of private vehicles in the area.

Mitigation and Enhancement

Policy could make explicit reference to ensuring that multi-modal hubs are resource efficient in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		++	Loc	MT-LT	Perm	Med	++	++	+++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services. Furthermore, rail provision in visitor destinations should provide onward connectivity into wider national parks and areas of natural beauty and the policy focuses on enhancing connectivity for tourists and worker areas through viable alternatives to the private car.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more public transport connectivity to visitor destinations, for both tourists and workers. A potential secondary effect of the policy could include greater footfall and visitors reaching the area through sustainable transport modes, supporting local economies.
A potential synergistic effect of the policy could include long term sustainable prosperity in visitor destinations as a result of greater connectivity to the areas through sustainable modes of transport, coordinated and integrated transport modes and minimising the dominance of private cars and parking in the area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		++	Loc	MT-LT	Perm	Med	++	++	++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs. A potential secondary effect of the policy could include greater use of multi-modals hubs and subsequently public transport as the enhanced facilities attract greater footfall.
A potential synergistic effect of the policy on the plan area could include improved strategic transport planning across the plan area by enhancing connectivity to visitor destinations through the development of greater sustainable transport options to visitor destinations, coordinated with park and ride schemes, DRT and improved active travel infrastructure.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes across towns from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement

The plan could make an explicit reference to how reduction in car use and improvements to active travel and public transport could improve landscapes and townscapes.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		?	Loc	LT	Perm	Med	+/?	+/?	+/?	+/?				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement

The plan could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		++	Local	ST-LT	Perm	Med	+	++	+++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the importance of rail in providing access to jobs and basic services and notes that transport hubs could support much needed regeneration across local centres.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north and increased spending within towns from increases in footfall, supporting new leisure and social users from multimodal transport hubs.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Former Metropolitan Counties	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		++	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in housing and office developments with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs could support access to essential community services.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between large conurbations.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement

The policy could make an explicit reference to coordinating the public infrastructure network with the future development of employment and housing within 15/20-minute neighbourhoods to enable coordinated strategic planning across the plan area.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

A potential primary and direct effect from the implementation of the policy on the plan area could include the safeguarding and prioritisation of land to support freight activities such as lorry parks, refuelling and distribution centres and a shift to rail transport in the freight sector.
A potential secondary effect from the implementation of the policy on the plan area could include better public transport connections at multi-modal hubs through enhanced hub and spoke model
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		-	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include increase active or public transport journeys, particularly journeys to work as a result of increased sustainable travel options available and greater facilities at multi-modal hubs. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.
A potential synergistic effect of the policy on the plan area could include an improvement in the quality of the surrounding landscape and/ or townscape as a result of reduced dominance of private cars on the road due to greater opportunities for sustainable travel modes and improvement in public realm surrounding multi-modal hubs, making it a more attractive, welcoming environment for all.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		-	Loc-Reg	MT-LT	Perm	Med	+	+	+	+				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. The policy also acknowledges opportunities for opening unused existing rail.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include the use of unused existing rail to support a shift to rail freight, the development of alternative fuels and an increase in electric vehicle charging infrastructure. A potential secondary effect of the policy could include a modal shift in the freight sector to low carbon transport and subsequently reducing fuel use and providing more sustainably designed infrastructure.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		-	Loc-Reg	MT-LT	Perm	Med	+	++	+++	+++				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment sites, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.
A potential synergistic effect of the policy on the plan area could include supporting the improvement in reliability of the North's strategic road and rail networks, through a combination of modal shift to public transport, through improved bus, rail and hub and spoke services and improved multi-modal hubs.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Industrial Places	Effects	January 2023 Assessment								February 2023 Assessment							
ISA2 Objective 13		**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary		-	Loc-Reg	MT-LT	Perm	Med	+	++	+++	+++				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include safeguarded land to support the freight sector and investment in active travel infrastructure for new housing and office developments. A potential secondary effect of the policy could include more connected neighbourhoods that are well served by active and public travel. A potential secondary effect of the policy could include employment development which is better served by the transport network.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.

Has the January 2023 Mitigation and Enhancement been addressed?	
Yes/No/Partially	
Commentary on Changes Made to the 2023 draft policy?	
Consideration of Changes made	
Summary of March 2023 Scoring	
Explain any changes in scoring	
Residual Impacts of the March 2023 Policy being Implemented?	
None Identified/Explain Potential Residual Impacts	

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.	✓	Loc	MT-LT	Perm	Med	++	++	+++	++				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for travel, essential services and as a community hub, enhancing connectivity and accessibility and reducing TRSE.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs could support access to essential community services.	✓	Local	ST-LT	Perm	Med	+	++	++	++				
Potential Effects A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks. A potential cumulative secondary effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include better access to multi-modal hubs from local communities through both active travel and public transport. A potential secondary effect could include greater footfall at multi-modal hubs and growth of leisure, social and community facilities. A potential synergistic effect of the policy on the plan area could include better extent and quality public and active travel to key services, as a result of improved infrastructure, sustainable design of development creating 15/20 minute neighbourhoods and more seamless multi-modal travel options supported by reliable information.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.	✓	Loc	MT-LT	Perm	Med	+	+	+	+				
Potential Effects Potential effects from the implementation of the policy on the plan area could include greater public transport options to reaching visitor destinations. A potential secondary effect of the policy could include less reliance on the private car and a reduction in TRSE.													
Mitigation and Enhancement The policy could make a greater reference to the need for public transportation to be financially accessible for all users.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs could support access to essential community services.	✓	Local	ST-LT	Perm	Med	+	+	++	+				
Potential Effects A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks. A potential cumulative secondary effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.													
Mitigation and Enhancement The policy could make a greater reference to the need for public transportation to be financially accessible for all users.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the affordability of public transport and active travel through the creation of 15/20 minute neighbourhoods.													
Mitigation and Enhancement The plan could make explicit reference to the affordability of the proposed public transport options, in particular through promoting the use of integrated ticketing and smart cards													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.	✓	Loc	MT-LT	Perm	Med	++	++	++	++				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services, such as health care and tourist information. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public transport network and a reduction in private vehicle milage and dependence. However, temporary parking bans could create more severance if not linked well with park and ride facilities. A potential synergistic effect of the policy on the plan are could include improved connectivity to visitor locations as a result of more integrated public transport options are multi-modal hubs and improved public realm and community facilities encouraging more people to travel sustainably.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Road space reallocation of active travel infrastructure alongside reduction of pavement parking and improvement of junction safety is noted as having the potential to minimise severance between communities. Additionally, the policy notes the multi-modal hubs and complementary planning policies could support access to essential community services.	✓✓	Local	ST-LT	Perm	Med	+	++	+++	++				
Potential Effects A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks. A potential cumulative secondary effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include improved active travel infrastructure, such as reduced pavement parking and improved junction safety. A potential secondary effect of the policy could include reduced severance in active travel infrastructure and improved public realm for all users.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													
Has the January 2023 Mitigation and Enhancement been addressed?													
Yes/No/Partially													
Commentary on Changes Made to the 2023 draft policy?													
Consideration of Changes made													
Summary of March 2023 Scoring													
Explain any changes in scoring													
Residual Impacts of the March 2023 Policy being Implemented?													
None Identified/Explain Potential Residual Impacts													

Visitor Destinations	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.	✓	Loc	MT-LT	Perm	Med	++	++	++	++				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm. A potential secondary effect of the policy could include greater use of multi-modals hubs for essential services, enhancing connectivity, accessibility and reducing TRSE.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Former Metropolitan Counties	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs and complementary planning policies could support access to essential community services.	✓✓	Local	ST-LT	Perm	Med	+	++	+++	++				
Potential Effects A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network. Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Industrial Places	Effects					January 2023 Assessment				February 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs and complementary planning policies could support access to essential community services.	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				
Potential Effects Potential primary effects from the implementation of the policy on the plan area could include more reliable and connected public transport in the region. A potential secondary effect of the policy could include better connected and more accessible transport network for all to reach essential services and the creation of 15/20 minute neighbourhoods.													
Mitigation and Enhancement None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.													

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	++	++	++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure.
A potential secondary effect of the policy could include reduced transport related vibration, air and noise pollution through reduced traffic levels and congestion.
A potential synergistic effect of the policy could include enabling a modal shift away from the private car alongside better facilities at multi-modal hubs and safer roads.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	++	++	++				

The policy states that multi-modal hubs will bring together bus, DRT, carlift share, park and ride facilities and e-bikes to reduce private vehicle trips and reduce congestion on the surrounding roads.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved bus and rail services supporting leisure patterns as well as commuting patterns. A potential secondary effect of the policy could include reduced private vehicles in close proximity to visitor destinations and improved road safety as a result of reduced traffic and pavement parking.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Visitor Destinations	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	++	++	++				

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for travel, essential services and as a community hub, enhancing connectivity and accessibility and reducing TRSE.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	+				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel modes.
Potential cumulative secondary effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.

Mitigation and Enhancement
The plan could make an explicit reference to the benefits active travel and public transport improvements may have on reduction in airpollution, vibration and noise pollution.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use, potentially resulting in improved road safety.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Former Metropolitan Counties	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++				

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes that multi-modal hubs have the potential to support regeneration opportunities, contributing to increased public realm.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential secondary effects from the implementation of the policy on the plan area could include improved public realm, supporting levels of natural surveillance within neighbourhoods.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and an improvement of local vibration, noise and air pollution as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement
The plan could make explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by improving the public realm and active travel infrastructure such as the reallocation of road space, the reduction of pavement parking and improved junction safety to improve road and active travel safety.

Potantial Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car use on the roads and encouraging public realm improvements around multi-modal hubs. A potential secondary effect of the policy could include a reduction in traffic congestion and a safer environment for people and wildlife.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

Industrial Places	Effects					January 2023 Assessment					February 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+				

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by improving the public realm and active travel infrastructure such as the reallocation of road space, the reduction of pavement parking and improved junction safety to improve road and active travel safety.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include public realm and active travel improvements and better and safer connectivity to public transport. A potential secondary effect of the policy could include active and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement
The plan could make explicit reference to safety improvements in relation to multi-modal hubs, including natural surveillance, and creating a more welcoming environment for travel and accessing key facilities.
Has the January 2023 Mitigation and Enhancement been addressed?
Yes/No/Partially
Commentary on Changes Made to the 2023 draft policy?
Consideration of Changes made
Summary of March 2023 Scoring
Explain any changes in scoring
Residual Impacts of the March 2023 Policy being Implemented?
None Identified/Explain Potential Residual Impacts

March 2023

	ISA2 Obj 1	ISA2 Obj 2	ISA2 Obj 3	ISA2 Obj 4	ISA2 Obj 5	ISA2 Obj 6	ISA2 Obj 7	ISA2 Obj 8	ISA2 Obj 9	ISA2 Obj 10	ISA2 Obj 11	ISA2 Obj 12	ISA2 Obj 13	ISA2 Obj 14a	ISA2 Obj 14b	ISA2 Obj 14c	ISA2 Obj 15a	ISA2 Obj 15b	ISA2 Obj 16a	ISA2 Obj 16b
Commuter Towns	+++	++	++	+	++	++	++	0/?	+/?	+	+	++	++	++	+++	++	++	+	+	+
Large Conurbations	+++	++	++	++	+++	+++	++	0/?	+++	+++	+	+++	+++	+++	+++	+++	+++	+++	++	++
Rural Villages and 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/?	+++	+	+	+++	+++	++	+	++	++	+	++	+
Rail	+++	+/?	+/?	+/?	+++	+	0/?	0/?	0/?	+	++	++	++	+++	+++	+++	++	+++	++	+++
Roads	+++	++	++	0	++	+++	+	0/?	0/?	+	+	++	++	++	+	++	++	++	++	+
Freight and International Connectivity	++	++	+/?	+/?	+++	++	0/?	0/?	0/?	+	++	++	++	++	++	++	++	++	++	++
Local Connectivitiy	++	++	+	?	+	+	0	0	0	+	+	++	++	++	++	++	++	++	++	+
Rural Mobility																				
Achieving More Sustainable Travel																				
Active Travel																				
Electric Vehicle Charging Infrastructure																				
Multi-Modal Hubs																				
Connected Mobility																				
Decarbonisation																				
Transport Related Social Exclusion																				

No longer included in the STP2.

Rail

Effects

ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced greenhouse gas emissions from surface transport as a result of a more efficient and effective rail network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added stating that the electrification of the North's rail network is critical in reducing greenhouse gas emissions.

Summary of March 2023 Scoring

The added policy wording encourages the use of low carbon transport technologies and supports the reduction in private vehicle use. However, as the policy already scored largely beneficial, the scoring remains the same.

Residual Impacts of the March 2023 Policy being Implemented?

None identified.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	+++	+++	+++	++	+++	+++	+++
March 2023 Assessment	++	+++	+++	+++	++	+++	+++	+++

Rail

Effects

ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure

	Mag	Scale	Dur	T/P	Cert
	?	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods which will have a critical role in decarbonising the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

Policy could make explicit reference to encouraging low carbon construction materials and techniques for new rail infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to construction techniques and materials for new and upgraded infrastructure.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?
March 2023 Assessment	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

Rail

Effects

ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network

	Mag	Scale	Dur	T/P	Cert
	?	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles . A potential synergistic effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to promoting good design at multi-modal hubs or integrated access stations to maximise ecological connectivity.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?
March 2023 Assessment	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

Rail

Effects

ISA2 Objective 4- Conserve and enhance internationally designated environment sites

	Mag	Scale	Dur	T/P	Cert
	?	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles . A potential synergistic effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help to protect internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to considering the impact of development on environment sites.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	?	?	?	?	?	?	?	?
March 2023 Assessment	?	?	?	?	?	?	?	?

Rail

Effects

ISA2 Objective 5- Protect and enhance local air quality

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced pollution and improved local air quality as a result of a greater use of the rail network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added stating that the electrification of the North's rail network is critical in reducing greenhouse gas emissions.

Summary of March 2023 Scoring

The added policy wording encourages the use of low carbon transport technologies and supports the reduction in private vehicle use, which could support an improvement in local air quality. However, as the policy already scored largely beneficial, the scoring remains the same.

Residual Impacts of the March 2023 Policy being Implemented?

None identified.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	+++	+++	+++	++	+++	+++	+++
March 2023 Assessment	++	+++	+++	+++	++	+++	+++	+++

Rail

Effects

ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities. The policy seeks to meet this responsibility by increasing environmental standards of their rail operators.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	+	+	+	+	+	+	+
March 2023 Assessment	+	+	+	+	+	+	+	+

Roads

Effects

ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	MT-LT	Perm	Med

Commentary

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's road networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced greenhouse gas emissions from surface transport as a result of decarbonisation ambitions.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added which outlines an urgent requirement to decarbonise the transport system as such, impacting on reduction of greenhouse gas emissions.

Summary of March 2023 Scoring

The added policy wording outlines that planning for future road investments must align with policy commitments to achieve close to net zero carbon emissions. However, as the policy already scored largely beneficial, the scoring remains the same.

Residual Impacts of the March 2023 Policy being Implemented?

None identified.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	++	++	++	+	++	++	++
March 2023 Assessment	+	++	++	++	+	++	++	++

Roads

Effects

ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	MT-LT	Perm	Med

Commentary

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None identified.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	++	++	+	++	++	++	+
March 2023 Assessment	++	++	++	+	++	++	++	+

Roads

Effects

ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	MT-LT	Perm	Med

Commentary

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has been partly addressed.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added which outlines a requirement to deliver net gains in biodiversity to contribute to inclusivity, health and access to opportunities through improved air quality.

Summary of March 2023 Scoring

As the policy now includes reference to biodiversity net gain, this has had a positive effect on this ISA2 objective.

Residual Impacts of the March 2023 Policy being Implemented?

None identified.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	+	+	+	+	+	+	+
March 2023 Assessment	++	++	++	+	++	++	++	+

Roads

Effects

ISA2 Objective 4- Conserve and enhance internationally designated environment sites

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	MT-LT	Perm	Med

Commentary

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help to protect internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to protecting the environment, particularly internationally designated environment sites.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	0	0	0	0	0	0	0	0
March 2023 Assessment	0	0	0	0	0	0	0	0

Roads

Effects

ISA2 Objective 5- Protect and enhance local air quality

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	MT-LT	Perm	Med

Commentary

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added outlining the importance of improving air quality to support overall inclusivity, health and access to opportunities.

Summary of March 2023 Scoring

The added policy wording outlines the importance of improving air quality to support overall inclusivity, health and access to opportunities, this has had a positive impact on overall scoring.

Residual Impacts of the March 2023 Policy being Implemented?

None identified.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	++	++	+	+	++	++	+
March 2023 Assessment	+	++	++	+	+	++	++	+

Roads

Effects

ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	MT-LT	Perm	Med

Commentary

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	+	++	++	+	++	++	++
March 2023 Assessment	+	+	++	++	+	++	++	++

Freight and International Connectivity

Effects

ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North

	Mag	Scale	Dur	T/P	Cert
	✓	Loc-Nat	ST-LT	Perm	High

Commentary

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from more efficient freight and logistics transport movements.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements across the plan area, this would likely result in a healthier environments for communities.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None Identified

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	++	+++	++	++	++	+++	++
March 2023 Assessment	++	++	+++	++	++	++	+++	++

Freight and International Connectivity

Effects

ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure

	Mag	Scale	Dur	T/P	Cert
	✓	Loc-Nat	ST-LT	Perm	Med

Commentary

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.

A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.

A potential synergistic effect of the policy could include a more integrated and efficient transport movement network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None Identified

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	++	+++	++	++	++	+++	++
March 2023 Assessment	++	++	+++	++	++	++	+++	++

Freight and International Connectivity

Effects

ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network

	Mag	Scale	Dur	T/P	Cert
	?	Loc-Nat	ST-LT	Perm	High

Commentary

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.

A potential secondary effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	?	?	?	?	?	?	?	?
March 2023 Assessment	?	?	?	?	?	?	?	?

Freight and International Connectivity

Effects

ISA2 Objective 4- Conserve and enhance internationally designated environment sites

	Mag	Scale	Dur	T/P	Cert
	?	Loc-Nat	ST-LT	Perm	High

Commentary

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.

A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to protecting the environment, particularly internationally designated environment sites.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	?	?	?	?	?	?	?	?
March 2023 Assessment	?	?	?	?	?	?	?	?

Freight and International Connectivity

Effects

ISA2 Objective 5- Protect and enhance local air quality

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	ST-LT	Perm	High

Commentary

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.

A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.

A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None Identified

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	+++	+++	+++	++	+++	+++	+++
March 2023 Assessment	++	+++	+++	+++	++	+++	+++	+++

Freight and International Connectivity

Effects

ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate

	Mag	Scale	Dur	T/P	Cert
	✓	Reg-Nat	ST-LT	Perm	Med

Commentary

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	++	+++	++	++	++	+++	++
March 2023 Assessment	++	++	+++	++	++	++	+++	++

Local Connectivity

Effects

ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North

	Mag	Scale	Dur	T/P	Cert
	✓	Loc-Reg	ST-LT	Perm	Med

Commentary

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary synergistic effect of the policy could include a reduction in greenhouse gas emissions as a result of decarbonisation ambitions across the transport network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None identified

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	++	++	++	+	++	++	++	+
March 2023 Assessment	++	++	++	+	++	++	++	+

Local Connectivity

Effects

ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure

	Mag	Scale	Dur	T/P	Cert
	✓	Local	ST-LT	Perm	Med

Commentary

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary synergistic effect of the policy could include a decarbonisation through reduction, alongside benefits to health and wellbeing.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None identified

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	+	++	++	+	+	++	++
March 2023 Assessment	+	+	++	++	+	+	++	++

Local Connectivity

Effects

ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network

	Mag	Scale	Dur	T/P	Cert
	?	Local	ST-LT	Perm	Med

Commentary

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Primary effects from the implementation of the policy on the plan area could include potential protection of biodiversity , geodiversity and the green infrastructure network through reduction in car use. Potential secondary effects of the policy could include a reduction in air pollution through decarbonisation ambitions.

Mitigation and Enhancement

The policy could make explicit references to reducing vibration, air and noise pollution.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the March 2023 Policy being Implemented?

Recommend that the policy could make explicit reference to reducing vibration, air and noise pollution.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	?	+	+	+	?	+	+	+
March 2023 Assessment	?	+	+	+	?	+	+	+

Local Connectivity

Effects

ISA2 Objective 4- Conserve and enhance internationally designated environment sites

	Mag	Scale	Dur	T/P	Cert
	?	Local	ST-LT	Perm	Med

Commentary

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the March 2023 Policy being Implemented?

Recommend that the policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	?	?	?	?	?	?	?	?
March 2023 Assessment	?	?	?	?	?	?	?	?

Local Connectivity

Effects

ISA2 Objective 5- Protect and enhance local air quality

	Mag	Scale	Dur	T/P	Cert
	✓	Local	ST-LT	Perm	Med

Commentary

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary and synergistic effect of the policy could include an improvement in local air quality as a result of decarbonisation ambitions across the transport network.

Mitigation and Enhancement

Policy could make explicit reference to protecting and enhancing local air quality.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the March 2023 Policy being Implemented?

Recommend that the policy could make explicit reference to protecting and enhancing local air quality.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	+	++	+	+	+	++	+
March 2023 Assessment	+	+	++	+	+	+	++	+

Local Connectivity

Effects

ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate

	Mag	Scale	Dur	T/P	Cert
	✓	Local	ST-LT	Perm	Med

Commentary

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

	ST	MT	LT	Sm	ST	MT	LT	Sm
January 2023 Assessment	+	+	+	+	+	+	+	+
March 2023 Assessment	+	+	+	+	+	+	+	+

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region and reduced transport related social exclusion. A potential synergistic effect of the policy on the plan area could include a more resilient transport network as a result of a more efficient and effective rail network.

Mitigation and Enhancement
Policy could make an explicit reference to increasing the resilience of the transport network to a changing climate, including extreme weather events.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to climate change and resilience.

Rail	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement
None identified.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rail	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use reducing demand for new road space across the region and preventing the loss of agricultural land.

Mitigation and Enhancement
None identified.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rail	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transport infrastructure network.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to conserving historic assets which form part of the rail network, during construction and operation of rail infrastructure.

Rail	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	+	+	+	+	+	+	+

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects
The policy focuses on providing better accessibility for sustainable travel for short or multi-stage journeys, helping to keep communities connected.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to protecting and enhancing the character of surrounding areas, through the construction and operation of rail infrastructure.

Rail	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	++	++	++	+	++/?	++	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles. A potential synergistic effect of the policy on the plan area could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use, the use of recycled and locally produced materials and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been partially addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added stating that the electrification of the North's rail network is critical in reducing greenhouse gas emissions.
Summary of March 2023 Scoring

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include an increase in the resilience of the transport network through understanding road capacity and changing travel behaviours.

Mitigation and Enhancement
None Identified
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added outlining that the road network needs to be resilient and adaptive to meet severe weather events, improving network resilience.
Summary of March 2023 Scoring
The added policy wording outlines that the road network needs to be resilient and adaptive to meet severe weather events, improving network resilience, this has had a positive impact on overall scoring.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Roads	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	+	+	++	+

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement
The policy could make an explicit reference to the overall reduction in pollution through decarbonisation goals.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added outlining decarbonisation goals and improvements to air quality.
Summary of March 2023 Scoring
The added policy wording outlines decarbonisation goals and improvements to air quality. This has had a positive impact on overall scoring.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Roads	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Reg-Nat	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the road network.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.

Roads	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Reg-Nat	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
None identified.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Roads	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/?	Reg-Nat	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and synergistic effect of the policy could include the protection and enhancement of character and quality of landscapes through a shift in car dominance.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Roads	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/?	Reg-Nat	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary and synergistic effect of the policy could include considered use of the current road network prior to further development. A potential synergistic effect of the policy could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with the shift to more sustainable freight and logistics travel patterns which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns for freight and logistics across large conurbations, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.
Another potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement
None identified.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the shift to reduced freight and logistics travel movements which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns, with the reduction in pollution benefitting the surrounding blue infrastructure network creating stronger and healthier natural environments due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to reducing pollution from the transportation network to benefit the natural environment.

Freight and International Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary effect of the policy could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement
None identified.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network and the implementation of the policy on the plan area could include the freight and logistics transport fleets against the effects of climate change, ensuring access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	MT-LT	Perm	High	+	+	+	+	+	+	+	+

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary and synergistic effect of the policy could include the protection and enhancement of character and quality of landscapes and townscapes through a shift in road transport dominance.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Freight and International Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Reg-Nat	MI-LT	Perm	High	+	+	+	+	+	++	++	++

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
Potential cumulative primary and direct effects from the implementation of the policy on the plan area could be the greater use of resources, reduction in fuel and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has partially been addressed
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to efficient flow of goods and traffic
Summary of March 2023 Scoring

Potential Effects
Potential primary effects from the implementation of the policy could include a more resilient transport network due to improved accessibility and connectivity for local travel. Potential secondary effects of the policy could include a reduction in pollutants through decarbonisation ambitions.

Mitigation and Enhancement
Policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that the policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.

Local Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0	0	0	0	0

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. Potential secondary effects of the policy could include a reduction in pollutants through decarbonisation ambitions.

Mitigation and Enhancement
None identified.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Local Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0	0	0	0	0

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Primary effects from the implementation of the policy on the plan area could include the protection of soil through improving existing public transport infrastructure and reducing the demand for road space.

Mitigation and Enhancement
None identified
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Local Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0	0	0	0	0

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Primary effects from the implementation of the policy on the plan area could include improved sustainable local connectivity. A potential secondary effect of the policy could include a reduction in car use through the promotion of public transport and active travel modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting improved access to historic or culturally important sites by sustainable transport modes.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that the policy makes explicit reference to supporting improved access to historic or culturally important sites by sustainable transport modes.

Local Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓/?	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the reduction of car usage. A potential secondary and synergistic effect of the policy could include protection of the character and quality of landscapes and townscapes.

Mitigation and Enhancement
Policy could make an explicit reference to ensuring the conservation and enhancement of the surrounding landscapes and townscapes in relation to local connectivity and car reduction.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that the policy makes explicit reference to ensuring the conservation and enhancement of the surrounding landscapes and townscapes in relation to local connectivity and car reduction.

Local Connectivity	Effects					January 2023 Assessment					March 2023 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in fuel use through promotion of more sustainable transport modes. Potential secondary and synergistic effects of the policy on the plan area could include minimisation of the production of waste through re-use of existing infrastructure.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

The added policy wording encourages the electrification of the North's rail network, which will help to enable upgraded infrastructure to be resource efficient in its operation. Therefore, the scoring has been improved to largely beneficial in the longer term.
Residual Impacts of the March 2023 Policy being implemented?
Policy could make explicit reference to promoting the use of recycled and locally produced materials and resource efficient transport infrastructure in its construction.

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

As the policy now includes reference to efficient use of resources, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being implemented?

None identified.

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?

None Identified.

Rail — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++	++	++	++

Commentary
The policy focusses on encouraging an effective and efficient rail network in the North connecting people and goods to maximise the regions economic potential. The policy encourages the need for a fit-for-purpose network with strong North-South and East-West connections.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Road — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++	+	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road, supporting economic outcomes for the North from the decarbonisation of transport. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Freight and International Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++	++	+++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of goods across the plan area through more efficient movement patterns, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Local Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased frequency of service and reliability of local public transport. A potential secondary effect of the policy could include improved mobility, supporting the economy.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Rail — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++	++	+++	++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring economic assets and neighbouring regions closer together.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of public and active transport with rail services. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated and strategic transport planning across the region.

Mitigation and Enhancement
Policy could make an explicit reference to supporting mixed use development coordinated with accessibility to the rail network.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?

Recommend policy makes explicit reference to housing and employment development in terms of accessibility and integration with the rail network.

Road — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++	+	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to working with relevant bodies to ensure strategic transport planning across the region.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved understanding of the current road network, resulting in strategic planning across the plan area. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated and strategic transport planning across the region.

Mitigation and Enhancement
Policy could make an explicit reference to supporting access to housing and employment.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
Policy could make an explicit reference to supporting access to housing and employment.

Freight and International Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++	+	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
Policy could make explicit reference to linking the multi-modal freight networks with public transport infrastructure and local communities where possible and appropriate, to support employment opportunities and the development of connected communities.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being implemented?
Recommend that reference is made to linking the multi-modal freight networks with public transport infrastructure and local communities where possible and appropriate, to support employment opportunities and the development of connected communities.

Local Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes. The policy also makes reference to taking a place-based approach to support strategic pan-Northern connectivity and local transport networks.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved connectivity for communities locally. A potential secondary effect of the policy could include improved connectivity across the region through supporting strategic transport planning.

Mitigation and Enhancement
Policy could make explicit reference to connected communities and supporting housing and employment development in areas served by public or active transport modes.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being implemented?
Recommend that the policy makes reference to connected communities and supporting housing and employment development in areas served by public or active transport modes.

Rail — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of rail services, including better information available before and throughout journeys. A potential secondary effect of the policy could include greater use of rail services for users to access services and facilities. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups, as a result of greater reliability, accessibility and inclusivity of the rail network.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Road — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++	+	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved access to essential facilities through strategic planning of the road network. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Freight and International Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++	+	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements across the plan area, this would likely result in a healthier environments for communities.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Local Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improvement to the quality of public transport and active travel modes. A potential secondary effect of the policy could include improved connectivity.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
None Identified

Rail — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities. The policy seeks to enable an equitable and affordable railway for all, including the need for integrated fares and ticketing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of fares and ticketing for rail services. A potential secondary and synergistic effect of the policy could include an increase in modal share of rail travel as a result of a more financially accessible rail service.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added encouraging the integration of fares and ticketing to enable greater connectivity.
Summary of March 2023 Scoring
The added policy wording promotes the use of technology to integrate ticketing and fares, which could support a reduction in travel costs for users, improving the score in the short term to largely beneficial.
Residual Impacts of the March 2023 Policy being implemented?

None identified.

Road — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+	+	+	+

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved access to essential facilities through strategic planning of the road network. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement
Policy could make explicit reference to supporting the provision of services that are financially accessible and promoting the integration of technology across the transport network.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?
Policy could make an explicit reference to supporting the provision of services that are financially accessible and promoting the integration of technology across the transport network.

Freight and International Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	++	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?

None Identified

Local Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improvement to the quality of public transport and active travel modes. A potential secondary effect of the policy could include improved connectivity.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being implemented?

None Identified

Rail — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better integration of rail services with surrounding public and active travel networks. A potential secondary effect of the policy could include greater use of rail services as a result of reduced severance in the transport network. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added outlining the ambition for the rail network to be seamlessly integrated into the regions wider public transport and active travel networks, facilitating sustainable, multi-modal door-to-door journeys.

Road — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++	+	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include inclusive journeys for all road users through assessment of future mobility and changing travel behaviours. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Freight and International Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++	+	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Local Connectivity — Effects — January 2023 Assessment — March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of traffic on residential roads due to the promotion of public transport and active travel as modes for local connectivity. A potential secondary effect of the policy could include improvement of the overall environment.

Mitigation and Enhancement
None identified.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

The added policy wording supports better connectivity, door-to-door, which could enhance access to essential facilities and reduce severance issues, improving the score in the short term to largely beneficial.

Residual Impacts of the March 2023 Policy being implemented?

None Identified.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Rail	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat ST-LT Perm High	++	++	++	++	++	++	++	++	++	++	++	++	++

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of rail services. A potential secondary effect of the policy could include greater use of rail services for users to access services and facilities, including those that improve health outcomes.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Roads	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat MT-LT Perm Med +	++	++	++	+	++	++	++	++	++	++	++	++	++

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved access to services through strategic road planning. A potential secondary effect of the policy could include improved health benefits through decarbonisation goals.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Freight and International Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Loc-Reg ST-LT Perm Med +	++	++	++	+	++	++	++	++	++	++	++	++	++

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Local Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Local ST-LT Perm Med +	++	++	++	+	++	++	++	++	++	++	++	++	++

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased use of public transport and active travel modes, encouraging physical activity. A potential secondary effect of the policy could include improved accessibility to services through improved localised connectivity.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Rail	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat ST-LT Perm High	++	++/--	++/--	++/--	++	++/--	++/--	++/--	++/--	++/--	++/--	++/--	++/--

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced transport related vibration, noise and air pollution.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added stating that the electrification of the North's rail network is critical in reducing greenhouse gas emissions.

Summary of March 2023 Scoring

The added policy wording encourages the use of low carbon transport technologies and supports the reduction in private vehicle use, which could support an improvement in transport related vibration, air and noise pollution. However, as the policy already scored largely beneficial, the scoring remains the same.

Residual Impacts of the March 2023 Policy being implemented?

None identified.

Roads	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Local MT-LT Perm Med ++	++	++	++	++	++	++	++	++	++	++	++	++	++

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction of the transport impact on vibration, air quality and noise through decarbonisation goals. A potential secondary and synergistic effect of the policy could include improved health and wellbeing.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added outlining how transition to low and zero emission behicles could contribute overall inclusivity, health and access to opportunities.

Summary of March 2023 Scoring

The added policy wording outlines how transition to low and zero emission behicles could contribute overall inclusivity, health and access to opportunities. However, as the policy already scored largely beneficial, the scoring remains the same.

Residual Impacts of the March 2023 Policy being implemented?

None Identified.

Freight and International Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Loc-Reg ST-LT Perm Med ++	++	++	++	++	++	++	++	++	++	++	++	++	++

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Local Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Local ST-LT Perm Med +	++	++	++	+	++	++	++	++	++	++	++	++	++

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved air quality through ambitions to decarbonise the transport network. Potential secondary and synergistic effects of the policy could include improved health and wellbeing.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Rail	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat ST-LT Perm High	++	++	++	++	++	++	++	++	++	++	++/--	++	++

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in moving towards a sustainable, decarbonised transport system. The policy intends to facilitate door-to-door sustainable, multi-modal journey's to encourage a modal shift towards more sustainable modes of travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety, as a result of fewer cars on the surrounding road network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added focusing on the accessibility of the rail network. The policy requires integrated access to stations as gateways such as bus interchanges and walking and cycling routes.

Summary of March 2023 Scoring

The added policy wording could reduce levels of private car uses and improved walking and cycling routes, which could result in safer environments everyone, including those walking, cycling and wheeling. This therefore improves the scoring to largely beneficial in the long term.

Residual Impacts of the March 2023 Policy being implemented?

None Identified.

Roads	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat MT-LT Perm Med ++	++	++	++	++	++	++	++	++	++	++	++	++	++

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in the use of private vehicles through decarbonisation goals and promotion of shared mobility solutions. A potential secondary effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety, as a result of fewer cars on the surrounding road network.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Freight and International Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Loc-Reg ST-LT Perm Med ++	++	++	++	++	++	++	++	++	++	++	++	++	++

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective, supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Local Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Local ST-LT Perm Med +	++	++	++	+	++	++	++	++	++	++	++	++	++

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include reduction of levels of car use through the promotion of public transport and active travel modes. Potential secondary effects of the policy could include improved safety due to car reduction.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Rail	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat ST-LT Perm High	++	++/--	++/--	++/--	++	++/--	++/--	++/--	++/--	++/--	++/--	++/--	++/--

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects of the policy on the plan area could include improved public realm and better design around rail stations and multi-modal hubs. A potential secondary effect of the policy on the plan area could include an increased perception and increased actual safety along rail services and integrated public and active travel routes. A potential synergistic effect of the policy could include a more welcoming environment for all users.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Roads	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Reg-Nat MT-LT Perm Med +	+	+	+	+	+	+	+	+	+	+	+	+	+

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved road design and provision of walking and cycling facilities. A potential secondary effect of the policy on the plan area could include increased perception and actual safety.

Mitigation and Enhancement

Policy could make explicit reference to actual and perceived safety and security issues across the road network.

Has the January 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

Policy could make an explicit reference to actual and perceived safety and security issues across the road network. network.

Freight and International Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Loc-Reg ST-LT Perm Med ++	++	++	++	++	++	++	++	++	++	++	++	++	++

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement

None identified.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Local Connectivity	Effects						January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
Commentary ✓ Local MT-LT Perm Med +	+	+	+	+	+	+	+	+	+	+	+	+	+

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include increased provision for active travel and physical activity. Potential secondary effects of the policy could include improved environments for those utilising public transport, walking and cycling through the promotion of public transport and active travel modes.

Mitigation and Enhancement

Policy could make explicit reference to ensuring safety to create a welcoming environment for travel for all users.

Has the January 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being implemented?

None Identified

Commuter Towns	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc-Reg	ST-LT	Perm	High	++	+++	+++	+++	++	+++	+++	+++

The policy focuses on encouraging a modal shift away from private car for commuting trips by enhancing the hub and spoke model, enhancing rail and bus services and implementing reliable journey planning tools, supporting a reduction in greenhouse gas emissions through enhancing sustainable transport options for commuters.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved walking and cycling infrastructure and improved Bus Services and Active Travel routes. A potential secondary effect of the policy could include a reduction in private car vehicle milage and a modal shift towards active travel, and a wider choice of passenger travel.

A potential synergistic effect of the implementation of the policy could include improved carbon efficiency in the movement of people as a result of enhanced sustainable walking, cycling and bus infrastructure.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on enhancing existing rail and bus stations and investment in new multi-modal hubs bringing together existing and proposed public transport options and active travel facilities. The policy states that new housing development should be decoupled from parking provision and considers the alternative options of lift share schemes and active travel.

Potential Effects

A potential primary or direct effect from the implementation of the policy on the plan area could include the reuse of existing road space for public and shared transport modes and the delivery of walking and cycling infrastructure. A potential synergistic effect of the policy could include contributing to a reduction in embedded construction carbon through improving existing transport infrastructure and encouraging more active travel transport networks.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	+	++	++	++

The policy focuses on promoting active travel infrastructure as the natural choice and reallocating road space to prioritise active travel measures.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include reallocated road space for active travel networks and a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, however vibration and noise pollution could increase as a result of increase in frequency of bus and rail services. New transport infrastructure encouraged by the policy could have potential effects on biodiversity and geodiversity.

Mitigation and Enhancement

Policy could make more explicit reference to the role and inclusion of green infrastructure within walking and cycling infrastructure in order to maximise ecological connectivity and secure overall Biodiversity Net Gain. Policy could also make an explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments, particularly in relation to the increase in frequency of bus and rail services.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?
Wording was added to explore the potential for developing new green and blue infrastructure and enhancing biodiversity.
Summary of March 2023 Scoring
The added policy wording would seek to enhance biodiversity and enhance natural capital in the North, therefore improving the score to moderate beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to the enhancement of biodiversity and blue and green infrastructure assets in the North.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+	+	+	+

The policy focuses on prioritising active and public travel as the natural choice for commutes and reallocating road space which could support the reuse of existing infrastructure, and reduce the risk of impacts of internationally designated environment sites.

Potential Effects

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the minimisation of dependence on the private car and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a healthier city environments for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure and active travel modes across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure, changes to car parking spaces within large conurbations and delivery of blue and green infrastructure within urban environments.
A potential secondary effect of the policy could include minimising emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.
A potential synergistic effect of the policy could include a larger public transport and active travel network that may require new or enhanced facilities resulting in embedded emissions in the delivery of this new infrastructure

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	MT-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	+++	++	++	+++	+++	+++

The policy focuses on enabling sustainable, reliable transport for rural areas where public transport is limited, supporting an affordable and equitable transition to sustainable travel through improved infrastructure and behavioural changes.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used for agriculture and an increased take up of transitional fuels and EV charging. Potential primary effects from the implementation of the policy on the plan area could also include awareness campaigns and fare incentives for local residents. A potential secondary effect of the policy is a reduction in green house gas emissions as a result of less high-energy consuming vehicles and pollution from private cars.

A potential synergistic effect of the policy on the plan area could include more efficient movement of people, particularly from rural locations. By supporting the significant shift in public transportation infrastructure throughout the northern regions through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added to ensure that multi-modal hubs are well integrated with active travel and scheduled bus services. Policy wording has also been added to consider that public transport provision may be limited in rural areas and policies need to provide an affordable alternative for those without access to a private car.
Summary of March 2023 Scoring

The added policy wording considers the specific transport needs of rural communities, as well as encouraging well-integrated multi-modal hubs which has improved the scoring to largely beneficial as a result of the impact this wording could have on reducing greenhouse gas emissions from surface transport in the North.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on encouraging an equitable transition to zero-emission vehicles, supported through the uptake of transitional fuels, EV charging and the use of drop off and collect facilities at multimodal hubs,

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include an increase in sustainable charging and refuelling infrastructure in rural communities. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities.
A potential synergistic effect of the policy on the plan area could include a reduction in embedded carbon as a result of demand for low emission vehicles and an increase in demand for transitional fuels

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy focuses on encouraging the use of zero emissions vehicles for agriculture and low emissions vehicles for vans and trucks.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters and an increase in sustainable in charging and refuelling infrastructure in rural communities. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in agricultural communities and reduced car travel. A potential synergistic effect of the policy on the plan area could included reduced vibration, air and noise pollution.

Mitigation and Enhancement

Policy could make more explicit reference to the role and inclusion of green infrastructure within transport infrastructure in order to maximise ecological connectivity and secure overall Biodiversity Net Gain. Policy could also make an explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to promoting good design at multi-modal hubs or integrated access stations to maximise ecological connectivity.

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on encouraging the use of zero and low emissions vehicles, which could contribute to protecting internationally designated environment sites. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater integration and reliability of the transport network for commuters. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, helping to protect internationally designated environment sites from transport emissions.

Mitigation and Enhancement
Policy could make more explicit reference to environmental Mitigation and Enhancement as a result of enhanced transport infrastructure and proposed developments, particularly in relation to the impact of the increase in frequency of bus and rail services on internationally designated environment sites.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement for this objective has been partially addressed.
Commentary on Changes Made to the 2023 draft policy?
Wording was added to explore the potential for enhancing biodiversity.
Summary of March 2023 Scoring
The added policy wording would seek to enhance biodiversity and enhance natural capital in the North, therefore improving the score to slight beneficial.
Residual Impacts of the March 2023 Policy being Implemented?

None identified.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy seeks to encourage a holistic approach to spatial and transport planning, reducing car dependency in commuter towns and prioritising active and public transport options.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users and from new developments shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy seeks to encourage a holistic approach to spatial and transport planning, reducing car dependency in commuter towns and prioritising active and public transport options.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and essential services by increasing transport options. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility to active and public transport infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	0	0	0	+	++	++	++

The policy focuses on achieving a holistic approach to transport planning and reducing the dependency on the car.

Potential Effects
Potential effects of the policy on the plan area could include the reallocation of road space to support active travel measures. A potential secondary effect of the policy could include improvements to the public realm.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from polluting vehicles and the public transportation network to benefit the natural environment and reference improvements in the public realm to support improvements to the active travel network, including enhancing blue infrastructure.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement for this objective has been partially addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added to explore the potential for developing new blue infrastructure and enhancing biodiversity.

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	+++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects
Primary and direct effects from the implementation of the policy on the plan area would be the minimisation of dependence on the private car, uptake in electric vehicles and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a healthier city environments for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the significant shift in public transportation infrastructure and active travel modes across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in more sustainable and accessible travel opportunities for communities and businesses.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. In doing so, this would further encourage communities to utilise public transportation and sustainable travel modes, supporting the modal shift away from fossil-fuelled private vehicles to EV cars/bikes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network. Further potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with no reliance on fossil fuels, with the modal shift to decarbonised transportation which would respond to the uncertainties from climatic effects in addition to the delivery of blue and green infrastructure within urban environments.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency and accessibility of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network and delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters and a modal shift towards low or zero carbon vehicles in rural villages. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement
The plan could make explicit reference to rural areas surrounding/adjacent/within designated environmental sites and how they are protected and enhanced
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to considering the impact of development on environment sites.

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services which could support the protection of local air quality.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car, increase low emission vehicle infrastructure and a better awareness of other modes of transport available. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion and the use of sustainable fuels. A potential synergistic effect of the policy could include enabling a modal shift away from the private car in rural villages, as a result of raising awareness and promoting other sustainable shared transport options.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles used and an increased take up of transitional fuels and EV charging. A potential secondary effect of the policy could include a greater understanding in rural communities of the transport systems vulnerability to climate change, in particular the risk of relying on finite fuel sources.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0	0	0	0	0	0	0	0

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the more zero or low carbon vehicles in rural villages.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emissions vehicles.

A potential synergistic effect of the policy on the plan area could include a shift to low and zero carbon vehicles as a result of a combination of Government funding in schemes and improved infrastructure such as refuelling infrastructure, EV charging and click and collect facilities at multi-modal hubs.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2023 Scoring

The added policy wording would seek to enhance biodiversity and blue infrastructure, therefore improving the score to moderate beneficial as a result of the impact it could have on enhancing the blue infrastructure network.
Residual Impacts of the March 2023 Policy being Implemented?
Potential residual impacts of the policy on the plan area could include the enhancement of blue and green infrastructure assets in the North.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on reallocating road space to support bus and active travel priority measures which could support the protection and conservation of soil through encouraging infrastructure on previously developed land.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include the reallocation of road space to prioritise active travel infrastructure. A potential secondary effect of the policy could include the protection of soil through new or improved transport infrastructure being located on previously used and reallocated road space.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy focuses on reallocating road space to support bus and active travel priority measures and reducing the reliance on the private car through the design of new development.

Potential Effects
Potential effects of the policy on the plan area could include improvements in the reliability of public transport. A potential secondary effect of the policy could include improving access to important heritage sites and assets through sustainable transport modes.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+	+	++	+

The policy seeks to deliver reliable multi-modal transport options for commuters and reduce the reliance on the private car.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership in the plan area.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both lift share schemes and from reallocated road space.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added that seeks to explore the potential for developing new green and blue infrastructure, enhancing biodiversity and creating a valuable community asset.
Summary of March 2023 Scoring
The added policy wording would seek to enhance biodiversity and blue infrastructure, therefore improving the score to slight beneficial, and moderately beneficial in the long term, as a result of the impact it could have on enhancing the character of landscapes and townscapes in Commuter Towns.
Residual Impacts of the March 2023 Policy being Implemented?

None identified.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on delivering reliable multi-modal transport options and reallocated/reusing existing road space to support bus and active travel priority measures.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in fuel use by encouraging the use of more sustainable modes of transport. A potential secondary and synergistic effect of the policy could include more prudent use of natural resources through a combination of improved active and pubic transport infrastructure together enhancing sustainable transport options.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, the uptake in decarbonised transport fleets and reduction in freight and logistics movements.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to protecting, enhancing and improving access to historic assets which form part of the transport infrastructure network.
Summary of March 2023 Scoring
As the policy now includes reference to the historic environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in large conurbations from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

Policy text now includes references to protecting and enhancing townscapes which form part of the transport infrastructure network.
Summary of March 2023 Scoring

As the policy now includes reference to townscapes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local suppliers and organisations to construct any new and upgraded infrastructure required.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on increasing the uptake of transitional fuels and EV charging and encouraging the use of zero and low emissions vehicles in rural villages, in particular for agricultural uses, which could contribute to making the transport more resilient to climate change. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced dominance of the private car and an increase in the use of zero or low emission vehicles. A potential secondary effect of the policy could include reducing the pollutions released into the local area through a shift to zero or low carbon emission vehicles.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transition to zero-emission vehicles.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to preventing the disturbance to highly productive agricultural soils.

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	LT	Perm	Med	+/?	+/?	+/?	+/?	+	+	+	+

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in shared modes of transport, a more sustainable mode of travel compared to the private vehicle. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes.

Mitigation and Enhancement
Policy could make explicit reference to enhancing sustainable access to services, including heritage or culturally important sites.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added to ensure that the delivery of charging and refuelling infrastructure is sensitivity to the historic environment in rural villages.
Summary of March 2023 Scoring
The added policy wording could support the conservation and protection of historic assets, therefore improving the score to a slight beneficial impact.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+	+	+	+

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in car ownership
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from improved active and public transport infrastructure, reliability and affordability.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added to ensure that the delivery of charging and refuelling infrastructure is sensitive to the unique natural and historic environment in rural villages.
Summary of March 2023 Scoring
The added policy wording could encourage the design and construction of transport infrastructure that respects the landscape character of landscapes and townscapes, therefore improving to score to a slight beneficial impact.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on supporting the transition to low and zero carbon vehicles and encouraging modal shift through behavioural change.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in the number of zero emissions vehicles, an increased take up of transitional fuels and EV charging and a reduced reliance on private vehicles in rural areas. A potential secondary effect of the policy could include a reduction in fuel use by encouraging more sustainable travel and a contribution towards decarbonisation.

A potential synergistic effect of the policy on the plan area could include a more prudent use of natural resources, as a result of a transition to zero emissions vehicles, the uptake of transitional fuels and electric charging and Government support.

Mitigation and Enhancement
Policy could make explicit reference to encouraging local suppliers for low carbon fuel, such as biofuel, to support the minimisation of waste and resources in transporting fuels to rural villages.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	++	++	+++	++

The policy seeks to encourage a holistic approach to transport planning, and ensure that active and public travel are the natural choice for short or multistage journeys, encouraging the use of sustainable travel.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment and town centres, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added that seeks to explore the potential for developing new green and blue infrastructure, enhancing biodiversity and creating a valuable community asset.
Summary of March 2023 Scoring

The added policy wording would seek to enhance biodiversity and blue infrastructure, therefore improving the score in the longer term to largely beneficial as a result of the impact it could have on promoting a modal shift to active travel through high-quality green infrastructure and contributing to a green economic transformation in Commuter Towns.
Residual Impacts of the March 2023 Policy being Implemented?

Potential residual impacts of the policy on the plan area could include the enhancement of blue and green infrastructure assets, and therefore encouraging a modal shift to active travel as a result of improved infrastructure in Commuter Towns.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++	++	++	+++	++

The policy focuses on providing better accessibility for sustainable travel for short or multi-stage journeys, helping to keep communities connected.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include enabling further employment and housing development opportunities in the area as a result of better connectivity.
A potential synergistic effect from the implementation of the policy could include a more holistic approach to transport as a result of a change in transport hierarchy from both improvements in transport infrastructure and new developments shifting away from reliance on a private car.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy focuses on prioritising bus and active travel measures to strengthen the strategic transport network which could support in improving the quality of public and active travel connections to services, facilities and amenities.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include increasing the availability of different transport options for all groups in society. A potential secondary effect of the policy could include improving facilities for areas with a high risk of TRSE.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects	2022 Assessment	2023 Assessment

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. In doing so, this would further encourage communities to utilise public transportation and sustainable travel modes, supporting the modal shift away from fossil-fuelled private vehicles.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region. Additionally, potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between large conurbations.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.
A further potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a change in employment opportunities and locations within cities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	+++	+++	+++	+++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the quality and extent of connections across the plan area.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access commercial facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes reference to reducing community severance
Summary of March 2023 Scoring
Scoring has not changed from January 2023 due to already scoring '+++'/'Large beneficial'
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects	January 2023 Assessment	March 2023 Assessment

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to the minimisation of waste and resources.

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+	+	++	++	++

The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include an increase in mode share of shared transport options. A potential secondary effect could include more sustainable accessibility to economic activity in rural areas.

A potential synergistic effect of the policy could include improved labour market participation by increasing shared transport options through awareness campaigns and incentives, creating better access for people without private vehicle access.

Mitigation and Enhancement
Policy could make more explicit reference to supporting economic activities, such as agriculture as well as sustainable access to employment opportunities, in rural areas through a green economic transformation of low carbon vehicles.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been partially addressed
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added to ensure that multi-modal hubs are well integrated with active travel and scheduled bus services. Policy wording has also been added to consider that public transport provision may be limited in rural areas and policies need to provide an affordable alternative for those without access to a private car.
Summary of March 2023 Scoring

The added policy wording considers the specific transport needs of rural communities, as well as encouraging well-integrated multi-modal hubs which has improved the scoring to moderately beneficial as a result of the impact this wording could have on supporting sustainable and affordable travel in rural areas, which could help reduce labour market inactivity across the region.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+	+	++	++	++

The policy focuses on taking a holistic systems-based approach to transport planning to facilitate sustainable growth.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved public transport options in rural villages. A potential secondary effect of the policy could include a more integrated approach to development, transport and energy, with transport at the heart of communities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added to ensure that multi-modal hubs are well integrated with active travel and scheduled bus services, linking with the strategic long-distance trips via road and rail.
Summary of March 2023 Scoring
The added policy wording supports the development of connected communities through encouraging multi-modal hubs are well integrated, improving the scoring to moderately beneficial.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy focuses on encouraging sustainable transport opportunities in rural areas, other than a reliance on the private car.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more sustainable transport options in rural villages, including car share, bus services and demand responsive travel. A potential secondary effect of the policy could include greater access to facilities, particularly for those in areas with high risk of TRSE.
A potential synergistic effect of the policy on the plan area could include greater accessibility and connectivity to services and facilities through improved public or shared transport and enhance facilities at the accessible rural multi-modal hubs.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+	++	+++	+++	+++

Commentary
The policy focuses on supporting lift share schemes for new residential developments and prioritising active travel and bus routes to strengthen connectivity to multi-modal hubs, supporting the affordability of transport by increasing transport options.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased transport options with better connectivity to multi-modal hubs. A potential secondary effect could include a more affordable transport network and a reduction in the reliance on the private car.

Mitigation and Enhancement
Policy could make more explicit reference to affordability in encouraging modal shift to public and active travel.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added encouraging the use of integrated ticketing products and delay-repay fare guarantees. Wording is also included stating that fares should be affordable, equitable and cost effective in comparison to private vehicles.
Summary of March 2023 Scoring
The added policy wording encourages public transport to be an affordable option, improving the scoring to largely beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to ensuring sustainable transport is financially accessible to all.

Commuter Towns	Effects	2022 Assessment	2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	ST-LT	Perm	High	++	++	+++	++	++	++	+++	++

Commentary
The policy focuses on supporting lift share schemes for new residential developments and prioritising active travel and bus routes to strengthen connectivity to multi-modal hubs, supporting the reduction of severance in the transport network.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improving the reliability of public transport and improved active travel infrastructure. Potential secondary effects of the policy could include reducing existing severance issues through a more reliable transport network and an improved public realm.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects	2022 Assessment	2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

Commentary
The policy states that housing development should be complimented by good active travel infrastructure and that road space should be reallocated to support active travel priority measures, supporting improved accessibility to services and facilities that improve health outcomes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better connected and more accessible transport network for all to reach essential services. A potential secondary effect of the policy could include encouraging people to integrated physical activity in their everyday journeys and improved health and wellbeing for local people.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Commuter Towns	Effects	2022 Assessment	2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

Commentary
The policy focuses on enhancing and investing in new multi-modal hubs bringing together existing and proposed sustainable transport options and supporting stronger connectivity with active travel and bus routes and reducing the dependency on the private car through lift share schemes.

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance through accessible and affordable sustainable travel modes. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the opportunities to travel for work and leisure.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and active travel modes, improving the quality and extent of connections across the plan area.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network with capped fares, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes reference to reducing community severance
Summary of March 2023 Scoring
Scoring has not changed from January 2023 due to already scoring '+++'/'Large beneficial'
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and likely improve access to essential facilities and community assets across the large conurbations.
Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within 15-minute neighbourhoods and active neighbourhoods from the improved extent of transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across large conurbations through the delivery of an effective, efficient and affordable multi-modal public transport hub network with capped fares, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes reference to reducing community severance
Summary of March 2023 Scoring
Scoring has not changed from January 2023 due to already scoring '+++'/'Large beneficial'
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	ST-LT	Perm	Med	+++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and have potential implications on the conurbation's air quality, vibration and noise pollution through likely reduced private car usage.

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	++	++	+++	++	++	+++	+++	+++

Commentary
The policy focuses on encouraging sustainable transport opportunities in rural areas, reducing the reliance on the private car by improving public transport as an affordable alternative choice.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a greater and more sustainable transport options in rural villages. A potential secondary effect of the policy could include shared and public modes of transport providing a more affordable travel option and reliance on the private car will be reduced.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added to consider that public transport provision may be limited in rural areas and policies need to provide an affordable alternative for those without access to a private car.
Summary of March 2023 Scoring
The added policy wording could support the improved affordability of sustainable transport in rural areas, improving the scoring the largely beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	++	++	+++	++	++	++	+++	++

Commentary
The policy focuses on encouraging sustainable transport opportunities other than a reliance on the private car, such as improving bus services, car clubs and demand responsive travel, as well as improving facilities at multi-modal hubs to improve connectivity in rural areas.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the mode share of private vehicles on the road and a greater uptake of private and share transport modes. A potential secondary effect of the policy could include greater, more sustainable access to key facilities, including an improved accessibility.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services, which could contribute to improving accessibility to services and facilities that improve health outcomes.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a greater awareness and understanding of shared transport options in rural villages. A potential secondary effect of the policy could include shared modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities that improve health outcomes, such as open space or health care facilities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	MI-LT	Perm	Med	+	++	+++	++	+	++	+++	++

Commentary
The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, however vibration and noise pollution could increase as a result of increase in frequency of bus and rail services.

Mitigation and Enhancement
Policy could make more explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution, in particular on vulnerable users, due to the increased use of public transport.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to mitigation measures in relation to vibration, air and noise pollution.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	0	+	+	+	0	+	+	+

The policy seeks to encourage a modal shift away from the private car for commuting trips, supporting the reduction of levels of car dominance on the roads.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network and an increase in the use of public transport. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced. However, increased bus services could still result in road safety issues for people and wildlife.

Mitigation and Enhancement
Policy could make more explicit reference to promoting road and public transport safety.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to improving road safety.

Commuter Towns	Effects					2022 Assessment				2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy seeks to encourage a modal shift away from the private car for commuting trips, supporting the reduction of levels of car dominance on the roads.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.

Mitigation and Enhancement
Policy could make more explicit reference to road safety for all users, particularly for more vulnerable users. The policy could also mention improvements to the public realm to support improvements in the active travel network.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to improving actual and perceived safety issues.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, the delivery of blue and green infrastructure within urban environments and the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a healthier city environments for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and likely reduce the levels of private car use within large conurbations.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Large Conurbations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that large conurbations should focus on spatial and transport planning working symbiotically together, enabling accessible, sustainable and inclusive growth across the north in combination with exploring opportunities for delivering green and blue infrastructure within urban areas. The policy encourages 15-minute cities and supports reducing community severance. In doing so, this would further encourage communities to utilise public transportation and likely improve the public transportation and active travel facilities available to communities with more reliable, accessible and inclusive services.

Potential Effects
Potential primary and directs effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network and the delivery of blue and green infrastructure within urban environments.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and likely improving levels of natural surveillance within neighbourhoods.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car, increase low emission vehicle infrastructure and a better awareness of other modes of transport available. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion and the use of sustainable fuels. A potential synergistic effect of the policy could include enabling a modal shift away from the private car in rural villages, as a result of raising awareness and promoting other sustainable shared transport options.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	+++	++

The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced car dominance on the road network, including an increase in drop off and collect facilities at multi-modal hubs. A potential secondary impact of the policy could include minimising the need for first and last mile deliveries and reducing the dominance of vehicles in rural villages, which could result in a reduction in accidents, including collisions involving wildlife.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added that seeks to encourage public travel patronage where available, as part of ensuring a modal shift through behavioural change.
Summary of March 2023 Scoring
The added policy wording further supports the reduction of levels of private car use, which could create safer environments as a result of fewer cars on the road, increasing the score in the longer term to largely beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Villages and Dispersed	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on encouraging the use of zero and low emissions vehicles. The policy also states that behavioural nudges will likely be required to encourage people to uptake new travel options in rural villages; the policy encourages active awareness campaigns, training and fare incentives to promote car clubs, DRT and village services.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a greater public and shared transport options in rural villages, as well as greater awareness of shared transport options. A potential secondary effect of the policy could include shared and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	++	+++	+++	++	++	+++	+++	+++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north through public transport, active travel and EV vehicles.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across rural communities through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise vehicles across large conurbations through the delivery of an extensive EV charging network for residents and businesses, this would likely result in the plan area significantly supporting national decarbonisation targets within rural areas.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique natural environment.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries and strategically located consolidation centres. A potential primary effect could also include improved public transport services that align with employment patterns in key sectors. A potential secondary effect of the policy could include a reduction of the use of private vehicles for commuters and high-emission vehicles in the logistics sector.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of goods and people and a reduction in greenhouse gas emissions for surface transport.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added relating to strategic road connectivity with a focus on reducing car dependency.
Summary of March 2023 Scoring

The added policy wording further supports a reduction in private car vehicle mileage, but as this policy is already scored largely beneficial against this objective, the scoring has remained the same.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the promotion of zero emission vehicles for first-last mile deliveries and strategically located consolidation centres. A potential secondary effect of the policy could include a transition towards zero-emissions vehicles in the freight and logistics sector. A potential synergistic effect of the policy on the plan area could include a reduction in embedded carbon as a result of demand for low emission vehicles and an increase in technology to help reduce unnecessary trips by shortening supply chains.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emission vehicles for commuters and in the logistics and freight sector and improved technology. A potential secondary effect of the policy could include reduced vibration, air and noise pollution as a result of shortened supply chains and zero emission vehicles, and reduce the adverse effects of designated habitats and protected species.

Mitigation and Enhancement

Policy could make more explicit reference to promoting good design in relation to transport infrastructure to secure overall biodiversity net gain and natural capital enhancement. Policy could also reference supporting the development of local nature recovery strategies.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to promoting good design at multi-modal hubs or integrated access stations to maximise ecological connectivity.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the significant shift in public transportation infrastructure across rural communities through the delivery of an effective and efficient multi-modal public transport network, this would likely result in more sustainable and accessible travel opportunities for communities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.
A potential synergistic effect of the policy could include a larger public transport and active travel network that may require new or enhanced facilities resulting in embedded emissions in the delivery of this new infrastructure

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	++	+	++	++	++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement

The plan could make explicit reference to urban areas surrounding green infrastructure and how it is protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to developing new green infrastructure and enhancing biodiversity
Summary of March 2023 Scoring
As the policy now includes reference to the natural environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	+	+	+	+	++	++	++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The plan could make explicit reference to rural town and fringe areas surrounding/adjacent/within designated environmental sites and how they are protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to considering the impact of development on environment sites.

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	High	+++	+++	+++	+++	+++	+++	+++	+++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north and prioritise funding EV charging infrastructure to support the transition to zero emission vehicles in more rural contexts.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of combustion powered cars.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people across the north. By supporting the shift to active travel infrastructure, reducing the pollution from combustion powered vehicles, across villages through the increased use of zero emission vehicles, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants from transporting people and goods across the plan area.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects due to the greater efficiency and accessibility of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique natural environment.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across villages through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.

Potential effects from the implementation of the policy on the plan area could include a modal shift away from private car use for commuters and high emissions vehicles in the freight and logistics sector. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement
The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to considering the impact of development on environment sites.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include an increase in zero emission vehicles for the logistics and freight sector and more sustainable transport options available to key employment sectors. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality. A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of the increased use of zero emission vehicles for first-last mile deliveries and shorter trips due to technological advances, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added relating to strategic road connectivity with a focus on reducing car dependency.
Summary of March 2023 Scoring
The added policy wording further supports a reduction in private car vehicle mileage, but as this policy is already scored largely beneficial against this objective, the
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening connectivity between residential areas and employment sectors by increasing transport options and improving reliability. Potential secondary effects of the policy could include a more resilient transport network due to improved accessibility, affordability and frequency of service.

Potential primary effects could also include greater utilisation of zero emissions vehicles for first and last mile deliveries. A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network in the short term to benefit blue infrastructure networks.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across large conurbations through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in a reduction of greenhouse gas emissions, vibration, air and noise pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The plan could make explicit reference to other areas surrounding/adjacent/within designated environmental sites and how they are protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has partially been addressed
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to developing new green and blue infrastructure and enhancing biodiversity
Summary of March 2023 Scoring
As the policy now includes reference to the natural environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	MT-LT	Perm	High	+++	+++	+++	+++	+++	+++	+++	+++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within towns.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening sustainable travel options and discouraging the use of private cars through seasonal parking bans. Potential secondary effects of the policy could include a more resilient transport network due to safer roads.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	++	++	++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal public transport network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
The plan could make explicit reference to urban areas surrounding blue infrastructure and how it is protected and enhanced

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to developing new blue infrastructure and enhancing biodiversity

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential secondary effect of the policy could include the protection of soil through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique historic environment.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north whilst being sensitive to the surrounding unique historic and natural environments.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in villages from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	LT	Perm	Med	+	+	+	+	+	+	+	+

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to reducing pollution from the transportation network to benefit the natural environment.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries and an improvement in technology. A potential secondary effect of the policy could include the protection of soil through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport logistics network.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to preventing the disturbance to highly productive agricultural soils.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the location of consolidation centres adjacent to strategic rail networks.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the sustainable transportation network.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to conserving historic assets which form part of the transport network.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	+	+	+	+

The policy states that consolidation centres should be strategically located close to strategic rail or road networks with direct access to key gateway ports and airports for exports to international markets.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the location of consolidation centres adjacent to strategic rail networks with direct access to key gateway ports and airports.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact of these strategically located consolidation centres on the surrounding landscape and townscape.

Mitigation and Enhancement
Policy could make more explicit reference to enhancing and protecting the character of the surrounding landscape and/or townscape.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?

Policy text now includes reference to upgrading the public realm around multi-modal hubs.
Summary of March 2023 Scoring

As the policy now includes reference to high quality public realm around multi-modal hubs, the scoring has improved to slight beneficial due to the contribution this could have to protecting and enhancing transport infrastructure that respects and enhances the character of townscapes.
Residual Impacts of the March 2023 Policy being Implemented?

Recommend policy makes explicit reference to protecting and enhancing the character of surrounding areas.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	+	+	+	+	++	++	++

The policy focuses on reduction of car dependency and promotion of public transport, as well as zero emission vehicles in the logistics sector, with an ambition to decarbonise the North's transport network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of zero emissions vehicles for first-last mile deliveries and improved public transport services for commuters. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emissions vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to reduce unnecessary trips, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure network due to the greater efficiency of transporting goods across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been partially addressed.
Commentary on Changes Made to the 2023 draft policy?

Summary of March 2023 Scoring

As the policy now includes reference to the natural environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	0	Local	ST-LT	Perm	Med	0	+	+	+	0	+	+	+

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential secondary effect of the policy could include the protection of soil through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?	+++	+++	+++	+++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network, providing greater access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to protecting, enhancing and improving access to historic assets which form part of the transport infrastructure network.
Summary of March 2023 Scoring
As the policy now includes reference to the historic environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?	+++	+++	+++	+++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the transport infrastructure network, providing greater access to historic townscapes and landscapes.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes in towns from the diversification and enhancement of transport infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

Policy text now includes references to protecting and enhancing townscapes which form part of the transport infrastructure network.
Summary of March 2023 Scoring

As the policy now includes reference to townscapes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	ST-LT	Perm	Low	+	+	+	+	+	+	+	+

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift to decarbonise transportation infrastructure across large conurbations, this would likely result in the plan area significantly supporting national decarbonisation targets.

Mitigation and Enhancement
The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	++	+	+	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between rural towns.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network with real time service information about journey time information improving access for users.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			

Policy wording has been added that encourages the re-use of existing road infrastructure and reducing private car dependency.
Summary of March 2023 Scoring
The added policy wording promotes the re-use of existing infrastructure, improving the scoring to moderate beneficial.
Residual Impacts of the March 2023 Policy being Implemented?

Policy could make explicit reference to promoting the use of recycled and locally produced materials and resource efficient transport infrastructure in its construction.

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	+++	+++	+++	+++	+++	+++	+++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include a modal shift away from high emissions vehicles in the freight and logistics sector. A potential secondary effect of the policy could include mor efficient and zero carbon home deliveries and freight trips in the plan are. A potential synergistic effect of the policy on the plan area could include enhancing long term prosperity in the logistics and freight sector through a combination of zero emission vehicles, strategically located consolidation centres with direct access to key gateway ports and an improvement in technology supporting a reduction in supply chains through removing unnecessary trips.

Potential primary effects from the implementation of the policy on the plan area could also include more sustainable connectivity for commuters between residential areas and employment sites, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added that focuses on strategic road and rail connectivity to support employment opportunities and growing economies.
Summary of March 2023 Scoring

The added policy wording supports the improvement in the reliability and resilience of the North's strategic road and rail networks to support economic growth and access to employment opportunities. As the policy focuses on retaining existing infrastructure, the scoring has improved to largely beneficial in the short term. As the policy already scored largely beneficial overall, the overall scoring remains the same.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include a mode shift to public transport for commuters to employment sites.
A potential synergistic effect of the policy on the plan area could include enabling further employment and housing development opportunities in transformational areas as a result of better connectivity, more reliable services and improved journey planning tools.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include making employment and essential services more accessible. Potential secondary effects of the policy could include a mode shift to public transport for commuters to employment sites.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	High	++	++	+++	++	++	++	+++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns and new sustainable solutions where relevant to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north.

Potential Effects
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between towns.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects, the greater utilisation of the public transport infrastructure network and the change in land use for wider pavements, additional cycle storage and trading space from the reallocation of land from revising parking controls.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within large conurbations, this would likely result in a change in employment opportunities and locations within cities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. In doing so, this would further encourage communities to utilise public transportation and result in the increased use of land within and around towns to support the enhancement and creation of these networks.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network with real time service information about journey time information improving access for users.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
Policy could make more explicit reference to improving access to areas at high risk of TRSE and for those with a physical or learning disability.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to improving access to areas at high risk or TRSE and for those with a physical or learning disability.

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, reducing the severance rural roads currently impact business growth.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

Commentary
The policy states that rural town and fridge areas should prioritise funding EV charging infrastructure to support the transition to zero emission vehicles and strengthen the public transportation infrastructure in more rural contexts.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could include the greater utilisation of zero emission vehicles and the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and health benefits on promoting physical activity.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the wide spread take up of zero emission vehicles, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

Commentary
The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?	++	++	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a greater and more sustainable transport options. A potential secondary effect of the policy could include shared and public modes of transport providing a more affordable travel option and reliance on the private car will be reduced.

Mitigation and Enhancement
Policy could make more explicit reference to the affordability of the proposed public transport options.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added ensuring that ticketing is smart and flexible, ensuring value for money for non-5-day commuters and those working outside of conventional working times.
Summary of March 2023 Scoring
The added policy wording encourages public transport to be an affordable option, improving the scoring to moderately beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to ensuring sustainable transport is financially accessible to all.

Transformational Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

Commentary
The policy states that to support continued inward investment in advanced manufacturing, consolidation centres should be situated adjacent to the strategic rail or road network with direct access to key gateway ports and airports.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and more reliable public transport. A potential secondary effect of the policy could include better access to employment and reducing severance issues.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Transformational Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and prioritising targeted spatial planning policies to help decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more reliable and connected public transport in the region. A potential secondary effect of the policy could include better connected and more accessible transport network for all to reach essential services, include health care.

Mitigation and Enhancement
Policy could make more explicit reference to integrating public transport with active travel, to encourage people to integrate physical activity into their everyday journey.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to improving accessibility to services that improve health outcomes.

Transformational Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc	LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

Commentary
The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

Commentary
The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north while looking for more sustainable solutions for freight and logistics travel.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the active travel networks and the creation/enhancement of public realm spaces which could improve a town's environment.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in the strengthening the economy by connecting communities with town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north while looking for more sustainable solutions for freight and logistics travel.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities within neighbourhoods.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements within towns, this would likely result in a healthier city environments for communities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

Commentary
The policy states that towns should prioritise the delivery of active travel and public realm initiatives to support regeneration, tourism and address severance across the north while looking for more sustainable solutions for freight and logistics travel.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this could result in catalytic housing and employment developments in areas coming forward, strengthening the economy and connecting communities with key services and facilities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Local	ST-LT	Perm	High	++	++	+++	++	++	++	+++	++

Commentary
The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. Furthermore, the policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Rural Town and Fringe	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that rural towns and fringe areas need to have a diverse range of transport services and electric infrastructure to ensure access to key services across the north.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include an increase in zero emission vehicles for the logistics and freight sector and more sustainable transport options available to key employment sectors. A secondary effect of this policy could include a wider modal shift in the plan area from reliance of the private car and improvements to local air quality. A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of the increased use of zero emission vehicles for first-last mile deliveries and shorter trips due to technological advances, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	+++	++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include reduced car dominance on the road network through improved public transport and as a result of advanced technology reducing unnecessary journeys. A potential secondary effect of the policy could include improved road safety and a reduction in accidents, including wildlife collisions as car dominance is reduced.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added around strategic road connectivity, with a focus on reducing private car dependency.
Summary of March 2023 Scoring

The added policy wording further supports the reduction of levels of private car use, which could create safer environments as a result of fewer cars on the road, increasing the score in the longer term to largely beneficial in the long term.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Transformational Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	+	++	++	++

The policy focuses on supporting public transport that is designed to fit with employment patterns in key sectors and decarbonising the transport system through targeted spatial planning policies and zero emission vehicles in the logistics network.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of private car use on roads. A potential secondary effect of the policy could include improved perception and actual safety on the road network, facilitating a more welcoming environment for travel for all.

Mitigation and Enhancement
Policy could make more explicit reference to creating a more welcoming environment for all, but particularly for more vulnerable users.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added that encourages upgrades to the public realm around multi-modal hubs to make them more attractive. Policy is includes wording on re-allocating road space to pulic realm and active travel infrastructure to attract further footfall.
Summary of March 2023 Scoring

The added policy wording encourages the integrating of public realm improvements as part of the transport network, which could improve the actual and perceived safety of the transport network, improving the scoring to moderately beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend policy makes explicit reference to improving actual and perceived safety issues.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the improvement in air quality, noise and vibration pollution from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure, reducing the pollution from private vehicles, across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in an improvement in air pollution due to the greater efficiency of transporting people and goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. Furthermore, the policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift in public transportation infrastructure across rural towns through the delivery of an effective and efficient multi-modal public transport hub network, this would likely result in reduced private car usage on the roads, potentially reducing the number of accidents and other incidents.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements across large conurbations, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Other Urban	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that towns should enhance the existing transport networks to deliver more sustainable travel patterns to ensure access to key services across the north. Furthermore, the policy states that towns should focus on improving freight and logistic movements and prioritise sustainable solutions to enhance facilities, economic efficiency and resilience within the freight network.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of active travel modes.
A potential secondary and indirect effect from the implementation of the policy on the plan area is the increased perception of safety due to the improved lighting within communities.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the greater connectivity for communities, with likely improved journey planning tools providing additional certainty and security for users, allowing all users to access community facilities, town centres and employment opportunities.
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects while supporting local active travel networks.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Loc	LT	Perm	Med	++	+++	+++	+++	++	+++	+++	+++

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations.
A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include a reduction in greenhouse gas emissions due to a combination of public transport improvements, better active travel infrastructure and the reduction or ban of private vehicles in the area.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	+	++	+	+	+	++	+

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs which may help to reduce private vehicle trips. A potential secondary effect of the policy could include a greater uptake of sustainable first and last visitor mile trips.

Mitigation and Enhancement

The plan could make more explicit reference to low carbon construction techniques for the implementation of new infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to low carbon construction techniques for the implementation of new infrastructure.

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	+	++	++	++	++

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy states that footpaths and green routes play a role in supporting sustainable travel options, alongside improvements to signage, wayfinding and integration of long distance footpaths.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgraded public realm around multi-modal hubs and improved active travel infrastructure such as wayfinding. A potential secondary effects of the policy could include encouraging the use of multi-modal hubs as community uses and greater use of active travel routes for leisure cycling and walking.
A potential synergistic effect of the policy on the plan area could include reduced impact on designated habitats and protected species as a result of reduced dominance of the private car from improved public and active travel infrastructure and a seasonal ban on parking in proximity to visitor locations.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓/-	Local	ST-LT	Perm	Med	+	++	+++	+	++	+++	+++	+++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

Potential primary and direct effects from the implementation of the policy on the plan area could include greater access and wider choice of passenger travel, including public transport and active travel modes, and support the minimisation of dependence on the private car.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from surface transport modes from the greater utilisation of passenger travel and active travel modes.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

The plan could make more explicit reference to low carbon construction techniques for the implementation of new infrastructure.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to low carbon construction techniques for the implementation of new infrastructure.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	MT-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use, supporting reduction in vibration, air and noise pollution.

Mitigation and Enhancement

The plan could make an explicit reference to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to promoting good design to maximise the ecological connectivity potential along the infrastructure network.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	0	+	+	+	0	+	+	+

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	++	++	++	+++	+++	+++	+++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include the development of sustainable travel plans between large employers and local authorities. A potential secondary effect could include an increase in uptake of sustainable travel initiatives and a reduction in the mode share of private car travel to work and therefore a reduction in greenhouse gas emissions.
A potential synergistic effect of the policy on the plan area could include a reduction in greenhouse gas emissions as a result of more efficient transport through shared transport options and greater coordination between large employers and local authorities.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
Policy wording has been added that encourages a reduction in private car mileage and encourages a greater proportion of passenger and freight movement by more sustainable modes of travel.
Summary of March 2023 Scoring

The added policy wording further supports a reduction in private car vehicle mileage, but as this policy is already scored largely beneficial against this objective, the scoring has remained the same.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include investment in active travel infrastructure for new housing and office developments and reallocated road space to support improve active travel infrastructure. A potential secondary effect of the policy could therefore be a reduction in the emissions embedded from new transport infrastructure through using and reallocating existing infrastructure and sustainable approach to transport in the design of active travel facilities into new development.

Mitigation and Enhancement

None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	0	+	+	+	++	+++	++	

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer freight vehicles on the road, through a combination of improved developed of alternative fuels, electric vehicle charging infrastructure and better freight transport.

Mitigation and Enhancement

The plan could make explicit reference to promoting good design in relation to major transport infrastructure, to maximise ecological connectivity and ensure overall biodiversity net gain.

Has the January 2023 Mitigation and Enhancement been addressed?
Yes.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to developing new green and blue infrastructure and enhancing biodiversity
Summary of March 2023 Scoring
As the policy now includes reference to the natural environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	0	+	+	+	0	+	+	+

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects

Potential effects from the implementation of the policy on the plan area could include a modal shift towards public transport to visitor destinations. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve internationally designated environment sites.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	LT	Perm	Med	++	++	+++	+++	++	++	+++	+++

The policy focuses on preserving the environment of visitor destinations through enhancing the use of multi-modal modal hubs and moving away from the dominance of private vehicles travelling to and from the area. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure. A potential secondary effect of the policy could include lower emissions of air pollutants and improved air quality through reduced traffic levels and congestion.
A potential synergistic effect of the policy could include enabling a modal shift away from the private car, as a result of improved public realm and active travel infrastructure. better facilities at multi-modal hubs and safer roads.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel, alongside the consideration of DRT.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include strengthening sustainable travel options and discouraging the use of private cars through seasonal parking bans. Potential secondary effects of the policy could include a more resilient transport network due to safer roads.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects
Potential primary effects of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public transport network and a reduction in private vehicle milage and dependence.
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share across the north. Reducing the need to travel via private vehicles would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.

A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could include conservation and enhancement of environment sites through reduction in car dependency.

Mitigation and Enhancement
The plan could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	+++	+++	+	++	+++	+++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary or direct effect from the implementation of the policy on the plan area could include a reduction in congestion and traffic levels within villages.
A potential synergistic effect from the implementation of the policy could include a greater enhancement of local air quality as a result of improvements in transport infrastructure for all users shifting away from reliance on a private car, together resulting in significantly fewer emissions from cars into the air.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be a shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a more responsive and adaptable public transport network from climatic effects.

Mitigation and Enhancement
The plan could make an explicit reference to strengthening the transport infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to strengthening the transport infrastructure network's to cater for the likely increased travellers to ensure the network can be resilient to extreme weather and the changing climate.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use.
A potential synergistic effect from the implementation of the policy on the plan area could be a shift in public transportation infrastructure and active travel modes, reducing the pollution from private vehicles, across towns through the delivery of an effective and efficient multi-modal transport hub network, this would likely result in a reducing pollution benefitting the surrounding blue infrastructure.

Mitigation and Enhancement
The plan could make an explicit reference to reducing pollution from the public transportation and active travel network to benefit the natural environment.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.

Potential primary effects from the implementation of the policy on the plan area could include a reduction in freight travel on the roads and encouraging an increase in rail freight and alternative fuels. A potential secondary effect of the policy could include a reduction in transport related vibration, air and noise pollution and increased protection of biodiversity in the north.
A potential synergistic effect of the policy on the plan area could include a reduction in adverse effects on designated habitats and protected spaces as a result of fewer freight vehicles on the road, through a combination of improved developed of alternative fuels, electric vehicle charging infrastructure and better freight transport.

Mitigation and Enhancement
The plan could make an explicit reference to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to improving access to conserving and enhancing environment sites as part of strengthening the public transportation and active travel network.

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Mt-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and an improvement of local air quality as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	++	+	+	++	++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of low carbon transport for freight travel. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of high emission vehicles.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to sustainable travel in the logistics and freight sector, and using technology to develop alternative fuel, this would likely result in a more responsive and adaptable transport network from climatic effects due to the reduction in pollutants transporting goods across the plan area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	++	++	++	++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. Although the policy notes the importance of supporting a transition to more sustainable patterns across freight, the policy also acknowledges the movement of deep sea and short sea shipping containers to grow the market for freight.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased shipping infrastructure.
A potential secondary effect of the policy could include a greater impact on the quality of coastal surface water and disturbance of aquatic habitats
A potential synergistic effect from the implementation of the policy on the plan area could be increased mode share of active and public travel across the north. By reducing the need to travel via private vehicles, and enhancing the opportunities for active travel and public realm improvements would likely result in a reduction in pollution benefitting the surrounding blue infrastructure network due to the reduced need to commute long distances in the plan area.

Mitigation and Enhancement
The plan could make explicit reference to Mitigation and Enhancement to protect aquatic habitats and coastal surface water as a result of growth in the freight shipments sector.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been partly addressed.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to developing new blue infrastructure and enhancing biodiversity.

Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, as a result of increased public transport infrastructure. A potential secondary effect of the policy could include the protection of soil through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	+	++	++	+	+	++	++

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in public transport to reach visitor destinations, a more sustainable mode of travel compared to the private vehicle, including bus, DRT, e-bikes and park and ride facilities being brought together at multi-modal hubs. A potential secondary effect could include improved access to historic and culturally important sites by more sustainable modes. Another potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more integrated public transport options brought together at multi-modal hubs. A potential secondary effect of the policy could include a reduced reliance on the private car for visitor destinations, reducing the dominance of cars on the roads and reducing the amount of parking needed or located within visitor destinations.
A potential synergistic effect could include an improvement in the character of the local area due to a reduced dominance of the car on the roads from both improved active travel infrastructure, more integrated and connected public transport reaching visitor destinations and seasonal parking bans.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc	LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy states that multi-modal hubs should bring together bus, DRT, car/lift share, park and ride facilities and e-bike hire to help reduce private vehicle trips and avoid negative externalities on the environment. Additionally, the policy notes the importance of shifting from diesel-fuel to EV and encouragement of more sustainable modes of travel.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, car/lift share, park and ride and e-bike hire as well as other essential services. Another primary effect could include a seasonal parking ban and temporary park and ride locations.
A potential secondary effect of the policy could include a more integrated public and active travel network and a reduction in private vehicle milage and dependence.
A potential synergistic effect of the policy on the plan are could include a reduction in fuel use as a result of the policy encouraging the use of more sustainable modes of transport through public transport improvements and the reduction of private vehicles in the area.

Mitigation and Enhancement
Policy could make explicit reference to ensuring that multi-modal hubs are resource efficient in construction and operation.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to reducing pollution from the public transportation and active travel network to benefit the natural environment.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network. A potential secondary effect of the policy could include the protection of soil through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	MT-LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network, providing greater access to cultural and historic assets.
A potential secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure network. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on surrounding landscapes and townscapes across towns from the diversification and enhancement of public transport infrastructure.

Mitigation and Enhancement
The plan could make an explicit reference to how reduction in car use and improvements to active travel and public transport could improve landscapes and townscapes.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to how reduction in car use and improvements to active travel and public transport could improve landscapes and townscapes.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc	LT	Perm	Med	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater use of resources and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
The plan could make an explicit reference to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

Summary of March 2023 Scoring

As the policy now includes reference to the natural environment, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	0/?	0/?	0/?	0/?

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include reduced private vehicle journeys, particularly short distance journeys as a result of increased active travel infrastructure and the 15/20 minute neighbourhood principle. A potential secondary effect of the policy could include the protection of soil through upgrading infrastructure on previously developed land.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	++	+++	+++	+++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the safeguarding and prioritisation of land to support freight activities such as lorry parks, refuelling and distribution centres and a shift to rail transport in the freight sector.
A potential secondary effect from the implementation of the policy on the plan area could include better public transport connections at multi-modal hubs through enhanced hub and spoke model
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No noted mitigation however, the policy has been updated with improvements.
Commentary on Changes Made to the 2023 draft policy?
Policy text now includes references to protecting, enhancing and improving access to historical assets.
Summary of March 2023 Scoring
As the policy now includes reference to historical assets, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None identified.

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	MT-LT	Perm	Med	0/?	0/?	0/?	0/?	+	+	++	+

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include increase active or public transport journeys, particularly journeys to work as a result of increased sustainable travel options available and greater facilities at multi-modal hubs. A potential secondary effect of the policy could include a reduced dominance of cars on the road which could help improve or enhance the quality of the surrounding area, including historic assets and cultural heritage.
A potential synergistic effect of the policy on the plan area could include an improvement in the quality of the surrounding landscape and/ or townscape as a result of reduced dominance of private cars on the road due to greater opportunities for sustainable travel modes and improvement in public realm surrounding multi-modal hubs, making it a more attractive, welcoming environment for all.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No noted mitigation however, the policy has been updated with improvements.
Commentary on Changes Made to the 2023 draft policy?

Policy text now includes references to protecting, enhancing and improving access to historical assets and townscapes.
Summary of March 2023 Scoring

As the policy now includes reference to historical assets and townscapes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?

None identified.

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Mt-LT	Perm	Med	+	+	+	+	+	+	+	+

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes. The policy also acknowledges opportunities for opening unused existing rail.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include the use of unused existing rail to support a shift to rail freight, the development of alternative fuels and an increase in electric vehicle charging infrastructure. A potential secondary effect of the policy could include a modal shift in the freight sector to low carbon transport and subsequently reducing fuel use and providing more sustainably designed infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to ensuring that multi-modal hubs are resource efficient in construction and operation.

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	MT-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services. Furthermore, rail provision in visitor destinations should provide onward connectivity into wider national parks and areas of natural beauty and the policy focuses on enhancing connectivity for tourists and worker areas through viable alternatives to the private car.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more public transport connectivity to visitor destinations, for both tourists and workers. A potential secondary effect of the policy could include greater footfall and visitors reaching the area through sustainable transport modes, supporting local economies.
A potential synergistic effect of the policy could include long term sustainable prosperity in visitor destinations as a result of greater connectivity to the areas through sustainable modes of transport, coordinated and integrated transport modes and minimising the dominance of private cars and parking in the area.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs. A potential secondary effect of the policy could include greater use of multi-modals hubs and subsequently public transport as the enhanced facilities attract greater footfall.
A potential synergistic effect of the policy on the plan area could include improved strategic transport planning across the plan area by enhancing connectivity to visitor destinations through the development of greater sustainable transport options to visitor destinations, coordinated with park and ride schemes, DRT and improved active travel infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc	MT-LT	Perm	Med	++	++	+++	++	++	++	+++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for travel, essential services and as a community hub, enhancing connectivity and accessibility and reducing TRSE.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects	January 2023 Assessment	March 2023 Assessment

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to the public infrastructure network being resource efficient, utilising resources effectively (for example recycled materials where possible) and the potential reduction in fuel by encouraging people to use public transportation over private cars.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	+++	+++	+	++	+++	+++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the importance of rail in providing access to jobs and basic services and notes that transport hubs could support much needed regeneration across local centres.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainable delivery and passenger connections across the north and increased spending within towns from increases in footfall, supporting new leisure and social users from multimodal transport hubs.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in the optimisation of stronger economic outcomes for the north with improved availability, accessibility and economic activities across the region.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in housing and office developments with strong public transport connectivity, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs could support access to essential community services.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
A potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the enhancement and creation of sustainably connected communities within and between large conurbations.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of people and goods across towns through the delivery of an effective and efficient multi-modal transport hub network, this could result in housing and employment developments in areas coming forward, strengthening the economy and connecting communities.

Mitigation and Enhancement
The policy could make an explicit reference to coordinating the public infrastructure network with the future development of employment and housing within 15/20-minute neighbourhoods to enable coordinated strategic planning across the plan area.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?

Recommend that reference is made to coordinating the public infrastructure network with the future development of employment and housing within 15/20-minute neighbourhoods to enable coordinated strategic planning across the plan area.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs could support access to essential community services.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects	January 2023 Assessment	March 2023 Assessment

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	+++	+	++	+++	+++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more sustainable connectivity for commuters between residential areas and employment sites, providing more reliable and sustainable access to jobs and essential services. A potential secondary effect of the policy could include an increase in the number of commuters using multi-modal hubs and public transport services and encourage greater investment in the transport infrastructure and areas surrounding the main transport hubs.
A potential synergistic effect of the policy on the plan area could include supporting the improvement in reliability of the North's strategic road and rail networks, through a combination of modal shift to public transport, through improved bus, rail and hub and spoke services and improved multi-modal hubs.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	+++	+	++	+++	+++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs. Furthermore, the policy notes the importance of the development of sustainable travel plans across industrial/employment developments and supports a shift towards encouraging freight movement by lower carbon modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include safeguarded land to support the freight sector and investment in active travel infrastructure for new housing and office developments. A potential secondary effect of the policy could include more connected neighbourhoods that are well served by active and public travel. A potential secondary effect of the policy could include employment development which is better served by the transport network.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?

None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better access to multi-modal hubs from local communities through both active travel and public transport. A potential secondary effect could include greater footfall at multi-modal hubs and growth of leisure, social and community facilities.
A potential synergistic effect of the policy on the plan area could include better extent and quality public and active travel to key services, as a result of improved infrastructure, sustainable design of development creating 15/20 minute neighbourhoods and more seamless multi-modal travel options supported by reliable information.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc	MT-LT	Perm	Med	+	+	+	+	++	++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include greater public transport options to reaching visitor destinations. A potential secondary effect of the policy could include less reliance on the private car and a reduction in TRSE.

Mitigation and Enhancement
The policy could make a greater reference to the need for public transportation to be financially accessible for all users.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been partially addressed
Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added encouraging integarted ticketing and requiring train journeys to be less costly.
Summary of March 2023 Scoring
The added policy wording encourages public transport to be an affordable option, improving the scoring to moderately beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to the need for public transportation to be financially accessible for all users.

Visitor Destinations	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc	MT-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced facilities at multi-modal hubs bringing together bus, DRT, carflift share, park and ride and e-bike hire as well as other essential services, such as health care and tourist information. Another primary effect could include a seasonal parking ban and temporary park and ride locations. A potential secondary effect of the policy could include a more integrated public transport network and a reduction in private vehicle milage and dependence. However, temporary parking bans could create more severance if not linked well with park and ride facilities.
A potential synergistic effect of the policy on the plan are could include improved connectivity to visitor locations as a result of more integrated public transport options are multi-modal hubs and improved public realm and community facilities encouraging more people to travel sustainably.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc	MT-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm. A potential secondary effect of the policy could include greater use of multi-modals hubs for essential services, enhancing connectivity, accessibility and reducing TRSE.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc	MT-LT	Perm	Med	++	++	++	++	++	++	++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Local	ST-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs could support access to essential community services.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.

Mitigation and Enhancement
The policy could make a greater reference to the need for public transportation to be financially accessible for all users.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to the need for public transportation to be financially accessible for all users.

Towns within Metropolitan Counties	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓ ✓	Local	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Road space reallocation to active travel infrastructure alongside reduction of pavement parking and improvement of junction safety is noted as having the potential to minimise severance between communities. Additionally, the policy notes the multi-modal hubs and complementary planning policies could support access to essential community services.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure networks.
A potential cumulative secondary effect from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities from the improved extent of the public transportation infrastructure.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓ ✓	Local	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs and complementary planning policies could support access to essential community services.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel infrastructure network.
Potential cumulative secondary and indirect effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Local	ST-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency.

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the affordability of public transport and active travel through the creation of 15/20 minute neighbourhoods.

Mitigation and Enhancement
The plan could make explicit reference to the affordability of the proposed public transport options, in particular through promoting the use of integrated ticketing and smart cards

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to the affordability of the proposed public transport options, in particular through promoting the use of integrated ticketing and smart cards

Industrial Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved active travel infrastructure, such as reduced pavement parking and improved junction safety. A potential secondary effect of the policy could include reduced severance in active travel infrastructure and improved public realm for all users.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes the multi-modal hubs and complementary planning policies could support access to essential community services.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more reliable and connected public transport in the region. A potential secondary effect of the policy could include better connected and more accessible transport network for all to reach essential services and the creation of 15/20 minute neighbourhoods.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be proportionate to amend the wording within this policy. For clarification, the scoring is based solely on wording within this policy.

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects	January 2023 Assessment	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm

Commentary

✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+	+	+	++	+

The policy focuses on creating a 15/20 minute neighbourhood through investing in housing and office developments with active travel facilities and encouraging a modal shift to active travel. Additionally, the policy notes improvements to public transport through reliable rail services and accessible bus or hub and spoke models through enhanced multi-modal hubs.

Potential Effects
Potential effects from the implementation of the policy on the plan area could include reduced reliability on the private car and better public and active travel infrastructure. A potential secondary effect of the policy could include reduced transport related vibration, air and noise pollution through reduced traffic levels and congestion.
A potential synergistic effect of the policy could include enabling a modal shift away from the private car alongside better facilities at multi-modal hubs and safer roads.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be

Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that multi-modal hubs will bring together bus, DRT, car/lift share, park and ride facilities and e-bikes to reduce private vehicle trips and reduce congestion on the surrounding roads.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved bus and rail services supporting leisure patterns as well as commuting patterns. A potential secondary effect of the policy could include reduced private vehicles in close proximity to visitor destinations and improved road safety as a result of reduced traffic and pavement parking.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Visitor Destinations	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that multi-modal hubs should be established that bring together a range of sustainable transport modes and additional services, such as health care, tourism information and upgraded public realm to encourage community use of the space.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include enhanced mixed-use facilities at multi-modal hubs, including health care facilities and enhanced public realm to add to placemaking aspirations. A potential secondary effect of the policy could include greater use of multi-modals hubs for travel, essential services and as a community hub, enhancing connectivity and accessibility and reducing TRSE.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport and active travel modes.
Potential cumulative secondary effects from the implementation of the policy on the plan area could be the greater connectivity for communities allowing all users to access community facilities, town centres and employment opportunities and the likely improved health benefits from supporting active travel.

Mitigation and Enhancement
The plan could make an explicit reference to the benefits active travel and public transport improvements may have on reduction in air pollution, vibration and noise pollution.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to the benefits active travel and public transport improvements may have on reduction in air pollution, vibration and noise pollution.

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of private car use, potentially resulting in improved road safety.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Towns within Metropolitan Counties	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that former metropolitan counties should encourage the creation of 15/20 minute neighbourhoods, investing in good active travel infrastructure and reducing car dependency. Additionally, the policy notes that multi-modal hubs have the potential to support regeneration opportunities, contributing to increased public realm.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include the greater utilisation of the public transport infrastructure and active travel network.
Potential secondary effects from the implementation of the policy on the plan area could include improved public realm, supporting levels of natural surveillance within neighbourhoods.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include more frequent and reliable rail services, higher quality bus services and hub and spoke services to main employment areas and basic services that align with employment patterns. A potential secondary effect of the policy could include a reduction in modal share of private vehicles and an increase in the use of public transport and active travel through the creation of 15/20 minute neighbourhoods.
A potential synergistic effect of the policy on the plan area could include greater efficiency in the movement of people and an improvement of local vibration, noise and air pollution as a result of improved public transport and active travel creating a 15/20 minute neighbourhood connecting to key employment and essential services.

Mitigation and Enhancement
The plan could make explicit reference to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution.

Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the March 2023 Policy being Implemented?
Recommend that reference is made to Mitigation and Enhancement measures to reduce the impact of vibration, air and noise pollution.

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by improving the public realm and active travel infrastructure such as the reallocation of road space, the reduction of pavement parking and improved junction safety to improve road and active travel safety.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in private car use on the roads and encouraging public realm improvements around multi-modal hubs. A potential secondary effect of the policy could include a reduction in traffic congestion and a safer environment for people and wildlife.

Mitigation and Enhancement
None Identified. When the plan is read as a whole, the previously raised mitigation and enhancement recommendations from the 2022 assessment regarding this objective and policy have been addressed through amendments to this iteration of the policy and within the relevant thematic policies. Therefore, it is not considered to be
Has the January 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2023 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

Industrial Places	Effects					January 2023 Assessment				March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	MT-LT	Perm	Med	+	+	++	+	+	++	++	++

The policy states that investment in housing and office development with active travel facilities and improved local connectivity is key for creating 15/20 minute and liveable neighbourhoods, and that this should be complemented by improving the public realm and active travel infrastructure such as the reallocation of road space, the reduction of pavement parking and improved junction safety to improve road and active travel safety.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include public realm and active travel improvements and better and safer connectivity to public transport. A potential secondary effect of the policy could include active and public modes of transport seeming more welcoming for all groups in society, providing improved accessibility to facilities.

Mitigation and Enhancement
The plan could make explicit reference to safety improvements in relation to multi-modal hubs, including natural surveillance, and creating a more welcoming environment for travel and accessing key facilities.
Has the January 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been partially addressed
Commentary on Changes Made to the 2023 draft policy?

Policy wording has been added to encourage public realm infrastructure and active travel linkeage as part of multi-modal hubs.
Summary of March 2023 Scoring
The added policy wording encourages the integrating of public realm improvements as part of the transport network, which could improve the actual and perceived safety of the transport network, improving the scoring to moderately beneficial.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified

January 2024

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	++	++	+++	+++	+++	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced greenhouse gas emissions from surface transport as a result of a more efficient and effective rail network.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

None identified.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	+++	+++	+++	+++	+++	+++	

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's road networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced greenhouse gas emissions from surface transport as a result of decarbonisation ambitions.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to alternative fuels, impacting on reduction of greenhouse gas emissions.

Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to alternative fuels, this has had a positive effect on this ISA2 objective.

Residual Impacts of the January 2024 Policy being Implemented?

None identified.

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓✓	Loc-Nat	ST-LT	Perm	High	++	++	+++	++	++	+++	+++	+++		

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A primary and direct effect from the implementation of the policy on the plan area would be the reduction in greenhouse gas emissions from more efficient freight and logistics transport movements.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements across the plan area, this would likely result in a healthier environments for communities.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to alternative fuels and other sustainable travel modes, impacting on reduction of greenhouse gas emissions.

Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to alternative fuels and other sustainable travel modes, this has had a positive effect on this ISA2 objective

Residual Impacts of the January 2024 Policy being Implemented?

None identified

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Loc-Reg	ST-LT	Perm	Med	+	++	++	++	++	++	++	+++	++	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary synergistic effect of the policy could include a reduction in greenhouse gas emissions as a result of decarbonisation ambitions across the transport network.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to active and sustainable travel modes, impacting on reduction of greenhouse gas emissions.

Summary of January 2024 Scoring

As the policy now has been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the January 2024 Policy being Implemented?

None identified

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods which will have a critical role in decarbonising the transport system.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

Policy could make explicit reference to encouraging low carbon construction materials and techniques for new rail infrastructure.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

Recommend policy makes explicit reference to construction techniques and materials for new and upgraded infrastructure.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++	+	++	++	++		

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include a reduction in embedded construction carbon as a result of promoting TfN's decarbonisation policies.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

None Identified.

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓✓	Loc-Nat	ST-LT	Perm	Med	++	++	+++	++	++	+++	+++	+++		

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include upgrading and maintaining existing transport infrastructure.
A potential secondary effect of the policy could include minimising embedded emissions by reusing existing infrastructure.
A potential synergistic effect of the policy could include a more integrated and efficient transport movement network that reduces the need for new transport infrastructure and further embedded emissions from construction.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to utilising existing infrastructure, minimising embedded emissions.

Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to utilising existing infrastructure, this has had a positive effect on this ISA2 objective.

Residual Impacts of the January 2024 Policy being Implemented?

None identified

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	++	+	+	++	++		

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary synergistic effect of the policy could include a decarbonisation through reduction, alongside benefits to heath and wellbeing.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2023 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

None identified

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles . A potential synergistic effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

Recommend policy makes explicit reference to promoting good design at multi-modal hubs or integrated access stations to maximise ecological connectivity.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++	+	++	++	++		

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help conserve the green infrastructure network.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

None Identified.

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

Policy could make explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the January 2024 Policy being Implemented?

Recommend that reference is made to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	0	+	+	+		0	+	+	+	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Primary effects from the implementation of the policy on the plan area could include potential protection of biodiversity , geodiversity and the green infrastructure network through reduction in car use. Potential secondary effects of the policy could include a reduction in air pollution through decarbonisation ambitions.

Mitigation and Enhancement

The policy could make explicit references to reducing vibration, air and noise pollution.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the January 2024 Policy being Implemented?

Recommend that the policy could make explicit reference to reducing vibration, air and noise pollution.

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help to protect internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

Recommend policy makes explicit reference to considering the impact of development on environment sites.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	0	0	0	0	0	0	0	0		

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel, and help to protect internationally designated environment sites.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

Recommend policy makes explicit reference to protecting the environment, particularly internationally designated environment sites.

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Nat	ST-LT	Perm	High	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.

Mitigation and Enhancement

Policy could make more explicit reference to protecting the environment, particularly internationally designated environment sites.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of March 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the January 2024 Policy being Implemented?

Recommend that reference is made to protecting the environment, particularly internationally designated environment sites.

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Local	ST-LT	Perm	Med	?	?	?	?	?	?	?	?		

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the January 2024 Policy being Implemented?

Recommend that the policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	++	+++	+++	+++		

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including reducing the pollution caused by transport activities.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced pollution and improved local air quality as a result of a greater use of the rail network.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

None identified.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++	+	++	+++	++		

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include reduced vibration, air and noise pollution from lower car travel.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.

Residual Impacts of the January 2024 Policy being Implemented?

None Identified.

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	+++	+++	+++	+++		

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

A potential primary and direct effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions with the modal shift to more sustainable movement patterns for freight and logistics transportation.
A potential secondary effect from the implementation of the policy on the plan area could be the improved air quality of the plan area.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement

None identified.

Has the March 2023 Mitigation and Enhancement been addressed?

No mitigation and enhancement for this objective was identified.

Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to reducing air and noise pollution.

Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to reducing air and noise pollution, this has had a positive effect on this ISA2 objective.

Residual Impacts of the January 2024 Policy being Implemented?

None identified

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	++	+	+	+	++	+		

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. A potential secondary and synergistic effect of the policy could include an improvement in local air quality as a result of decarbonisation ambitions across the transport network.

Mitigation and Enhancement

Policy could make explicit reference to protecting and enhancing local air quality.

Has the March 2023 Mitigation and Enhancement been addressed?

The mitigation and enhancement has not been addressed

Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.

Summary of January 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated

Residual Impacts of the January 2024 Policy being Implemented?

Recommend that the policy could make explicit reference to protecting and enhancing local air quality.

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	+	+	+	+	+	+	+		

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities. The policy seeks to meet this responsibility by increasing environmental standards of their rail operators.

Potential Effects

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	++	++	++	++	++	++	++	++		

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	ST-LT	Perm	Med	++	++	++	++	++	++	++	++		

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+	+	+	+	+		

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects

Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region and reduced transport related social exclusion. A potential synergistic effect of the policy on the plan area could include a more resilient transport network as a result of a more efficient and effective rail network.

Mitigation and Enhancement
Policy could make an explicit reference to increasing the resilience of the transport network to a changing climate, including extreme weather events.
Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
Recommend policy makes explicit reference to climate change and resilience.

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement
None identified.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects
A potential primary and direct effect from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use reducing demand for new road space across the region and preventing the loss of agricultural land.

Mitigation and Enhancement
None identified.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through better integration with public and active travel networks in the region.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transport infrastructure network.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
Recommend policy makes explicit reference to conserving historic assets which form part of the rail network, during construction and operation of rail infrastructure.

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	+	+	+		+	+	+	+	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects
The policy focuses on providing better accessibility for sustainable travel for short or multi-stage journeys, helping to keep communities connected.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
Recommend policy makes explicit reference to protecting and enhancing the character of surrounding areas, through the construction and operation of rail infrastructure.

Rail	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	ST-LT	Perm	High	+	++	+++	++		+	++	+++	++	

The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including the reduction of greenhouse gas emissions, the transition to sustainable energy sources and reducing the pollution caused by transport activities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles. A potential synergistic effect of the policy on the plan area could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to promoting the use of recycled and locally produced materials and resource efficient transport infrastructure in its construction.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
Recommend policy could make explicit reference to promoting the use of recycled and locally produced materials and resource efficient transport infrastructure in its construction.

Rail	Effects	March 2023 Assessment	January 2024 Assessment

A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include an increase in the resilience of the transport network through understanding road capacity and changing travel behaviours.

Mitigation and Enhancement
None identified.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to adapting to the impacts of Climate Change.
Summary of January 2024 Scoring

As the policy now includes greater reference to adapting to the impacts of Climate Change, this has had a positive effect on this ISA2 objective.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	+	+	++	+		+	+	++	+	

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and indirect effect from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions from the reduction of private car use which would minimise adverse impacts on the blue infrastructure network.

Mitigation and Enhancement
The policy could make an explicit reference to the overall reduction in pollution through decarbonisation goals.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	MT-LT	Perm	Med	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and indirect effect from the implementation of the policy on the plan area could include progress in decarbonising the road network.

Mitigation and Enhancement
The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.
Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
Recommend policy makes explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Reg-Nat	MT-LT	Perm	Med	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect of the policy could include greater access to historic and cultural assets through sustainable transport modes.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None Identified.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+		+	+	+	+	

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary and synergistic effect of the policy could include the protection and enhancement of character and quality of landscapes through a shift in car dominance.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?

None Identified.

Roads	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+		+	+	+	+	

The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road. A potential secondary effect could include considered use of the current road network prior to further development. A potential synergistic effect of the policy could include a reduction in fuel use through the promotion of more sustainable modes of transport.

Mitigation and Enhancement
Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?

Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

Roads	Effects	March 2023 Assessment	January 2024 Assessment

Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions, vibration, air and noise pollution with the shift to more sustainable freight and logistics travel patterns which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns for freight and logistics across large conurbations, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.
Another potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable movement patterns for freight and logistics transport across communities, with the reduction in pollution benefitting the surrounding natural environment creating stronger and healthier ecological networks due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Loc-Reg	ST-LT	Perm	Med	0/?	0/?	0/?	+		+	+	+	+	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the shift to reduced freight and logistics travel movements which would respond to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to more sustainable travel patterns, with the reduction in pollution benefitting the surrounding blue infrastructure network creating stronger and healthier natural environments due to the reduction in fossil fuel reliance, and the resultant pollutants, across the plan area.

Mitigation and Enhancement
The policy could make an explicit reference to reducing pollution from the transportation network to benefit the natural environment.
Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to reducing air and noise pollution.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to reducing air and noise pollution, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary effect of the policy could include the protection of soil through improving existing infrastructure, rather than new development on greenfield land.

Mitigation and Enhancement
None identified.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	?	Reg-Nat	ST-LT	Perm	High	0/?	0/?	0/?	0/?		0/?	0/?	0/?	0/?	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network and the implementation of the policy on the plan area could include the freight and logistics transport fleets against the effects of climate change, ensuring access to cultural and historic assets.
A potential cumulative secondary and indirect effect from the implementation of the policy on the plan area could be the impact on transport infrastructure which are designated heritage assets.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+		+	+	+	+	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential secondary and synergistic effect of the policy could include the protection and enhancement of character and quality of landscapes and townscapes through a shift in road transport dominance.

Mitigation and Enhancement
Policy could make an explicit reference to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the January 2024 Policy being Implemented?

Recommend that reference is made to encouraging design or transport infrastructure that protects and enhances the character of surrounding areas.

Freight and International Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Reg-Nat	Mt-LT	Perm	High	+	++	++	++		+	++	++	++	

The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
Potential cumulative primary and direct effects from the implementation of the policy on the plan area could be the greater use of resources, reduction in fuel and increased work for local supplies and organisations to construct any new and upgraded infrastructure.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?

None Identified

Freight and International Connectivity	Effects	March 2023 Assessment	January 2024 Assessment

Potential primary effects from the implementation of the policy could include a more resilient transport network due to improved accessibility and connectivity for local travel. Potential secondary effects of the policy could include a reduction in pollutants through decarbonisation ambitions.

Mitigation and Enhancement
Policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.
Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the January 2024 Policy being Implemented?
Recommend that the policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0		0	0	0	0	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could see reduction in car dependency through the promotion of public transport and active travel as modes for local connectivity. Potential secondary effects of the policy could include a reduction in pollutants through decarbonisation ambitions.

Mitigation and Enhancement
None identified.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0		0	0	0	0	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Primary effects from the implementation of the policy on the plan area could include the protection of soil through improving existing public transport infrastructure and reducing the demand for road space.

Mitigation and Enhancement
None identified.
Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	-	Local	ST-LT	Perm	Med	0	0	0	0		0	0	0	0	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Primary effects from the implementation of the policy on the plan area could include improved sustainable local connectivity. A potential secondary effect of the policy could include a reduction in car use through the promotion of public transport and active travel modes.

Mitigation and Enhancement
The policy could make an explicit reference to supporting improved access to historic or culturally important sites by sustainable transport modes.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the January 2024 Policy being Implemented?
Recommend that the policy makes explicit reference to supporting improved access to historic or culturally important sites by sustainable transport modes.

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+		+	+	+	+	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include the reduction of car usage. A potential secondary and synergistic effect of the policy could include protection of the character and quality of landscapes and townscapes.

Mitigation and Enhancement
Policy could make an explicit reference to ensuring the conservation and enhancement of the surrounding landscapes and townscapes in relation to local connectivity and car reduction.
Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the January 2024 Policy being Implemented?
Recommend that the policy makes explicit reference to ensuring the conservation and enhancement of the surrounding landscapes and townscapes in relation to local connectivity and car reduction.

Local Connectivity	Effects					March 2023 Assessment					January 2024 Assessment				
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**		**ST**	**MT**	**LT**	**Sm**	
Commentary	✓	Local	ST-LT	Perm	Med	+	+	+	+		+	+	+	+	

The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the North's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in fuel use through promotion of more sustainable transport modes. Potential secondary and synergistic effects of the policy on the plan area could include minimisation of the production of waste through re-use of existing infrastructure.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?

None Identified

Local Connectivity	Effects	March 2023 Assessment	January 2024 Assessment

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++	++	++	++	++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods to maximise the regions economic potential. The policy encourages the need for a fit-for-purpose network with strong North-South and East-West connections.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

The policy text has been updated to reflect the recent cancellation of the HS2 rail link to the North of England.
Summary of January 2024 Scoring

Scoring has reduced long term following the change in network interventions proposed within the policy.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	ST-LT	Perm	High	++	++	++/+++	++	++	++	++/+++	++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring economic assets and neighbouring regions closer together.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of public and active transport with rail services. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated and strategic transport planning across the region.

Mitigation and Enhancement
Policy could make an explicit reference to supporting mixed use development coordinated with accessibility to the rail network.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?

Recommend policy makes explicit reference to housing and employment development in terms of accessibility and integration with the rail network.

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of rail services, including better information available before and throughout journeys. A potential secondary effect of the policy could include greater use of rail services for users to access services and facilities. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups, as a result of greater reliability, accessibility and inclusivity of the rail network.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	ST-LT	Perm	High	+++	+++	+++	+++				

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities. The policy seeks to enable an equitable and affordable railway for all, including the need for integrated fares and ticketing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved integration of fares and ticketing for rail services. A potential secondary and synergistic effect of the policy could include an increase in modal share of rail travel as a result of a more financially accessible rail service.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified.

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	ST-LT	Perm	High	+++	+++	+++	+++	+++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include better integration of rail services with surrounding public and active travel networks. A potential secondary effect of the policy could include greater use of rail services as a result of reduced severance in the transport network. A potential synergistic effect of the policy could include reduced TRSE, particularly for the most vulnerable groups.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified.

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++	+	++	+++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include a reduction a modal shift away from private car and freight by road, supporting economic outcomes for the North from the decarbonisation of transport. A potential secondary effect of the policy could include greater use of sustainable transport modes for users to access to good quality employment and skills opportunities. A potential synergistic effect of the policy could include enhanced long term economic prosperity and green economic growth in the region.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified.

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++	++	++	+++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to working with relevant bodies to ensure strategic transport planning across the region.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved understanding of the current road network, resulting in strategic planning across the plan area. A potential secondary and synergistic effect of the policy could include an increase in sustainable multi-modal trips and better connected communities as a result of coordinated and strategic transport planning across the region.

Mitigation and Enhancement
Policy could make an explicit reference to supporting access to housing and employment.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to connecting communities to health and education services and employment opportunities.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health and education services and employment opportunities, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	MT-LT	Perm	Med	+	++	+++	++	++	++	+++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved access to essential facilities through strategic planning of the road network. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to connecting communities to health and education services and employment opportunities.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health and education services and employment opportunities, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include improved access to essential facilities through strategic planning of the road network. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement
Policy could make explicit reference to supporting the provision of services that are financially accessible and promoting the integration of technology across the transport network.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of March 2023 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
Policy could make an explicit reference to supporting the provision of services that are financially accessible and promoting the integration of technology across the transport network.

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++	++	++	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system. Policy also makes reference to delivering TRSE strategies.

Potential Effects
A potential primary effect from the implementation of the policy on the plan area could include inclusive journeys for all road users through assessment of future mobility and changing travel behaviours. A potential secondary effect of the policy could include a reduction in TRSE through improved connections.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to connecting communities to health and education services and employment opportunities.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health and education services and employment opportunities, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	++	++	+++	+++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
Potential synergistic effects from the implementation of the policy on the plan area could result in the transformation of the economic performance of the north. By supporting the delivery of a significant shift in the movement of goods across the plan area through more efficient movement patterns, this could result in the optimisation of stronger economic outcomes for the north securing improved long term resilience across the region boosting economic opportunities.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
Policy could make explicit reference to linking the multi-modal freight networks with public transport infrastructure and local communities where possible and appropriate, to support employment opportunities and the development of connected communities.
Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has not been addressed
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

As the policy has not been amended to include the suggested mitigation, the scoring has not been updated
Residual Impacts of the January 2024 Policy being Implemented?
Recommend that reference is made to linking the multi-modal freight networks with public transport infrastructure and local communities where possible and appropriate, to support employment opportunities and the development of connected communities.

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Loc-Reg	MT-LT	Perm	Med	+	++	+++	++	+	++	+++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift fewer freight and logistics movements across the plan area, this would likely result in a healthier environments for communities.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	+++	+++	+++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes to support economic growth in both local, regional and national markets.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased frequency of service and reliability of local public transport. A potential secondary effect of the policy could include improved mobility, supporting the economy.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to greater connectivity, impacting on the long term economic transformation of the North
Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to promoting the green economic transformation, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	+++	+++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes. The policy also makes reference to taking a place-based approach to support strategic pan-Northern connectivity and local transport networks.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved connectivity for communities locally. A potential secondary effect of the policy could include improved connectivity across the region through supporting strategic transport planning.

Mitigation and Enhancement
Policy could make explicit reference to connected communities and supporting housing and employment development in areas served by public or active transport modes.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to connecting communities to health and education services and employment opportunities by sustainable and active travel modes.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health and education services and employment opportunities by sustainable and active travel modes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?

None Identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	++	+++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improvement to the quality of public transport and active travel modes. A potential secondary effect of the policy could include improved connectivity.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to connecting communities to health and education services and employment opportunities by sustainable and active travel modes.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health and education services and employment opportunities by sustainable and active travel modes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Improve affordability of transport

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	++	+++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improvement to the quality of public transport and active travel modes. A potential secondary effect of the policy could include improved connectivity.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to enhancing the accessibility and affordability of active and sustainable travel modes.
Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to enhancing the accessibility and affordability of active and sustainable travel modes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?

None Identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.
EqIA Sub-objective- Reduce severance.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	++	+++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the dominance of traffic on residential roads due to the promotion of public transport and active travel as modes for local connectivity. A potential secondary effect of the policy could include improvement of the overall environment.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to connecting communities to health and education services and employment opportunities by sustainable and active travel modes.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health and education services and employment opportunities by sustainable and active travel modes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	ST-LT	Perm	High	++	++	++	++	++	++	++	++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, through improving the frequency and journey times of services and better integration to bring neighbouring regions closer together and reduce TRSE through meeting the needs of communities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include an increase in accessibility and reliability of rail services. A potential secondary effect of the policy could include greater use of rail services for users to access services and facilities, including those that improve health outcomes.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in reducing greenhouse gas emissions and moving towards a sustainable, decarbonised transport system. The policy outlines one of its main principle is sustainability, including reducing the pollution caused by transport activities.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include an increase in rail travel in the region, alongside a reduced reliance on private vehicles and therefore a reduced dominance of polluting vehicles on the roads. A potential synergistic effect of the policy on the plan area could include reduced transport related vibration, noise and air pollution.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified.

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	ST-LT	Perm	High	++	++	+++	++	++	++	+++	++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, which will have a critical role in moving towards a sustainable, decarbonised transport system. The policy intends to facilitate door-to-door sustainable, multi-modal journey's to encourage a modal shift towards more sustainable modes of travel.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved rail services and greater integration of rail services with wider public transport and active travel across the region. A potential secondary effect of the policy could include a reduction in the use of private vehicles, as a result of better public and active travel options. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety, as a result of fewer cars on the surrounding road network.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

Rail — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve actual and perceived safety and security issues.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	ST-LT	Perm	High	++	+++	+++	+++	++	+++	+++	+++

Commentary
The policy focuses on encouraging an effective and efficient rail network in the North connecting people and goods, focusing on encouraging a modal shift towards rail use through enhancing public realm to create dynamic and attractive places.

Potential Effects
Potential primary effects of the policy on the plan area could include improved public realm and better design around rail stations and multi-modal hubs. A potential secondary effect of the policy on the plan area could include an increased perception and increased actual safety along rail services and integrated public and active travel routes. A potential synergistic effect of the policy could include a more welcoming environment for all users.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	MT-LT	Perm	Med	+	++	++	++	+	++	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved access to services through strategic road planning. A potential secondary effect of the policy could include improved health benefits through decarbonisation goals.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified.

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction of the transport impact on vibration, air quality and noise through decarbonisation goals. A potential secondary and synergistic effect of the policy could include improved health and wellbeing.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None Identified.

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	MT-LT	Perm	Med	++	++	++	++	++	++	+++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include a reduction in the use of private vehicles through decarbonisation goals and promotion of shared mobility solutions. A potential synergistic effect of the policy on the plan area could include reducing road traffic incidents, including accidents involving wildlife and improving road safety, as a result of fewer cars on the surrounding road network.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to safety, impacting on actual and perceived safety and security issues.
Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to safety, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2023 Policy being Implemented?
None identified

Roads — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve actual and perceived safety and security issues.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Reg-Nat	MT-LT	Perm	Med	+	+	+	+	++	++	++	++

Commentary
The policy focuses on the critical role that the road network plays in connecting people and supporting economic growth. The policy outlines that the North's Road and Energy networks are key enablers in meeting net zero carbon transport targets, and recognises that there is a need to decarbonise the transport system.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved road design and provision of walking and cycling facilities. A potential secondary effect of the policy on the plan area could include increased perception and actual safety.

Mitigation and Enhancement
Policy could make explicit reference to actual and perceived safety and security issues across the road network.

Has the March 2023 Mitigation and Enhancement been addressed?
The mitigation and enhancement has been addressed.
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to safety, impacting on actual and perceived safety and security issues.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to safety, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2023 Policy being Implemented?
None identified

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	+	++	+++	++	+	++	+++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	+++	+++	+++	+++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to reducing air and noise pollution.
Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to reducing air and noise pollution, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of goods across the north. By supporting the shift to fewer freight and logistics movements, this would likely result in quieter roads potentially reducing the number of accidents and incidents.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None identified

Freight and International Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve actual and perceived safety and security issues.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Loc-Reg	ST-LT	Perm	Med	++	++	++	++	++	++	++	++

Commentary
The policy focuses on freight and international connectivity within the plan area and the need to ensure transport infrastructure can adequately support the economy over the plan period, focusing on multi-modal freight networks to improve connectivity, become more efficient and effective; supporting the modal shift from road travel modes contributing to decarbonising the north's transport infrastructure.

Potential Effects
Potential primary and direct effects from the implementation of the policy on the plan area could be the reduction of greenhouse gas emissions and air pollution with the modal shift to reducing freight and logistics movements, responding to the uncertainties from climatic effects and the implementation of the policy on the plan area could include a reduction a modal shift away from road to rail, inland waterways and local distribution hubs as part of a multi-modal network.
A potential synergistic effect from the implementation of the policy on the plan area could be the more efficient movement of people and goods across the north. By supporting the shift fewer freight and logistics movements within the plan area, this would likely result in a change in employment opportunities and locations.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the March 2023 Policy being Implemented?
None identified

ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	++	+++	++

Commentary
The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the Nortll's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased use of public transport and active travel modes, encouraging physical activity. A potential secondary effect of the policy could include improved accessibility to services through improved localised connectivity.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
Policy wording has been added which provides greater explicit references to connecting communities to health services by sustainable and active travel modes.
Summary of January 2024 Scoring
As the policy now includes greater reference and strategic direction to connecting communities to health services by sustainable and active travel modes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	++	++	+++	++

Commentary
The policy focuses on reduction of car dependency and promotion of public transport and active travel modes, with an ambition to decarbonise the Nortll's transport network and improve health and wellbeing.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include improved air quality through ambitions to decarbonise the transport network. Potential secondary and synergistic effects of the policy could include improved health and wellbeing.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

Policy wording has been added which provides greater explicit references to active and sustainable travel modes, impacting on reducing vibration, air and noise pollution.
Summary of January 2024 Scoring

As the policy now includes greater reference and strategic direction to sustainable and active travel modes, this has had a positive effect on this ISA2 objective.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	ST-LT	Perm	Med	+	++	++	++	+	++	++	++

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include reduction of levels of car use through the promotion of public transport and active travel modes. Potential secondary effects of the policy could include improved safety due to car reduction.

Mitigation and Enhancement
None identified.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?

No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring

Scoring has not changed from January 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

Local Connectivity — **Effects** — **March 2023 Assessment** — **January 2024 Assessment**

ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens.
EqIA Sub-objective- Improve actual and perceived safety and security issues.

Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm	ST	MT	LT	Sm
✓	Local	MT-LT	Perm	Med	+	+	+	+	+	+	+	+

Commentary
The policy focuses on improving local connectivity with a reduction in car dependency and promotion of public transport and active travel modes.

Potential Effects
Potential primary effects from the implementation of the policy on the plan area could include increased provision for active travel and physical activity. Potential secondary effects of the policy could include improved environments for those utilising public transport, walking and cycling through the promotion of public transport and active travel modes.

Mitigation and Enhancement
Policy could make explicit reference to ensuring safety to create a welcoming environment for travel for all users.

Has the March 2023 Mitigation and Enhancement been addressed?
No mitigation and enhancement for this objective was identified.
Commentary on Changes Made to the 2024 draft policy?
No changes have been made to the draft policy in relation to this ISA2 objective.
Summary of January 2024 Scoring
Scoring has not changed from March 2023 based on no amendments being made against the assessment criteria.
Residual Impacts of the January 2024 Policy being Implemented?
None identified

A.5 Reasonable Alternatives Assessment

2023

Scenario/ Objective	ISA2 Obj 1	ISA2 Obj 2	ISA2 Obj 3	ISA2 Obj 4	ISA2 Obj 5	ISA2 Obj 6	ISA2 Obj 7	ISA2 Obj 8	ISA2 Obj 9	ISA2 Obj 10	ISA2 Obj 11	ISA2 Obj 12	ISA2 Obj 13	ISA2 Obj 14	ISA2 Obj 14	ISA2 Obj 14	ISA2 Obj 15	ISA2 Obj 15	ISA2 Obj 16	ISA2 Obj 16b
Continuation of STP1	++	0/?	-	0/?	+/?	++	0/?	0/?	++	0/?	0	+	+++	+	++	+/?	+/?	+/?	0	+
Balanced	+++	0/?	++	+/?	++	++	++	0/?	++	++	+/?	+++	+++	+++	++	++	++	++	+++	++
Local Modal shift Max	+	0	0/?	0/?	++	0/?	0/?	0/?	0/?	+/?	+/?	--	+/?	+	+	+	0/?	++	++	0/?

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	++	++	++
The ambition of STP1 for world class transport that supports sustainable economic growth and the policy target of achieving a net zero public transport network by 2050 could support a reduction in greenhouse gas emissions from surface transport in the North, resulting in a moderate beneficial impact.									
Mitigation and Enhancement									
None identified.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?
The ambition of STP1 to support sustainable economic growth could support a reduction in embedded and construction carbon within the North's infrastructure investment. However, there is no specific reference of minimising embedded emissions resulting in an uncertain, neutral impact.									
Mitigation and Enhancement									
Policy could make explicit reference to supporting a reduction of embedded construction carbon through the re-use of existing infrastructure.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	Perm	Perm	High	0/?	-	-	-
The objective of STP1 to promote and enhance the natural environment could have a moderate beneficial impact on protecting and enhancing biodiversity, particularly as policy seeks to ensure that biodiversity net gain is achieved where possible. However, this scenario would not align with the upcoming national requirement for 10% biodiversity net gain set out in the Environment Act 2021, resulting in a slight adverse impact in the long term.									
Mitigation and Enhancement									
There could be reference to ensuring biodiversity net gain is achieved on all developments.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?
The objective of STP1 to promote and enhance the natural environment could have a slight beneficial impact on protecting internationally designated environment sites. However, there is no specific reference to protecting or enhancing designated environment sites resulting in an uncertain or neutral impact.									
Mitigation and Enhancement									

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?

The ambition of STP1 to support sustainable economic growth could support an improvement in local air quality as a result of more sustainable transport modes available. However, there is no specific reference to minimising air pollutants resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

There could be explicit reference to improving local air quality.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	++	++	++

The objective of STP1 to increase the resilience of the transport system could have a large beneficial impact in contributing to promoting an increase in the resilience of the transport network to extreme weather events and increase understanding of vulnerability to climate change effects.However, there is no reference to encouraging adaptive management and design to respond to uncertainties in climate effects resulting in a moderate beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the natural environment could have a slight beneficial impact on protecting and enhancing the blue infrastructure network. However, there is no specific reference to protection of water resources or nature based solutions resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make explicit reference to urban areas surrounding blue infrastructure and how it is protected and enhanced.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the natural environment could have a slight beneficial impact on protecting and conserving soil. However, there is no reference to protecting and conserving soil resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
Commentary	✓	Loc-Reg	Perm	Perm	High	+	++	++	++

The objective of STP1 to promote and enhance the built, historic and natural environment could have a moderate beneficial impact on the enhancement of historic assets and their setting. STP1 also aims to improve sustainable access to the UK's key destinations resulting in a moderate beneficial impact.

Mitigation and Enhancement

There could be explicit reference to protecting and enhancing heritage assets which form part of the transport network.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the built, historic and natural environment could have a moderate beneficial impact on the character and quality of the built environment. However, there is no specific reference to protecting and enhancing the character and quality of landscapes and townscapes resulting in a neutral, uncertain impact.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing and protecting the character of the surrounding landscape and/or townscape.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0	0	0	0

The policy target of STP1 of achieving a net zero public transport network by 2050 could have a large beneficial impact in reducing fuel use. However, there is no reference to sustainable construction materials or waste management resulting in a neutral impact.

Mitigation and Enhancement

The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	+	+	+

The ambition of STP1 for world class transport that supports sustainable economic growth could have a large beneficial impact on enhancing long term prosperity and promoting a green economic transformation. However, the investment priority on inclusive economic growth does not reference promoting green economic transformation or decarbonisation resulting in a slight beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Perm	Perm	High	++	+++	+++	+++

The aims of STP1 of connecting businesses and people are supported by the policy position which seeks to ensure that future strategic housing, commercial and industrial developments are well connected, and have high expectations on developers to provide access to public transport facilities could result in a large beneficial impact on strategic transport planning across the region.

Mitigation and Enhancement
None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	+	+	+

The objective of STP1 to improve inclusivity, health and access to opportunities for all could have a moderate beneficial impact on improving active and public travel to key services and facilities. There is no specific reference to supporting improved access for those in areas at high risk of TRSE or for more vulnerable groups.

Mitigation and Enhancement
There could be explicit reference to supporting those in areas at high risk of TRSE or promoting a transport system that meets the needs of everyone.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Perm	Perm	High	++	+++	++	++

The policy position of STP1 supports the delivery of the Integrated and Smart Travel programme to make it easier and affordable for customers to plan, make and pay for their journeys which would have a moderate positive impact on the affordability of the transport network.

Mitigation and Enhancement
None identified.

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
EqIA Sub-objective- Reduce severance.									
Commentary	✓	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?

The objective of STP1 to increase the integration of the transport network could result in a moderate beneficial impact on reducing severance. However, there is no specific reference to reducing severance resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

There could be explicit reference to reducing severance of the transport network such as through improvements to the public realm, reducing the dominance of private vehicles and improving road vehicle behaviour.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.									
Commentary	✓	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?

The objective of STP1 to improve inclusivity, health and access to opportunities for all could have a moderate beneficial impact on improving active and public travel to services and facilities that improve health outcomes. However, there is no specific reference to this resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

There could be explicit reference to encouraging people to integrate physical activity into their everyday journeys.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.									
Commentary	?	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?

The ambition of STP1 to support sustainable economic growth could support a reduction in transport related vibration, noise and air pollution as a result of more sustainable transport modes available. However, there is no specific reference to minimising vibration, noise of air pollutants resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

The plan could make an explicit reference to the benefits active travel and public transport improvements may have on reduction in airpollution, vibration and noise pollution.

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0	0	0	0

The ambition of STP1 to support sustainable economic growth could support an improvement in road safety as a result of fewer private vehicle trips and more sustainable transport modes available. However, there is no specific reference to there is no reference to improving road safety resulting in a neutral impact.

Mitigation and Enhancement

Policy could make more explicit reference to promoting road and public transport safety.

ISA Objective	**Effects**					**March 2023 Assessment**			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	+	+	+

The policy position of STP1 which focuses on improving passenger comfort, confidence, reliability, safety and security could have a moderate beneficial impact of actual and perceived safety and security issues. However, there is no specific reference to improving natural surveillance or creating a more welcoming environment for all resulting in a slight positive impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++
The strategic ambition of STP2 to support the rapid decarbonisation of surface transport could have a large beneficial impact on reducing greenhouse gas emisisons from surface transport in the North. This scenario proposes as a minimum, no net traffic growth in the North from a 2018 baeline to 2045 encouraging a reduction in private vehicle use and prioritising sustainable modes of travel.									
Mitigation and Enhancement									
Policy could make explicit reference to the reduction of greenhouse gas emissions through decarbonisation initiatives.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local-Reg	MT-LT	Perm	High	0/?	0/?	0/?	0/?
The ambition of STP2 to support sustainable economic growth and decarbonistion of surface transport could support a reduction in embedded and construction carbon within the North's infrastructure investment. However, there is no specific reference of minimising embedded emissions resulting in an uncertain, neutral impact.									
Mitigation and Enhancement									
There could be explicit reference to supporting a reduction of embedded construction carbon through the re-use of existing infrastructure.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The strategic ambition to rapidly decarbonise th etransport system includes improving green infrastructure and developing nature based solutions in order to protect the natural environment. The objective of STP2 for ecological protection and enhancement could also result in a moderate positive impact on biodiversity, geodiversity and the green inrastructure network.									
Mitigation and Enhancement									
There could be explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+/?	+/?	+/?	+/?
The objective of STP2 for ecological protection and enhancement could result in a moderate positive impact on conserving and enhancing internationally designated environment sites. However, there is no specific reference resulting in a slight beneficial but uncertain impact.									
Mitigation and Enhancement									
The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

The objective of STP2 to reduce emissions and improve local air quality could result in a moderate beneficial impact on protecting and enhancing local air quality.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

The ambition of STP2 to enhancing the resilience of transport system could result in a large beneficial impact on increasing resilience of the transport network to extreme weather events and a changing climate. However, there is no reference to encouraging adaptive management and design to respond to uncertainties in climate effects resulting in a moderate beneficial impact.

Mitigation and Enhancement

There could be explicit reference to encouraging adaptive management and design to respond to uncertainties in climate effects.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

The strategic ambition to rapidly decarbonise the transport system includes improving blue infrastructure and developing nature based solutions in order to protect the natural environment. The objective of STP2 for ecological protection and enhancement could also result in a slight positive impact on protecting and enhancing the blue infrastructure network.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local-Reg	MT-LT	Perm	High	0/?	0/?	0/?	0/?

The objective of STP2 for ecological protection and enhancement could have a slight beneficial impact on protecting and conserving soil. However, there is no reference to protecting and conserving soil resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**

Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

The strategic ambition to rapidly decarbonise the transport system includes ensuring that new infrastructure is designed to minimise any adverse impacts on the historic environment resulting in a moderate positive impact .

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

STP2 introduces the importance of place to support the ambition of supporting sustainable economic growth, with 9 distinct place types identified as part of a framework across the North. The strategic ambition to rapidly decarbonise the transport system includes ensuring that new infrastructure is designed to minimise any adverse impacts on the built environment resulting in a moderate positive impact .

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+/?	+/?	+/?	+/?

The STP2 proposes as a minimum, a position of no net traffic growth in the North from a 2018 baseline to 2045, which could have a large beneficial impact in reducing fuel use. However, there is no reference to sustainable construction materials or waste management resulting in a slight positive but unertain impact.

Mitigation and Enhancement

Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++

The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on decarbonisation and social opportunity. The ambition of STP2 to achieve sustainable economic growth through a zero emission transport system could have a large beneficial impact on the long term economic poropserity of the North through promoting a green economic transformation. The objective of STP2 to close the economic producitivity gap between the North and other regions also could reuslt in a large beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++

The objective of STP2 to support robust approaches to strategic transport infrastructure investment could have a moderate beneficial impact on coordinated land use and strategic transport planning across the region. The STP2 policy position to ensure housing and office developments have strong active and public transport links as well as avoiding locking in cra dependency on new housing developments could have further benefits resulting in a large beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services. facilities and amenities.									
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++

The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The strategic ambition to enhance social inclusion and health, supported by the objective to improve local connectivity to reduce TRSE could have a large beneficial impact on improving transport connectivity to servies, facilities and amenities.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve affordability of transport									
Commentary	✓	Local-Reg	MT-LT	Perm	High	++	++	+++	++

The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The STP2 policy position to encourage integrated ticketing and smart cards could have a moderate beneficial impact on the affordability of transport.

Mitigation and Enhancement

There could be explicit reference to transport services being financially accessible for all.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Reduce severance.									
Commentary	✓	Local-Reg	MT-LT	Perm	High	++	++	+++	++

The STP2 objective to improve local connectivity to reduce TRSE and to improve safety of the transport system could have a moderate beneficial impatc on reducing severance. This is supported by the policy position to reduce community severance in Lareg Conurbations.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The strategic ambition to enhance social inclusion and health, supported by the objective to improve local connectivity to reduce TRSE could have a large beneficial impact on improving accesibility to servies, facilities and amenities that improve health outcomes. However, there is no reference to promoting accessibility to open space and nature resulting in a moderate

Mitigation and Enhancement

Policy could make an explicit reference to improving health outcomes for transport users, such as through promoting accessibility to open space and encouraging users to integrate physical activity into their everyday journey's.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

The objective of STP2 to reduce emissions and improve local air quality could have a large beneficial impact on reducing transport rleated vibration, air and noise pollution. However, there is no specific reference to this resulting in a modrate beneficial impact.

Mitigation and Enhancement

There could be explicit reference to reducing transport related vibration and noise pollution, particularly around vulnerable users.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++

The objective of STP2 to improve safety of the transport system and supporting safety improvements to road networks could have a large beneficial impact on imrpoving road safety and reducing the number of accidents. This scenario also proposes as a minimum, no net traffic growth in the North from a 2018 baeline to 2045 encouraging a reduction in private vehicle use.

Mitigation and Enhancement

There could be explicit reference to reducing collisions involving wildlife.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens.									
EqIA Sub-objective- Improve actual and perceived safety and security issues.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	++	++	++	++
The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The strategic ambition to enhance social inclusion and health, supported by the objective to reduce TRSE could have a large beneficial impact on improving actual and perceived safety of the transport system. However there is no link to improving public realm and natural surveillence to create a safer environment resulting in a moderate beneficial impact.									
Mitigation and Enhancement									
There could be explicit reference to creating a more welcoming environment for all users through public realm improvement and natural surveillence.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	++	+	+	+

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a large beneficial impact in reducing greenhouse gas emissions from surface transport. Encouraging the use of public transport modes could be supported by fare subsidies. However, a significant reduction in road building schemes and a lack of investment in longer distance trips may have a strong adverse impact on rural communities or those travelling for longer distances.

Mitigation and Enhancement

There could be explicit reference to ensuring equal access for all to transport infrastructure.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	0	0	0	0

The ambition to significantly reduce or pause all road building schemes, and reallocating existing road space, could have a large beneficial impact on embedded emissions from transport infrastructure. However, this scenario does not include specific objectives to minimise embedded emissions through low carbon energy generator or low carbon construction materials and techniques.

Mitigation and Enhancement

There could be explicit reference to minimising embedded emissions through low carbon energy generator or low carbon construction materials and techniques.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a moderate positive impact on reducing transport related vibration, noise and air pollution and therefore minimising such adverse effects on designated habitats and protected species. However, this scenario does not include specific objectives to protecting and enhancing biodiversity, geodiversity or the green infrastructure network.

Mitigation and Enhancement

There could be explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a moderate positive impact on reducing transport related vibration, noise and air pollution and therefore minimising such adverse effects on designated habitats and protected species. However, this scenario does not include specific objectives to protecting and enhancing internationally designated environment sites.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	+	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a large beneficial impact on protecting and enhancing local air quality.

Mitigation and Enhancement

Policy could make explicit reference to protecting and enhancing local air quality.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

This scenario outlines an ambition to focus on local investment in the short to medium term and does not include specific reference to increasing the resilience of the transport network to extreme weather events, resulting in an uncertain or neutral impact.

Mitigation and Enhancement

Policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to protecting and enhancing the blue infrastructure network resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make explicit reference to urban areas surrounding blue infrastructure and how it is protected and enhanced.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to protecting and conserving soil resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to supporting the conservation and enhancement of heritage assets resulting in an uncertain or neutral impact.

Mitigation and Enhancement

There could be explicit reference to protecting and enhancing heritage assets which form part of the transport network.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	+/?	+/?	+/?	+/?

This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to protecting and enhancing the quality and character of landscapes and townscapes resulting in an uncertain or neutral impact.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing and protecting the character of the surrounding landscape and/or townscape.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	+/?	+/?	+/?	+/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole an encouraging the use of active and public travel at the local scale could have a large beneficial impact in reducing fuel use. There is no reference to sustainable construction materials or waste management resulting in a neutral impact.

Mitigation and Enhancement

The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	X	Local	ST-MT	Perm	Low	-	--	--	--

The ambition to focus on local investment could result in a moderate adverse impact on sustainable connectivity at a regional and national scale. This scenario would predominantly leave investment in electric vehicle transition and alternative fuels to private sector which could have a slight adverse impact on potential economic outcomes of decarbonising transport.

Mitigation and Enhancement

There could be explicit reference to helping reduce disparities between the northern economy and the rest of England, particularly supporting economic activities through green economic transformation.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	+/?	+/?	+/?	+/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole and encouraging the use of active and public travel at the local scale could have a positive impact on strategic planning at the local scale but slight adverse impact on strategic planning at the regional scale. As there is no reference to strategic transport planning the scoring results in a slight positive but uncertain impact.

Mitigation and Enhancement

There could be explicit reference to strategic transport planning across the region.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	+	+	+	+

The ambition to focus local investment on active and public transport could have a large beneficial impact on improving active and public travel connectivity. However, this may not support connectivity for all users. Transport related social exclusion is not explicitly mentioned and therefore resulting a slight beneficial impact.

Mitigation and Enhancement

There could be explicit reference to improving connectivity for al, particularly to areas at high risk of TRSE and for those with a physical or learning disability.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	+	+	++	+

The ambition to include fare subsidies in policy for local transport networks could result in a large beneficial impact on the affordability of public transport. Local road user charges may however result in less affordable travel for those who still rely on private vehicle transport resulting in a slight beneficial impact overall.

Mitigation and Enhancement
Policy could make more explicit reference to affordability in encouraging modal shift to public and active travel.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Local	ST-MT	Perm	Low	+	+	+	+

The ambition to focus investment on local active and public transport could have a large beneficial impact on reducing severance at the local scale. However, this scenario considers longer distance sustainable travel to be a lesser priority which could result in a slight adverse impact on longer distance travel. This scenario does not consider the needs of rural communities, areas of TRSE or vulnerable groups resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement
There could be explicit reference to reducing severance for rural communities or vulnerable groups.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on local investment in active and public transport could have a slight beneficial impact on improving accessibility to services and facilities that improve health outcomes. However, specific policy measures are not referenced within the scenario resulting in an uncertain neutral impact.

Mitigation and Enhancement
There could be explicit reference to encouraging people to integrate physical activity into their everyday journeys.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	++	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a moderate beneficial impact in reducing transport related vibration, air and noise pollution, resulting in a moderate beneficial impact.

Mitigation and Enhancement
There could be explicit reference to policy reducing transport related vibration, air and noise pollution.

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens.									
EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	++	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a large beneficial impact in reducing the number of car incidents on the road, including those incidents involving wildlife. Investment would focus on reallocating road space and improving parking policies, however road safety is not referenced within the scenario resulting in a slight beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	**Effects**					**March 2023 Assessment**			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens.									
EqIA Sub-objective- Improve actual and perceived safety and security issues.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole an encouraging the use of active and public travel at the local scale could have a slight beneficial impact on actual and perceived safety along improved active and public travel routes. However, there is no specific reference to improving actual and perceived safety resulting in an uncertain, neutral impact.

Mitigation and Enhancement

Policy could make more explicit reference to road safety for all users, particularly for more vulnerable users. The policy could also mention improvements to the public realm to support improvements in the active travel network.

2024

Scenario/ Objective	ISA2 Obj 1	ISA2 Obj 2	ISA2 Obj 3	ISA2 Obj 4	ISA2 Obj 5	ISA2 Obj 6	ISA2 Obj 7	ISA2 Obj 8	ISA2 Obj 9	ISA2 Obj 10	ISA2 Obj 11	ISA2 Obj 12	ISA2 Obj 13	ISA2 Obj 14	ISA2 Obj 14	ISA2 Obj 14	ISA2 Obj 15	ISA2 Obj 15	ISA2 Obj 16	ISA2 Obj 16b
Continuation of STP1	++	0/?	-	0/?	+/?	++	0/?	0/?	0/?	0/?	0	+	+++	+	++	+/?	+/?	+/?	0	+
Balanced	+++	0/?	++	+/?	++	++	++	0/?	?	++	+/?	+++	++	+++	++	++	++	++	+++	++
Local Modal shift Max	++	0	0/?	0/?	++	0/?	0/?	0/?	?	+/?	+/?	--	++	+	+	+	0/?	++	++	0/?

Continuation of STP1

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	++	++	++

The ambition of STP1 for world class transport that supports sustainable economic growth and the policy target of achieving a net zero public transport network by 2050 could support a reduction in greenhouse gas emissions from surface transport in the North, resulting in a moderate beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The ambition of STP1 to support sustainable economic growth could support a reduction in embedded and construction carbon within the North's infrastructure investment. However, there is no specific reference of minimising embedded emissions resulting in an uncertain, neutral impact.

Mitigation and Enhancement

Policy could make explicit reference to supporting a reduction of embedded construction carbon through the re-use of existing infrastructure.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	?	Loc-Reg	Perm	Perm	High	0/?	-	-	-

The objective of STP1 to promote and enhance the natural environment could have a moderate beneficial impact on protecting and enhancing biodiversity, particularly as policy seeks to ensure that biodiversity net gain is achieved where possible. However, this scenario would not align with the upcoming national requirement for 10% biodiversity net gain set out in the Environment Act 2021, resulting in a slight adverse impact in the long term.

Mitigation and Enhancement

There could be reference to ensuring biodiversity net gain is achieved on all developments.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**

Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the natural environment could have a slight beneficial impact on protecting internationally designated environment sites. However, there is no specific reference to protecting or enhancing designated environment sites resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?

The ambition of STP1 to support sustainable economic growth could support an improvement in local air quality as a result of more sustainable transport modes available. However, there is no specific reference to minimising air pollutants resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

There could be explicit reference to improving local air quality.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	++	++	++

The objective of STP1 to increase the resilience of the transport system could have a large beneficial impact in contributing to promoting an increase in the resilience of the transport network to extreme weather events and increase understanding of vulnerability to climate change effects.However, there is no reference to encouraging adaptive management and design to respond to uncertainties in climate effects resulting in a moderate beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the natural environment could have a slight beneficial impact on protecting and enhancing the blue infrastructure network. However, there is no specific reference to protection of water resources or nature based solutions resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make explicit reference to urban areas surrounding blue infrastructure and how it is protected and enhanced.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**

Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the natural environment could have a slight beneficial impact on protecting and conserving soil. However, there is no reference to protecting and conserving soil resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	++	++	0/?

The objective of STP1 to promote and enhance the built, historic and natural environment could have a moderate beneficial impact on the enhancement of historic assets and their setting. STP1 also aims to improve sustainable access to the UK's key destinations resulting in a moderate beneficial impact.

Mitigation and Enhancement

There could be explicit reference to protecting and enhancing heritage assets which form part of the transport network.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0/?	0/?	0/?	0/?

The objective of STP1 to promote and enhance the built, historic and natural environment could have a moderate beneficial impact on the character and quality of the built environment. However, there is no specific reference to protecting and enhancing the character and quality of landscapes and townscapes resulting in a neutral, uncertain impact.

Mitigation and Enhancement

Policy could make more explicit reference to enhancing and protecting the character of the surrounding landscape and/or townscape.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0	0	0	0

The policy target of STP1 of achieving a net zero public transport network by 2050 could have a large beneficial impact in reducing fuel use. However, there is no reference to sustainable construction materials or waste management resulting in a neutral impact.

Mitigation and Enhancement

The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	+	+	+

The ambition of STP1 for world class transport that supports sustainable economic growth could have a large beneficial impact on enhancing long term prosperity and promoting a green economic transformation. However, the investment priority on inclusive economic growth does not reference promoting green economic transformation or decarbonisation resulting in a slight beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Perm	Perm	High	++	+++	+++	+++

The aims of STP1 of connecting businesses and people are supported by the policy position which seeks to ensure that future strategic housing, commercial and industrial developments are well connected, and have high expectations on developers to provide access to public transport facilities could result in a large beneficial impact on strategic transport planning across the region.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.									
Commentary	✓	Loc-Reg	Perm	Perm	High	+	+	+	+

The objective of STP1 to improve inclusivity, health and access to opportunities for all could have a moderate beneficial impact on improving active and public travel to key services and facilities. There is no specific reference to supporting improved access for those in areas at high risk of TRSE or for more vulnerable groups.

Mitigation and Enhancement

There could be explicit reference to supporting those in areas at high risk of TRSE or promoting a transport system that meets the needs of everyone.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Improve affordability of transport*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Loc-Reg	Perm	Perm	High	++	+++	++	++
The policy position of STP1 supports the delivery of the Integrated and Smart Travel programme to make it easier and affordable for customers to plan, make and pay for their journeys which would have a moderate positive impact on the affordability of the transport network.									
Mitigation and Enhancement									
None identified.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. *EqIA Sub-objective- Reduce severance.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?
The objective of STP1 to increase the integration of the transport network could result in a moderate beneficial impact on reducing severance. However, there is no specific reference to reducing severance resulting in a slight beneficial but uncertain impact.									
Mitigation and Enhancement									
There could be explicit reference to reducing severance of the transport network such as through improvements to the public realm, reducing the dominance of private vehicles and improving road vehicle behaviour.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?
The objective of STP1 to improve inclusivity, health and access to opportunities for all could have a moderate beneficial impact on improving active and public travel to services and facilities that improve health outcomes. However, there is no specific reference to this resulting in a slight beneficial but uncertain impact.									
Mitigation and Enhancement									
There could be explicit reference to encouraging people to integrate physical activity into their everyday journeys.									

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
Commentary	?	Loc-Reg	Perm	Perm	High	+/?	+/?	+/?	+/?

The ambition of STP1 to support sustainable economic growth could support a reduction in transport related vibration, noise and air pollution as a result of more sustainable transport modes available. However, there is no specific reference to minimising vibration, noise of air pollutants resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

The plan could make an explicit reference to the benefits active travel and public transport improvements may have on reduction in airpollution, vibration and noise pollution.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Loc-Reg	Perm	Perm	High	0	0	0	0

The ambition of STP1 to support sustainable economic growth could support an improvement in road safety as a result of fewer private vehicle trips and more sustainable transport modes available. However, there is no specific reference to there is no reference to improving road safety resulting in a neutral impact.

Mitigation and Enhancement

Policy could make more explicit reference to promoting road and public transport safety.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Loc-Reg	Perm	Perm	High	+	+	+	+

The policy position of STP1 which focuses on improving passenger comfort, confidence, reliability, safety and security could have a moderate beneficial impact of actual and perceived safety and security issues. However, there is no specific reference to improving natural surveillance or creating a more welcoming environment for all resulting in a slight positive impact.

Mitigation and Enhancement

None identified.

Balanced

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++
The strategic ambition of STP2 to support the rapid decarbonisation of surface transport could have a large beneficial impact on reducing greenhouse gas emisisons from surface transport in the North. This scenario proposes as a minimum, no net traffic growth in the North from a 2018 baeline to 2045 encouraging a reduction in private vehicle use and prioritising sustainable modes of travel.									
Mitigation and Enhancement									
Policy could make explicit reference to the reduction of greenhouse gas emissions through decarbonisation initiatives.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local-Reg	MT-LT	Perm	High	0/?	0/?	0/?	0/?
The ambition of STP2 to support sustainable economic growth and decarbonistion of surface transport could support a reduction in embedded and construction carbon within the North's infrastructure investment. However, there is no specific reference of minimising embedded emissions resulting in an uncertain, neutral impact.									
Mitigation and Enhancement									
There could be explicit reference to supporting a reduction of embedded construction carbon through the re-use of existing infrastructure.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The strategic ambition to rapidly decarbonise th etransport system includes improving green infrastructure and developing nature based solutions in order to protect the natural environment. The objective of STP2 for ecological protection and enhancement could also result in a moderate positive impact on biodiversity, geodiversity and the green inrastructure network.									
Mitigation and Enhancement									
There could be explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+/?	+/?	+/?	+/?
The objective of STP2 for ecological protection and enhancement could result in a moderate positive impact on conserving and enhancing internationally designated environment sites. However, there is no specific reference resulting in a slight beneficial but uncertain impact.									
Mitigation and Enhancement									
The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The objective of STP2 to reduce emissions and improve local air quality could result in a moderate beneficial impact on protecting and enhancing local air quality.									
Mitigation and Enhancement									
None identified.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The ambition of STP2 to enhancing the resilience of transport system could result in a large beneficial impact on increasing resilience of the transport network to extreme weather events and a changing climate. However, there is no reference to encouraging adaptive management and design to respond to uncertainties in climate effects resulting in a moderate beneficial impact.									
Mitigation and Enhancement									
There could be explicit reference to encouraging adaptive management and design to respond to uncertainties in climate effects.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The strategic ambition to rapidly decarbonise the transport system includes improving blue infrastructure and developing nature based solutions in order to protect the natural environment. The objective of STP2 for ecological protection and enhancement could also result in a slight positive impact on protecting and enhancing the blue infrastructure network.									
Mitigation and Enhancement									

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local-Reg	MT-LT	Perm	High	0/?	0/?	0/?	0/?

The objective of STP2 for ecological protection and enhancement could have a slight beneficial impact on protecting and conserving soil. However, there is no reference to protecting and conserving soil resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	?	?	?	?

The strategic ambition to rapidly decarbonise the transport system could result in new infrastructure is designed to minimise any adverse impacts on the historic environment, though this is not certain resulting in a uncertain impact .

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++

STP2 introduces the importance of place to support the ambition of supporting sustainable economic growth, with 9 distinct place types identified as part of a framework across the North. The strategic ambition to rapidly decarbonise the transport system includes ensuring that new infrastructure is designed to minimise any adverse impacts on the built environment resulting in a moderate positive impact .

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	+/?	+/?	+/?	+/?

The STP2 proposes as a minimum, a position of no net traffic growth in the North from a 2018 baseline to 2045, which could have a large beneficial impact in reducing fuel use. However, there is no reference to sustainable construction materials or waste management resulting in a slight positive but unertain impact.

Mitigation and Enhancement

Policy could make explicit reference to encouraging the more prudent use of natural resources, including a reduction in fuel use and resource efficient transport infrastructure both in construction and operation.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++

The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on decarbonisation and social opportunity. The ambition of STP2 to achieve sustainable economic growth through a zero emission transport system could have a large beneficial impact on the long term economic poropserity of the North through promoting a green economic transformation. The objective of STP2 to close the economic producitivity gap between the North and other regions also could reuslt in a large beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	++	++	++

The objective of STP2 to support robust approaches to strategic transport infrastructure investment could have a moderate beneficial impact on coordinated land use and strategic transport planning across the region. The STP2 policy position to ensure housing and office developments have strong active and public transport links as well as avoiding locking in cra dependency on new housing developments could have additional benefits resulting in a moderate beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects	March 2023 Assessment

ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.									
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++
The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The strategic ambition to enhance social inclusion and health, supported by the objective to improve local connectivity to reduce TRSE could have a large beneficial impact on improving transport connectivity to servies, facilities and amenities.									
Mitigation and Enhancement									
None identified.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve affordability of transport									
Commentary	✓	Local-Reg	MT-LT	Perm	High	++	++	+++	++
The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The STP2 policy position to encourage integrated ticketing and smart cards could have a moderate beneficial impact on the affordability of transport.									
Mitigation and Enhancement									
There could be explicit reference to transport services being financially accessible for all.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Reduce severance.									
Commentary	✓	Local-Reg	MT-LT	Perm	High	++	++	+++	++
The STP2 objective to improve local connectivity to reduce TRSE and to improve safety of the transport system could have a moderate beneficial impatc on reducing severance. This is supported by the policy position to reduce community severance in Lareg Conurbations.									
Mitigation and Enhancement									
None identified.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.									
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The strategic ambition to enhance social inclusion and health, supported by the objective to improve local connectivity to reduce TRSE could have a large beneficial impact on improving accesibility to servies, facilities and amenities that improve health outcomes. However, there is no reference to promoting accessibility to open space and nature resulting in a moderate beneficial									
Mitigation and Enhancement									
Policy could make an explicit reference to improving health outcomes for transport users, such as through promoting accessibility to open space and encouraging users to integrate physical activity into their everyday journey's.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.									
Commentary	✓	Local-Reg	MT-LT	Perm	High	+	++	++	++
The objective of STP2 to reduce emissions and improve local air quality could have a large beneficial impact on reducing transport rleated vibration, air and noise pollution. However, there is no specific reference to this resulting in a modrate beneficial impact.									
Mitigation and Enhancement									
There could be explicit reference to reducing transport related vibration and noise pollution, particularly around vulnerable users.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents									
Commentary	✓✓	Local-Reg	MT-LT	Perm	High	++	+++	+++	+++
The objective of STP2 to improve safety of the transport system and supporting safety improvements to road networks could have a large beneficial impact on imrpoving road safety and reducing the number of accidents. This scenario also proposes as a minimum, no net traffic growth in the North from a 2018 baeline to 2045 encouraging a reduction in private vehicle use.									

Mitigation and Enhancement
There could be explicit reference to reducing collisions involving wildlife.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local-Reg	MT-LT	Perm	High	++	++	++	++
The STP2 builds on the previous STP1 vision to support sustainable economic growth with a renewed focus on social opportunity. The strategic ambition to enhance social inclusion and health, supported by the objective to reduce TRSE could have a large beneficial impact on improving actual and perceived safety of the transport system. However there is no link to improving public realm and natural surveillence to create a safer environment resulting in a moderate beneficial impact.									
Mitigation and Enhancement There could be explicit reference to creating a more welcoming environment for all users through public realm improvement and natural surveillence.									

Local Modal Shift Max

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 1 - Reduce greenhouse gas emissions from surface transport in the North	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	++	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a large beneficial impact in reducing greenhouse gas emissions from surface transport. Encouraging the use of public transport modes could be supported by fare subsidies. However, a reduction in road building schemes and a lack of investment in longer distance trips may have an adverse impact on rural communities or those travelling for longer distances.

Mitigation and Enhancement

There could be explicit reference to ensuring equal access for all to transport infrastructure.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 2 - Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	0	0	0	0

The ambition to significantly reduce or pause all road building schemes, and reallocating existing road space, could have a large beneficial impact on embedded emissions from transport infrastructure. However, this scenario does not include specific objectives to minimise embedded emissions through low carbon energy generator or low carbon construction materials and techniques.

Mitigation and Enhancement

There could be explicit reference to minimising embedded emissions through low carbon energy generator or low carbon construction materials and techniques.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 3 - Protect and enhance the biodiversity, geodiversity and the green infrastructure network	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a moderate positive impact on reducing transport related vibration, noise and air pollution and therefore minimising such adverse effects on designated habitats and protected species. However, this scenario does not include specific objectives to protecting and enhancing biodiversity, geodiversity or the green infrastructure network.

Mitigation and Enhancement

There could be explicit reference to green infrastructure, promoting good design to maximise ecological connectivity and to secure Biodiversity Net Gain.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 4- Conserve and enhance internationally designated environment sites	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a moderate positive impact on reducing transport related vibration, noise and air pollution and therefore minimising such adverse effects on designated habitats and protected species. However, this scenario does not include specific objectives to protecting and enhancing internationally designated environment sites.

Mitigation and Enhancement

The policy could make explicit reference to conservation and enhancement of internationally designated environment sites.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 5- Protect and enhance local air quality	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	+	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a large beneficial impact on protecting and enhancing local air quality.

Mitigation and Enhancement

Policy could make explicit reference to protecting and enhancing local air quality.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 6- Increase resilience of the transport network to extreme weather events and a changing climate	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

This scenario outlines an ambition to focus on local investment in the short to medium term and does not include specific reference to increasing the resilience of the transport network to extreme weather events, resulting in an uncertain or neutral impact.

Mitigation and Enhancement

Policy could make explicit reference to promoting resilience in the transport network to extreme weather events and a changing climate.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 7- Protect and enhance the blue infrastructure network including inland and coastal water environments	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to protecting and enhancing the blue infrastructure network resulting in an uncertain or neutral impact.

Mitigation and Enhancement

The plan could make explicit reference to urban areas surrounding blue infrastructure and how it is protected and enhanced.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 8- Protect and conserve soil and remediate and avoid land contamination	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?
This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to protecting and conserving soil resulting in an uncertain or neutral impact.									
Mitigation and Enhancement									
The plan could make more explicit reference to supporting the prevent of disturbance, harm, contamination or permanent loss of agricultural soils.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 9- Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	?	?	?	?
This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to supporting the conservation and enhancement of heritage assets resulting in an uncertain impact.									
Mitigation and Enhancement									
There could be explicit reference to protecting and enhancing heritage assets which form part of the transport network.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 10- Protect and enhance the character and quality of landscapes and townscapes	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-/?	Local	ST-MT	Perm	Low	+/?	+/?	+/?	+/?
This scenario outlines an ambition to focus on local investment in encouraging active and public travel in the short to medium term, with an ambition to reduce road vehicle mileage. There is no reference to protecting and enhancing the quality and character of landscapes and townscapes resulting in an uncertain or neutral impact.									
Mitigation and Enhancement									
Policy could make more explicit reference to enhancing and protecting the character of the surrounding landscape and/or townscape.									

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 11- Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	+/?	+/?	+/?	+/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole an encouraging the use of active and public travel at the local scale could have a large beneficial impact in reducing fuel use. There is no reference to sustainable construction materials or waste management resulting in a neutral impact.

Mitigation and Enhancement

The policy could make an explicit reference to the transport infrastructure networks being resource efficient and utilising resources effectively (for example recycled materials where possible)

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 12- Enhance long term economic prosperity and promote a clean and green economic transformation	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	X	Local	ST-MT	Perm	Low	-	--	--	--

The ambition to focus on local investment could result in a moderate adverse impact on sustainable connectivity at a regional and national scale. This scenario would predominantly leave investment in electric vehicle transition and alternative fuels to private sector which could have a slight adverse impact on potential economic outcomes of decarbonising transport.

Mitigation and Enhancement

There could be explicit reference to helping reduce disparities between the northern economy and the rest of England, particularly supporting economic activities through green economic transformation.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 13- Coordinate land use and strategic transport planning across the region	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	++	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole and encouraging the use of active and public travel at the local scale could have a positive impact on strategic planning at the local scale, but slight adverse impact on strategic planning at the regional scale, resulting in a moderate positive impact.

Mitigation and Enhancement

There could be explicit reference to strategic transport planning across the region.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 14a- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve extent and quality of public travel and active travel connections to services, facilities and amenities.									

Commentary	-/?	Local	ST-MT	Perm	Low	+	+	+	+

The ambition to focus local investment on active and public transport could have a large beneficial impact on improving active and public travel connectivity. However, this may not support connectivity for all users. Transport related social exclusion is not explicitly mentioned and therefore resulting a slight beneficial impact.

Mitigation and Enhancement

There could be explicit reference to improving connectivity for al, particularly to areas at high risk of TRSE and for those with a physical or learning disability.

ISA Objective	**Effects**					**March 2023 Assessment**			
ISA2 Objective 14b- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve affordability of transport									
Commentary	✓	Local	ST-MT	Perm	Low	+	+	++	+

The ambition to include fare subsidies in policy for local transport networks could result in a large beneficial impact on the affordability of public transport. Local road user charges may however result in less affordable travel for those who still rely on private vehicle transport resulting in a slight beneficial impact overall.

Mitigation and Enhancement

Policy could make more explicit reference to affordability in encouraging modal shift to public and active travel.

ISA Objective	**Effects**					**March 2023 Assessment**			
ISA2 Objective 14c- Promote greater equality of opportunity for all citizens, and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Reduce severance.									
Commentary	?	Local	ST-MT	Perm	Low	+	+	+	+

The ambition to focus investment on local active and public transport could have a large beneficial impact on reducing severance at the local scale. However, this scenario considers longer distance sustainable travel to be a lesser priority which could result in a slight adverse impact on longer distance travel. This scenario does not consider the needs of rural communities, areas of TRSE or vulnerable groups resulting in a slight beneficial but uncertain impact.

Mitigation and Enhancement

There could be explicit reference to reducing severance for rural communities or vulnerable groups.

ISA Objective	**Effects**					**March 2023 Assessment**			
ISA2 Objective 15a- Improve the health and wellbeing for all citizens and reduce inequalities in health.	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
EqIA Sub-objective- Improve accessibility to services and facilities that improve health outcomes.									
Commentary	-	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on local investment in active and public transport could have a slight beneficial impact on improving accessibility to services and facilities that improve health outcomes. However, specific policy measures are not referenced within the scenario resulting in an uncertain neutral impact.

Mitigation and Enhancement

There could be explicit reference to encouraging people to integrate physical activity into their everyday journeys.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 15b- Improve the health and wellbeing for all citizens and reduce inequalities in health. *EqIA Sub-objective- Reduce transport related vibration, air and noise pollution.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	++	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a moderate beneficial impact in reducing transport related vibration, air and noise pollution, resulting in a moderate beneficial impact.

Mitigation and Enhancement

There could be explicit reference to policy reducing transport related vibration, air and noise pollution.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16a- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve road safety and reduce the number of accidents and other incidents*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	✓	Local	ST-MT	Perm	Low	++	++	++	++

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole could have a large beneficial impact in reducing the number of car incidents on the road, including those incidents involving wildlife. Investment would focus on reallocating road space and improving parking policies, however road safety is not referenced within the scenario resulting in a slight beneficial impact.

Mitigation and Enhancement

None identified.

ISA Objective	Effects					March 2023 Assessment			
ISA2 Objective 16b- Promote community safety and reduce crime and the fear of crime for all citizens. *EqIA Sub-objective- Improve actual and perceived safety and security issues.*	**Mag**	**Scale**	**Dur**	**T/P**	**Cert**	**ST**	**MT**	**LT**	**Sm**
Commentary	-	Local	ST-MT	Perm	Low	0/?	0/?	0/?	0/?

The ambition to focus on reducing road mileage, with a target to achieve a 20% absolute reduction within the North as a whole an encouraging the use of active and public travel at the local scale could have a slight beneficial impact on actual and perceived safety along improved active and public travel routes. However, there is no specific reference to improving actual and perceived safety resulting in an uncertain, neutral impact.

Mitigation and Enhancement

Policy could make more explicit reference to road safety for all users, particularly for more vulnerable users. The policy could also mention improvements to the public realm to support improvements in the active travel network.

A.6 Summary of Consultation Feedback

The ISA2 team have reviewed and considered the public consultation feedback which related to the ISA from the 2023 plan consultation. The following sets out the response to the consultation feedback below.

Respondent	**Summary of Response**	**ISA2 Action**
Friends of Carrington Moss	Importance of managing investment as a process and of being able to transfer funding between silo Should be able to remove funding from all new road schemes to sustainable transport options	No action required.
Friends of Carrington Moss	Disappointingly, the assessment criteria are as weak as the plan targets, making it easy for the assessment to conclude that the "STP2 provides a firm basis for future transport planning for the North". As an example, the criteria to "Encourage a reduction in private car vehicle mileage?" should have been qualified with the word "significant" or "considerable". The current criteria would provide a positive result even if there is an expectation of a meagre or insignificant reduction.	From a sustainability perspective, any reduction in car vehicle mileage is positive (as opposed to neutral or adverse). The scale of the positive scoring (i.e 'slightly beneficial', 'moderate beneficial' or 'large beneficial') is dictated by the potential for reduction, with the potential for more significant reductions leading to a higher beneficial score. It should be noted that any one assessment criteria needs to be considered alongside a number of assessment criteria lying behind each ISA objective when scoring is considered. Only moderate and large beneficial scores are considered to be significant.
Friends of Carrington Moss	In addition, the cumulative impact of the carbon emissions for all the schemes/actions proposed is not addressed in the ISA. There should be a recognition that irreplaceable habitats (including peatlands) must be avoided for all developments and that restoration of peatlands would contribute considerably to reducing carbon emissions.	**Carbon Emissions from schemes** The STP takes a broad view and whilst it references some critical pan-regional schemes, it doesn't include any detail in relation to those particular projects or their locations, nor does it endorse an Investment Programme. However, TfN does intend to engage with Partners on the priority for pan-regional investment and, when doing so, carry forward a fundamental message from the STP: that road building for new capacity should be a last resort, once all other avenues are exhausted (including shifting to other modes and improving the efficiency of existing infrastructure). Schemes proposed within TfN's previous Investment Programme (not included within this STP) were considered in terms of resultant operational emissions, within TfN's Decarbonisation Strategy (2021), including cumulatively with user emissions from existing transport systems. Due to the lack of scheme detail for the majority of inclusions, it was not possible to assign embodied carbon estimates (please see TfN Decarbonisation Strategy 2021 for further information). TfN's Decarbonisation Strategy forms a fundamental part of the evidence base for the STP. The Decarbonisation Strategy is due to be updated by 2025 and will take into

		account any schemes proposed within a new carbon baseline. **Protection of Peatland** Page 65 of the STP recognises the challenges posed by a number of the North's unique natural habitats in terms of the operation of the existing transport system and providing frequent and reliable connectivity between our communities. At the same time the STP also recognises that those same environments provide an opportunity for deploying robust nature-based solutions to combat the effects of climate change, as well as having local economic, health and wellbeing benefits. Page 66 includes a section specifically on local nature recovery and nature-based solutions to climate change, including the value of peatlands, acknowledging the value of the North's habitats, the global ecological crisis, biodiversity net gain requirements of the Environment Act, and opportunity to use both existing and new transport infrastructure and related estate to build a nature recovery network. Environmental impacts related to the majority of environmental aspects occur at a project level. Through its policy and activities, for example in relation to managing car vehicle mileage, TfN hopes to reduce adverse effects and increase beneficial effects in relation to carbon, air quality and social inclusivity. However, the STP takes a broad view and whilst it references some critical pan-regional schemes, it doesn't include any detail in relation to those particular projects or their locations, nor does it set a framework for future development consent. Whether pan regional or local, the environmental impacts would be considered at a project level, rather than through the STP, as reflected in the Integrate Sustainability Appraisal. As a consequence, TfN recognises that it will have a very limited influence on the achievement of any targets set in relation to many environmental aspects (e.g. biodiversity). Delivery authorities, however, such as Network Rail and National Highways hold targets and indicators in relation to the majority of environmental aspects.
Friends of Carrington Moss	Communities should be consulted on what are the reasonable alternatives. There is no Rail Max option, for example, which would see maximum investment in rail for freight and passenger transport.	The public consultation on the draft Plan and Final ISA Report is the legislated opportunity for communities to comment on the reasonable alternatives. Subsequently, TfN have considered if Rail Max alternative constitutes a viable alternative, however, it was felt that only scenarios that considered interventions and investment across the wider transport system

		were feasible given TfN's remit, the existing transport system and the importance of transport system integration. It was felt that alternatives that provided a choice between a local focus and a regional/strategic focus were feasible as both allowed for cross-modal investment albeit in different ways and with different weightings.
Friends of Carrington Moss	The report conclusion describes the negative aspects of the plan as "areas of uncertainty", this is misleading and results in a lack of trust about the content of the document.	An assessment score of uncertain reflects those areas where there is potential for both positive and/or negative effects, but there is not enough information known about either a scheme or the receiving environment to know with any certainty at this stage. It can also signpost those areas where proposed mitigation to strengthen the plan is outside of TfN's control. The identified areas uncertainty should be addressed at a project level by delivery authorities. However, these assessment scores help highlight where TfN needs to work collaboratively with delivery authorities to minimise environmental and social impact and capitalise on potential beneficial impacts. Within the Action and Impact Framework section of the Plan, TfN commits to working with and influencing delivery authorities to minimise a range of potential adverse environmental and social impacts.
Cheshire East Council	Cheshire East Council don't know / don't have enough information regarding the findings of the ISA / HRA	The Non-Technical Summary for the ISA has been redrafted to improve clarity in findings for non-technical audience.
Historic Environment Scotland	We note that no transboundary effects on the historic environment in Scotland beyond the STP area have been identified and we are content to agree with this. We therefore have no further comments to offer.	No action required.
CADW (Historic Environment Wales)	We do not any comments on the contents of the proposed SEA.	No action required.
Blackpool Council	Blackpool Council neother agree nor disagree with the findings of the Integrated Sustainability Appraisal (ISA2). These surely need to be addressed on a scheme by scheme basis.	No action required.

Blackpool Council	Blackpool Council neother agree nor disagree with the findings of the Habitat Regulations Assessment (HRA). These surely need to be addressed on a scheme by scheme basis.	No action required.
Peak District National Park	Peak District National Park agree with the findings of the Integrated Sustainability Appraisal (ISA2) and the Habitat Regulations Assessment (HRA) Our main focus will be the effects on nationally and internationally designated sites protected for their landscape, cultural heritage and wildlife. This includes the 5 Northern National Parks and the various National Nature Reserves, Sites of Special Scientific Interest, Special Conservation Areas, Special Protection Areas and other Natura 2000 designated sites.	No action required.
Peak District National Park	The ISA quite rightly identifies that the STP has the potential to both benefit and negatively impact such sites. A balance will need to be struck between the relative importance of the STP with the National and International importance of these sites. Ultimately unmitigated damage to these sites will have a negative effect on the North and the Nation as a whole.	No action required. Environmental assessment legislation requires project developers to minimise any adverse impacts upon the environment. Impacts on designated sites should be avoided, but ultimately will be subject to planning and consultation requirements of the relevant legislation.
Peak District National Park	The HRA identifies the potential effect of the projects associated with the Strategic Development corridors on designated sites and we welcome this.	No action required.
Community Rail Network	Community Rail Network agree ith the findings of the Integrated Sustainability Appraisal (ISA2). No additional comment to make	No action required.
Community Rail Network	Community Rail Network agree with the findings of the Habitat Regulations Assessment (HRA). No additional comment to make	No action required.
The Wildlife Trust for Lancashire,	How do you think the Strategic Transport Plan will make a difference to you and your local community, to the economy and to the environment?	No action required.

Manchester & North Merseyside	There are currently too many variables and uncertainties to answer this question with any confidence in respect of The Wildlife Trust for Lancashire, Manchester & North Merseyside, its members, supporters, volunteers, and staff. However, all else being equal (or improved!) and our suggestions also adopted, the Strategic Transport Plan should contribute significantly to the reversal of historic biodiversity losses in line with the UK's commitments under COP15 to halt and reverse biodiversity loss by 2030 and to protect 30% of our land and ocean for nature by that same year.	
The Wildlife Trust for Lancashire, Manchester & North Merseyside	The Wildlife Trust for Lancashire, Manchester & North Merseyside do not know / don't have enough information to agree with the findings of the Integrated Sustainability Appraisal (ISA2)	The Non-Technical Summary for the ISA has been redrafted to improve clarity in findings for non-technical audience.
The Wildlife Trust for Lancashire, Manchester & North Merseyside	The Wildlife Trust for Lancashire, Manchester & North Merseyside agree with the findings of the Habitat Regulations Assessment (HRA) The key results of the Habitats & Species Regulations (HRA) Appropriate Assessment are summarised within its text as follows: • *The policies taken forward to Appropriate Assessment may result in upgrading of existing infrastructure or construction of new infrastructure. However, details on the nature, timing, duration, scale and location of potential projects are currently unknown.* • *The draft STP2 recommends that "new infrastructure is designed to minimise any adverse impacts on the natural, historic and built environment. It needs to deliver an environmental net gain." However, no detail on mitigation measures that rule out adverse effects are included.* • *Based on the high-level nature of the plan information and*	No action required.

	uncertainty regarding future project scope, potential impacts on designated European sites and associated mitigation options are currently unknown. Therefore, it is not possible to rule out potential adverse effects on the integrity of European sites as a result of the draft STP2. • *When further detail on individual plans or projects are brought forward, these will be assessed through the HRA process. If adverse effects on the integrity of European sites cannot be ruled out alone or in-combination following the addition of mitigation measures, a Stage 3 Assessment of Alternatives will be required.* We concur. The draft TfN SPT2 is at too high a level to be able to adequately assess its potential impacts on the integrity of European sites, collectively and/or individually; though our core charitable remit relates primarily to those within Lancashire, Greater Manchester, Liverpool City Region, and offshore in the adjacent Irish Sea.	
Historic England (HE)	Given the high-level strategic nature of the document being assessed, we would broadly concur with the evaluation of the potential impact which the strategy might upon our Area of interest and would support the proposed Mitigation Measures which are set out in Section 6	No action required.
Historic England (HE)	Assessment of Reasonable Alternatives Summary Table, ISA Objective 9 Given the very general nature of the Strategic Components being assessed and the extent of the historic environment resource across the North of England, at this stage it is virtually impossible to ascertain with any certainty what the impact will be upon the area's heritage assets between the three alternative strategies. The actual impact will depend of where these interventions take place and how they are implemented. Therefore, at this stage the impact should be 'uncertain' for plan STP2 balanced as well as STP2 Local modal shift max.	We have amended the scoring to 'uncertain' for the 'Balanced' and 'Local Modal Shift Max' scenarios within the Reasonable Alternatives Assessment for Objective 9.

Historic England (HE)	Assessment of thematic policies, Objective 9 We are in general with the outcomes of assessment for these different thematic policies, given the very high-level nature of the plan. We also agree, that when read as a whole the plan does provide for the conservation and enhancement of the historic environment.	No action required.
Historic England (HE)	Summary of assessment scores for the STP2 Policy and Place Framework, Objective 9 Whilst we are in general support of the place framework as set out in Annex 2 to the draft plan, given the very high level nature of the framework, at this stage it is very difficult to ascertain what the impacts are likely to be. Therefore whilst those places that do contain direct wording in reference to the historic environment such as other urban and large conurbation, given the uncertainty of proposals a this stage, it is difficult to ascertain that there would be large beneficial effects. This is identified under Objective 9 on page 76.	Due to the included wording within the 'Large Conurbations', 'Rural Town and Fringe', 'Other Urban', Visitor Destinations' and 'Industrial Places' policies within the Policy and Place Framework, these scores are appropriate and provide strategic direction to supporting the enhancement of the historic environment. Therefore, the scores remain the same however your comments are noted. To also note, assessment of the policies within the ISA2 can only identify potential effects as opposed to definite effects of the policies.
Historic England (HE)	Historic England strongly advises that the conservation staff of the various Councils and their respective archaeological advisors are also engaged throughout the preparation of the Integrated Sustainability Appraisal of the Plan. They are best placed to advise on; local historic environment issues and priorities, including access to data held in the HER (formerly SMR); how the policies or proposals might be tailored to minimise potential adverse impacts on the historic environment; the nature and design of any required mitigation measures; and opportunities for securing wider benefits for the future conservation and management of historic assets.	No action required.
Historic England (HE)	We should like to stress that this opinion is based on the information set out in the document dated April 2023. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals which may subsequently arise (either as a result of this consultation or in later	No action required.

	versions of the LTP) where we consider that, despite the ISA, these would have an adverse effect upon the historic environment.	
Cumberland Council	Cumberland Council Neither agree nor disagree with the findings of the ISA / HRA and have no comments.	No action required.
Westmorland and Furness Council	W&FC agree with our approach to the ISA and HRA	No action required.
Cumbria LEP	Cumbria LEP agree with the findings of the ISA and HRA and have no comment.	No action required.
The Countryside Charity (Peak District and South Yorks)	We do not agree with the approach or the findings. (1) The Local Mode Shift Max option should be fully tested. (2) Scoring should be consistent with evidence. The ISA tested 3 scenarios (Table 8); (1) STP1 - continuation of provision and ambitions; (2) STP2 - balanced provisions and ambitions are introduced; (3) Local Modal Shift Max - LMSM - which assumes a shift in focus towards prioritised investment in local public transport and active travel (compared to STP2). We therefore assume it would share the same strategic ambitions (it does) and objectives as STP2. LMSM assumed a 20% reduction in vehicle miles, investment in active travel equal to the Netherlands, fares subsidies for public transport, local road user charging chemes with revenue reinvested in active travel and public transport, and a pause to all road building.	The ISA2 has completed a consistent assessment of the three Reasonable Alternatives utilising the same methodology, in accordance with the relevant legislation, national government policy and guidance set out within Section 3 of the ISA2 Main Report.
The Countryside Charity (Peak District and South Yorks)	The assessment of the three alternatives has not been made to the same level (main ISA, para 8.2.4). 'It should be noted that the Local Mode Shift Max scenario wording has not been developed to the same level of detail as the Balanced (STP2) and the Continuation of STP1 scenarios. All three alternatives have been assessed utilising the same methodology as the STP2 policies for consistency and transparency. However, it is important to recognise that if this scenario was to be developed further to the same level of detail as the Balanced (STP2) and Continuation of STP1 scenarios, the scores would likely positively increase with the greater clarity and	The ISA2 has completed a consistent assessment of the three Reasonable Alternatives utilising the same methodology, in accordance with the relevant legislation, national government policy and guidance set out within Section 3 of the ISA2 Main Report.

	detail' (emphasis added). This is unacceptable. We agree that it is not the purpose of the ISA2 to decide which alternative scenario should be pursued but it is the responsibility of the ISA to give all the reasonable alternatives a fair and equal assessment so that the decision-making is transparent. At present we do not know which is the most sustainable option. A full assessment of LMS Max equal to that of STP2 should be undertaken.	
The Countryside Charity (Peak District and South Yorks)	Against ISA Objective 1 reduce GHG emissions STP2 scores 'large beneficial' yet it fails to achieve the urgent 2030 carbon reduction targets, as we have shown above. By contrast LMS Max scores 'slightly beneficial'. Yet in the background document Appendices ISA Annex 4c page 403 it scores 'large beneficial' which is then down scored because of the significant reduction in road building. However, a reduction in road building would reduce GHG and is one of the measures that the CCC has recommended to decarbonise transport.	The 'Balanced' scenario scored 'Large Beneficial' due to focusing on rapid decarbonisation of surface transport, no net traffic growth, reducing private vehicles and supporting sustainable modes of travel which could significantly reduce greenhouse gas emissions from surface transport modes. It has not scored 'Large Beneficial' due to potential impact on rural communities or those travelling longer distances. To clarify, the 'Local Modal Shift Max' scenario did not score 'Large Beneficial' and was then reduced in score within Appendix 4. The scenario previously scored 'Moderate Beneficial' in the short term and 'Slight Beneficial' in the medium and long term, providing an overall summary score of 'Slight Beneficial'. The 'Local Modal Shift Max' scenario score has been revised to 'Moderate Beneficial'. This is because of the 20% absolute reduction in vehicle mileage, fare subsidies for local public transport networks and the pause in all road building schemes.
The Countryside Charity (Peak District and South Yorks)	Against ISA objective 3 protect and enhance biodiversity geodiversity and green infrastructure STP2 scores 'slight beneficial' because it would achieve biodiversity gain through major projects which create yet more traffic, roadkill and severance of habitats. LMS Max scores 'neutral' despite having an investment focus which would minimise adverse effects on habitats and species. It is down scored because it does not include specific objectives to protect and enhance biodiversity, geodiversity or the green infrastructure network. There are no objectives in STP2 for geodiversity and green infrastructure25, and that for STP2 depends on major construction.	The 'Balanced' scenario includes text which focuses on ecological protection and enhancement which resulted in its 'Moderate Beneficial' score for Objective 3. The 'Local Modal Shift Max' scenario did not include this specific focus regarding ecological benefits and enhancement and therefore resulted in the score of 'Neutral/Uncertain' against Objective 3. Therefore, the scoring has remained the same.

The Countryside Charity (Peak District and South Yorks)	Against ISA objective 12 enhance long term economic prosperity and promote a clean and green economic transformation STP2 scores 'large beneficial', based on the assumption of sustainable economic growth through zero carbon transport. We have shown above that the proposed Transformational Scenario that informs STP2 would undermine the North's (and possibly the UK's) urgent decarbonisation to 2030. STP2 is grossly overscored. By contrast LMS Max scores 'moderate adverse' because of its impact on sustainable connectivity at a regional and national scale. Also it 'would predominantly leave investment in electric vehicle transition and alternative fuels to private sector which could have a slight adverse impact on potential economic outcomes of decarbonising transport'. Our understanding from DfT's Decarbonising Transport Plan is that national Government would inject public funding but ultimately both sectors would be market driven. There is also no evidence that such local investment priorities would undermine this objective. LMS Max has been grossly under-scored.	The scoring for the 'Local Modal Shift Max' scenario against Objective 12 being 'Moderate Adverse' is due to the potential economic impact on the connectivity at regional and national scales due to the proposed pause on road building, reducing road milage noting specifically for cars and vans and leaving the transition to electric vehicles and other alternative fuels to the private sector. The 'Balanced' scenario scored 'Large Beneficial' due to focusing on closing the productivity gap between the North and other regions while supporting modal shift away from the private car, supporting the transition to electric vehicles and other alternative fuels and other sustainable modes of transport for communities and businesses. Therefore, the scoring has remained the same.
The Countryside Charity (Peak District and South Yorks)	Against ISA2 Objective 13 coordinate land use and strategic transport planning across the region STP2 scores 'large beneficial'. In response to s2 Q2 and s.4 Q1&2 we showed that far from integrating transport and landuse planning STP2 would undermine it through inter-city infrastructure investment. TfN's approach has yet it is effective; developments such Trafford's New Carrington Moss would not be served by public transport and active travel. LMS Max scores 'slight beneficial'. Despite having a strongly positive impact on integration of landuse and transport planning at the local scale it is considered to have an adverse impact on strategic planning at the regional scale. Since both options share the same strategic ambitions and headline objectives, the difference between STP2 and LMS Max is in investment priorities, not strategic transport planning.	We have revised the scoring for both the 'Balanced' and 'Local Modal Shift Max' scenarios to both score 'Moderate Beneficial' for Objective 13 due to the connectivity from multiple transport modes to support local communities.
TfSE	As mentioned earlier, if we are to ensure net environmental gain and set out a trajectory to near net zero by 2045, then we must share best practice. TfSE is committed to working with TfN and	No action required.

	sharing our approach to address these challenges and address stakeholder expectations.	
Natural England	In terms of the Habitats Regulations Assessment, Natural England agree that as this current consultation is not identifying or allocating any particular projects it makes sense to screen certain matters in for consideration at individual application stage. In terms of the Sustainability Appraisal, Natural England are pleased to see the wide ranging references to our remit, including newer initiatives such Biodiversity Net Gain and Nature Recovery Networks. We would have preferred to see more detail on how this could be worked directly into Transport for the North. These initiatives could be made more specific in the main body of the objectives and the consultation. We note that potential mitigation options were given as examples for impacts on designated sites, but again without any specific proposals to discuss, this will only be in principal until such time as the interventions may or may not be required. We would recommend approaching Natural England through our Discretionary Advice Service for further input across the breadth of our remit. We would certainly expect each individual project that stems from this consultation to do so, during their pre application periods.	No action required.