

Transport for the North

Integrated Sustainability Appraisal 2

Post Adoption Statement

Reference: Final

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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. Introduction

Transport for the North's (TfN) second Strategic Transport Plan ('the Plan') was adopted as a statutory plan by its Board on the 20th of March 2024. Details of the adoption of the plan can be viewed on the TfN's website. This document is the Integrated Sustainability Appraisal (ISA) Post Adoption Statement (hereby known as 'the Statement') for the Plan.

TfN will share this Statement with consultation bodies and those involved in the consultation process in relation to the development of the Plan. This statement forms Stage E of the ISA process, as outlined in greater detail within Section 1.3.

The Environmental Assessment of Plans and Programmes Regulations 2004 set requirements for adoption and monitoring for plans and programmes. As required by Regulation 16, information on the Plan, as well as how the ISA process was taken into account as the plan was developed, should be published as part of a Post Adoption Statement. The purpose of the Post Adoption Statement is to describe:

- How environmental considerations have been integrated into the Plan;
- How the ISA Report has been taken into account in preparation of the Plan;
- How the opinions expressed in the consultation on Scoping Report and the ISA Report have been taken into account;
- The reasons for choosing the final Plan as adopted, in the light of other reasonable alternatives considered; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the final Plan.

In addition, as required by Regulation 17 the responsible authority must organise and complete the monitoring of significant environmental effects of the implementation of the plan, with the Statement explaining the following:

- How the authority will monitor the significant environmental effects following the implementation of the plan, to enable the identification of any unforeseen adverse effects at an early stage and therefore able to undertake appropriate remedial action.

The Post Adoption Statement for the Plan should be read together with the ISA2 Scoping Report, Main Report and relevant appendices published in March 2024. These documents can be viewed on the TfN's website.

A Habitat Regulations Assessment has been prepared as part of the development of the Plan. This will be reported separately to the ISA2. The Habitat Regulations Assessment can be viewed on TfN's website.

1.1 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).

As a partnership, TfN brings the North's local transport authorities together with Network Rail, Highways England, and HS2 Ltd, while working closely with Central Government. TfN speaks with one voice on behalf of the elected leaders and business leaders of the North of England on transport matters. Collectively, TfN represents all of the region's 16 million citizens.

TfN's focus is on improving strategic connectivity for and within the North, whilst explicitly recognising that it is the whole 'door-to-door' journey that matters for people and goods. For the North's transport systems to work efficiently and effectively, it is crucial that pan-Northern road and rail networks are well integrated with local roads and public transport, as well as walking and cycling networks.

While interventions to support local roads, local public transport networks, walking, and cycling will mostly be made at a local level, these can reduce congestion, help decarbonise our communities and enable access to pan-Northern transport networks. This is why TfN works closely with local transport partners to help create a more integrated, healthy, and resilient overall transport system. TfN also works nationally with Government, other Sub-national Transport Bodies (STBs), the devolved administrations and North's cross-border authorities to ensure that investment in pan-Northern transport enhances connectivity across the UK.

Importantly, when considering the findings of this ISA2 it is important to understand the role of TfN:

- A centre of technical excellence for the North – holding and collating information and analytical tools that are available to all partners.
- A source of trusted information – one that is available to all TfN's partners locally, regionally, and nationally as a foundation on which to develop solutions.

- A strategic thought leader and champion of strategic transport planning – one that ensures the linkages between transport, digital and energy systems are reflected in decision making.
- An enabler of accelerated delivery – applying TfN’s capability and capacity in support of their partners as they bring forward solutions for implementation.
- A trusted collaborator – working with partners (nationally and across the North) in order to maximise the leverage of its own activity to the benefit of the North’s communities and businesses.
- As a statutory body a key role for TfN is to make evidence-based recommendations to government on funding, sequencing, and implementation of transport investment.

TfN is not a transport operator or delivery authority.

1.2 Strategic Transport Plan

TfN’s statutory role, as set out by Government, requires TfN to develop and implement a Strategic Transport Plan (‘the Plan’) that communicates pan-Northern priorities to the Secretary of State for Transport and explains how TfN will act as a statutory partner in delivery of infrastructure and services on behalf of the North’s local transport authorities. The Plan 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 North’s diverse people, places, and the scale of the transport challenges the North faces, TfN has developed the Plan with five key principles in mind: user-centric, outcome-focused, place-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 Plan, TfN had three Strategic Ambitions for the Plan. These are:

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

The Plan 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.

1.3 ISA2 Scope

The ISA2 is the second iteration of the ISA, following on from the first Integrated Sustainability Assessment completed by Atkins and adopted in 2019. For consistency, the ISA2 has been built upon work previously completed in the ISA1 of the 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 Plan and ISA2 reflect this revised remit.

The ISA2 and Plan have been running in parallel, allowing the integration of ISA2 recommendations to be included into the development of the Plan. The ISA2 has considered 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).

The ISA2 process follows the standard Integrated Assessment stages:

Stage A – The scoping stage sets 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 ISA2 objectives and

the preparation of the scoping report and consultation with statutory bodies and relevant organisations. This is explored further in Sections 2 and 3.

Stage B – The assessment stage considered the Plan’s objectives, policies and reasonable alternatives and assess their effects, using the framework developed in Stage A, and identifying mitigation measures to enhance and strengthen the Plan. This is explored further in Sections 2 and 3.

Stage C – The reporting stage involved preparing the ISA2 report which explains the assessment outcomes. This is explored further in Sections 2 and 3.

Stage D – The consultation stage involved consulting of the proposed Plan and associated ISA2, with feedback from the consultation considered and appropriately actioned. This is explored further in Sections 2 and 3.

Stage E – The Post-Adoption stage involves the creation of the Post Adoption Statement following the adoption of the Plan. This Statement forms Stage E of the ISA2 process.

2. Consultation in the ISA process

Consultation is vital to ensuring that the ISA2 process is robust to assess the Plan. Therefore, views have been sought through consultation on the ISA2 and the Plan, and have been undertaken throughout the development of the Plan. These views expressed through consultation have been considered and taken into account, informing both the ISA2 and the Plan.

2.1 Scoping Report

The Scoping Report was the subject of consultation from September to November 2022. The Scoping Report sets out:

- The plans, policies and programmes relevant to the Plan that have been considered.
- Environmental, economic, social and health baseline information.
- The key environmental, economic, social and health issues and problems facing the area.
- A framework of objectives to be used in the ISA2 assessment process.

The responses received from a range of consultees during this consultation are shown in Appendix F of the ISA2 Scoping Report (the ISA2 Scoping Report can be found in Appendix A.1 to the Main ISA Report on TfN's website) and explains how these comments were addressed, informing the ISA2 and the Plan as part of the preparation of the Main Report.

An example of how the opinions expressed as part of this consultation have been taken into account during the ISA2 process is where action has been taken to address Natural England's consultation feedback. Natural England requested that the ISA2 Framework include an additional assessment criterion as part of ISA2 Objective 1 regarding Climate Change adaption and mitigation to ensure the Plan can tackle Climate Change from the start of the planning process. Therefore, the following assessment criteria was added to the ISA2 Framework "Encourage the prioritisation of Climate Change mitigation and adaptation?" against ISA2 Objective 1.

Another example of how the opinions expressed as part of this consultation have been taken into account during the ISA2 process is where action has been taken to address the Environment Agency's consultation feedback. The Environment Agency requested that the ISA2 Scoping Report include greater reference to DEFRA's 25 Year Environment Plan, specifically the emerging challenges and goals highlighted within the plan to support tackling air pollution and the Climate Emergency. Therefore, three additional paragraphs were added to the Scoping Report, linking the baseline information to the Environment Plan and its goals.

2.2 ISA2 Main Report

The ISA2 Main Report was published alongside the Draft Plan for public consultation from May to August 2023. The ISA2 Main Report sets out:

- The purpose, scope and methodology of the ISA2, including the ISA2 Framework.
- The assessment of outcomes of the compatibility assessment of the Plan's objectives.
- The assessment outcomes of the policy assessments of the Plan's policies.
- The assessment outcomes of the assessment of reasonable alternatives to the Plan.
- Summaries of likely potential effects from the implementation of the Plan.
- Summaries of the mitigation and enhancement measures given as part of the ISA2 process.
- The monitoring programme for the Plan.

The responses received from a range of consultees during this consultation are shown in Appendix A.6 of the ISA2 Main Report and explains how these comments were addressed, informing the ISA2 and the Plan as part of the preparation of the Main Report.

An example of how the opinions expressed as part of this consultation have been taken into account during the ISA2 process is where action has been taken to address The Countryside Charity for the Peak District and South Yorkshire's consultation feedback. The Countryside Charity provided feedback on the Reasonable Alternatives assessment outcomes. Therefore, we revisited how the scoring had been applied and this has resulted in assessment outcomes changing for the Reasonable Alternatives assessment.

The result of this review for the Balanced Scenario was an amendment to the scoring for ISA2 Objective 13, reducing from large beneficial to moderate beneficial. The result of this review for the Local Modal Shift Max Scenario was an amendment to the scoring for ISA2 Objective 1, improving from slight beneficial to moderate beneficial, and on ISA2 Objective 13, improving from slight beneficial/uncertain to moderate beneficial.

Another example of how the opinions expressed as part of this consultation have been taken into account during the ISA2 process is where action has been taken to address Historic England's consultation feedback. Historic England provided feedback on the Reasonable Alternatives assessment outcomes. Therefore, we revisited how the scoring had been applied and this resulted in assessment outcomes changing for the Reasonable Alternatives assessment.

The result of this review for the Balanced Scenario was an amendment to the scoring for ISA2 Objective 9, reducing from moderate beneficial to uncertain. The result of this review, for the Continuation of the STP1 Scenario, was an amendment to the scoring for ISA2 Objective 9, reducing from moderate beneficial to neutral/uncertain. The result of this review for the Local Modal Shift Max Scenario was an amendment to scoring for ISA2 Objective 9 from neutral/uncertain to uncertain.

3. The ISA2 Process

3.1 How environmental considerations have been integrated into the Plan

The ISA2 process is iterative in nature and has actively supported the Plan's preparation by running in parallel, allowing the integration of environmental considerations at each stage of the plan making process from the start of the development of the Plan.

The ISA2 process comprises of five stages as outlined in Section 1.3, and these were undertaken iteratively as the Plan was developed over the past two years. As part of each stage, the ISA2 integrated environmental considerations within the Plan's development.

As part of Stage A, the Scoping Report set the context for the ISA2 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 ISA2 objectives; preparation of the scoping report and consultation with statutory bodies and relevant organisations and stakeholder groups. As part of this, key environmental matters were considered and integrated into the ISA2 Framework which then assessed the Plan. This ensured that environmental considerations, such as biodiversity, geodiversity, air quality, the Climate Emergency, soil and land contamination and the use of natural resources, were included when assessing and therefore integrated into the development of the Plan. Environmental considerations raised by stakeholders during the consultation process were also comprehensively considered by the ISA2 and the Plan, with examples explored in Section 2.1 of this Statement.

As part of Stage B, the environmental considerations, in addition to social and economic considerations, of the implementation of the Plan against the ISA2 Framework was considered within assessments of the Plan's objectives, policies and reasonable alternative scenarios. This was achieved by using a scoring system to assess the significance of the likely significant effects of the Plan's policies to determine if each effect was a primary or secondary effect; whether it would 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. In addition to this, mitigation and enhancement measures focusing on environmental considerations, in addition to social and economic considerations, were provided to the TfN team to strengthen policies. These measures were integrated into the Plan, with examples explored in Section 3.2 of this Statement.

As part of Stages C and D, following each round of assessment the ISA2 was reported and consulted upon with feedback received from stakeholders to strengthen the Plan and the ISA2

process. Environmental considerations, in addition to social and economic considerations, raised by stakeholders during the consultation process were comprehensively considered and integrated into both the Plan and the ISA2, with examples explored in Section 2.2 of this Statement.

3.2 How the ISA2 has been taken into account in preparation of the Plan

The ISA2 and Plan have been running in parallel, allowing the integration of ISA2 recommendations to be included from the start of the development of the Plan. The ISA2 process is iterative in nature and has continually supported the Plan's preparation at each stage of the plan making process.

An example of how the ISA2 has been taken into account when preparing the Plan is during the development of the Plan's strategic ambitions. The ISA2 has undertaken four assessments of the Plan's ambitions in November 2022, January 2023, March 2023 and January 2024. During the assessment undertaken in March 2023, it was found that that ambition 1, Transform Economic Performance, scored lower compared with the January 2023 assessment scores with three objectives changing from 'broadly compatible' to 'dependent upon the nature of implementation measures' due to wording changes which gave a reduced level of certainty for future direction surrounding economic growth. Therefore, the ISA2 highlighted an area for enhancement to the TfN team to strengthen ambition 1 by making the wording of the ambition clearer in terms of defining the desired economic outcomes for the North, in relation to the wider context provided by the Northern Powerhouse Independent Economic Review (NPIER).

The TfN team considered this feedback and revised the ambition wording. In the following assessment in January 2024, it was found that the ambition had improved its score from the previous assessment, changing from 'dependent upon the nature of implementation measures' to 'broadly compatible' due to the change in wording providing the clarity and strategic direction for future growth.

Another example of where the findings of the ISA2 have been taken into account when preparing the Plan is during the development of the Plan's policies. The ISA2 has undertaken four assessments of the Plan's policies in November 2022, January 2023, March 2023 and January 2024. During the assessment undertaken in March 2023, the ISA2 highlighted an area for enhancement to the TfN team to further strengthen the 'Roads' policy by making explicit reference to tackling actual and perceived safety and security risks across the road network.

The TfN team considered this feedback and revised the policy wording to make a clear reference regarding safety and security risks on the road network. In the following assessment in January

2024, it was found that the policy had improved its assessment outcome from the previous assessment, changing from ‘Slight Beneficial’ to ‘Moderate Beneficial’.

Further examples of how the ISA2 has been taken into account by the TfN team and strengthened the plan can be found in Section 9 of the ISA2 Main Report.

3.3 The consideration of Reasonable Alternatives in preparation of the Plan

As part of the ISA process, reasonable alternatives were identified and assessed to help support the development and deliver against the ambitions of the Plan. TfN identified three reasonable alternative scenarios which would satisfy the statutory requirements and were sufficiently distinct to enable meaningful comparisons regarding the different impacts of implementing each scenario when considered against the ISA2 Framework.

The assessment of these strategic alternatives was carried out by evaluating the performance of each relative to each other, against the ISA2 Framework. In order to assess the three alternative scenarios against the ISA2 Objectives, a series of assumptions were developed for each. These assumptions, developed by TfN, were based on what are considered likely outcomes from each of the scenarios and are shown within Section 8.2 in the ISA2 Main Report.

The assessment found that out of the three alternative scenarios the ‘Balanced Scenario’ performed the best overall across the ISA2 Objectives. The Balanced Scenario performed strongly in relation to reducing emissions from surface transport, enhancing long term economic prosperity, promoting greater equality for all and reducing Transport Related Social Exclusion,. Uncertainty was highlighted regarding minimising embedded emissions, the conservation and enhancement of designated environmental sites and the conservation and enhancement of historic and cultural assets.

However, when considered against the other scenarios, this was found to be the best performing scenario across the ISA2 Objectives. Therefore, this scenario was chosen above the other scenarios considered due to the additional significant benefits it could provide to the North. Section 8 of the ISA2 Main Report outlines the work undertaken on this assessment in greater detail.

4. Monitoring

As required by Regulation 17 of the Environmental Assessment of Plans and Programmes Regulations 2004, the Post Adoption Statement should set out information on the monitoring programme to be undertaken by TfN to examine the significant environmental effects following the implementation of the Plan and to be able to identify any unforeseen adverse effects as early as possible, so as to then be able to take remedial action.

The Action and Impact Framework within Section 6 of the Plan sets out how TfN will work with partners, businesses, the transport industry and Government to deliver the Plan. As part of the framework, TfN's Policy Action and Implementation Plan brings together several TfN processes to ensure that the objectives, measures of success and key performance indicators in this Plan are assessed in terms of their impact at a local and pan-northern level, as well as responding to new and emerging policy areas. There are three component parts to this:

- The TfN Policy Development Framework
- TfN's Monitoring and Evaluation Framework
- TfN's Annual Action Plan and KPIs.

Appendix A of this Statement, contains the monitoring framework for the ISA2. This bespoke monitoring framework has also been developed for the ISA2 to specifically monitor those effects relevant to the ISA2 Framework Objectives. It will enable any unexpected adverse effects due to implementation of the Plan to be identified and potential mitigation options explored. This work will be monitored and reported on as part of wider TfN monitoring activities.

This framework was included within the ISA2 Main Report and is now finalised as part of this Statement. This table includes the indicators to be used, the source of monitoring data and the frequency of monitoring. The monitoring framework links to TfN's existing monitoring functions which include 20 headline objective metrics linked to long-term transformative growth, 58 core metrics linked to monitoring the road and rail networks over a short to medium-term timescale and 20 supplementary metrics to provide a wider context of the transport system.

5. Conclusion

This Statement has outlined the comprehensive and iterative process the ISA2 has undertaken in supporting the development of the Plan. There has been continuous dialogue between those developing the Plan and ISA2 teams, to ensure the plan progresses positively against the ISA2 Framework, resulting in an effective plan for growth across environmental, economic, societal and health matters. Therefore, the Plan provides a strong strategic direction for transportation infrastructure across the plan area and a robust policy foundation for future growth.

This Statement complies with the requirement of Regulation 16 of the Environmental Assessment of Plans and Programmes Regulations 2004 by explaining the following provisions:

- How environmental considerations have been integrated into the Plan;
- How the ISA Report has been taken into account in preparation of the Plan;
- How the opinions expressed in the consultation on Scoping Report and the ISA Report have been taken into account;
- The reasons for choosing the final Plan as adopted, in the light of other reasonable alternatives considered; and
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the final Plan.

In addition, the Statement complies with Regulation 17 as TfN have organised the monitoring of significant environmental effects of the implementation of the plan, with this Statement explaining the following:

- How the authority will monitor the significant environmental effects following the implementation of the plan, to enable the identification of any unforeseen adverse effects at an early stage and therefore able to undertake appropriate remedial action.

The Post Adoption Statement for the Plan should be read together with the ISA2 Scoping Report, Main Report and relevant appendices published in March 2024. These documents can be viewed on the TfN's website.

Appendix A – Integrated Assessment 2 Monitoring Framework

No.	ISA Objective against which a significant effect has been predicted (without mitigation)	Indicators to be used	Targets	Source	Suggested frequency of analysis of monitoring of data / mitigation	Responsibility for undertaking monitoring	Direction of travel since STP1
1	Reduce greenhouse gas emissions from surface Transport in the North	CO ₂ emissions from surface transport	Reduce	TfN NoCarb model	Bi-annually	TfN supported by all relevant Transport Authorities within STP area	Decrease
		ZEVs as proportion of total fleet, by vehicle type	Increase	Govt Transport Statistics (NTS)	Annually	TfN supported by all relevant Transport Authorities within STP area	Increase
		Proportion of passenger travel kilometers for public transport	Increase	Govt Transport Statistics	Annually	TfN supported by all relevant Transport Authorities within STP area	Decrease
		Proportion of travel kilometers for walking and cycling	Increase	Govt Transport Statistics (NTS)	Annually	TfN supported by all relevant Transport Authorities within STP area	Increase during the pandemic, post-pandemic 'new normal' not yet clear (NTS 2021 published by December 2022)

		Zero overall regional increase in private car vehicle mileage on the North's road network to 2045, compared to 2018.	zero increase	DfT road traffic statistics	annually	TfN supported by all relevant Transport Authorities within STP area	Decrease in vehicle mileage since 2018 baseline figure; 2022 data not yet released
		Number of trips by active travel	increase	Govt Transport Statistics (NTS)	annually	TfN supported by all relevant Transport Authorities within STP area	decrease
		Number of trips by car, van or motorcycle	decrease	Govt Transport Statistics (NTS)	annually	TfN supported by all relevant Transport Authorities within STP area	decrease
		Number of trips by rail	increase	Govt Transport Statistics (NTS)	annually	TfN supported by all relevant Transport Authorities within STP area	decrease
		Number of trips by bus	increase	Govt Transport Statistics (NTS)	annually	TfN supported by all relevant Transport Authorities within STP area	decrease

		Volume of lower value freight movement (travel km) by mode (road, rail, water and air)	Reduce road, rail and air volume amount of lower value freight; Increase rail and water volume of higher value freight	Govt Transport Statistics, Haulage bodies; Freight Organisations	Annually	TfN supported by all relevant Transport Authorities within STP area	Rapid bounce back in rail freight volumes following reduction during the pandemic. Road freight statistics for 2021 reflecting road freight recovery will be published in Autumn 2022, giving an indication of market share.
2	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	TfN do not deliver infrastructure schemes and it is therefore outside of our remit to manage embedded emissions in infrastructure. We do expect that partners and transport authorities adhere to PAS2080 standards in the delivery of infrastructure.	neutral	Delivery partner and transport authority reports and resources; PAS2080 framework	timelines based on transport authority reporting e.g. National Highways have published a five year delivery plan	Delivery partners; relevant transport authorities	National Highways have produced a net zero highways plan outlining their targets to support the governments ambition to reach net zero target and a delivery outlining sustainable practices that will reduce carbon emissions carbon emissions by 2050. The net zero highways plan outlines three main targets to make corporate emissions net zero by 2030; to make maintenance and construction net zero by 2040 and for road user

							emissions to be net zero by 2050.
3	Protect and enhance biodiversity, geodiversity and the green infrastructure network	Area of green infrastructure (greenways, etc.)	Increase	Natural England; Local Authorities; Transport Authorities – TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	Unclear, however, some significant new green infrastructure projects have been launched / delivered (e.g., Aire Valley green flood prevention measures, Northern Forest, significant investment and UK Government commitment to peat restoration - e.g., Peak District, Yorkshire Dales)
		Net gain in biodiversity (using the Defra metric) due to transport schemes	Increase	Natural England; Local Authorities; Transport Authorities– TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	BNG requirement is now in force. Network Rail has set a target for no biodiversity net loss by 2024 and net gain by 2035, National Highways has set a target for no net loss in the Second Road Period (2020-25).

4	Conserve and enhance internationally designated environment sites	Number of transport schemes impacting on designated areas	Zero	Natural England – TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	Monitoring at scheme level undertaken by delivery authorities. .
5	Protect and enhance local air quality	Concentrations of air pollutants across the transport network	Reduce	DEFRA	Annually	TfN supported by all relevant Transport Authorities within STP area	Significant reduction in air pollution concentrations during the pandemic, but significant increase since then likely. Awaiting publication of 2021 data.
		Area covered by AQMAs declared due to transport emissions	Reduce	DEFRA	Annually	TfN supported by all relevant Transport Authorities within STP area	No significant change
		ZEVs as proportion of total fleet, by vehicle type	Increase	Govt Transport Statistics	Annually	TfN supported by all relevant Transport Authorities within STP area	Increase
		Proportion of passenger travel kilometers for public transport	Increase	Govt Transport Statistics	Annually	TfN supported by all relevant Transport Authorities within STP area	Decrease

		Proportion of travel kilometres for walking and cycling	Increase	Govt Transport Statistics	Annually	TfN supported by all relevant Transport Authorities within STP area	Increase during the pandemic, post-pandemic 'new normal' not yet clear (publication of NTS Autumn 2022)
6	Increase resilience of the transport network to extreme weather events and a changing climate	<p>Proportion of drainage provision for transport schemes (new or improvements) incorporating best practice SuDS</p> <p>TfN do not deliver infrastructure schemes, however would ask delivery bodies to monitor this for any schemes promoted by TfN.</p>	Increase	Local Authorities; Transport Authorities / Agencies - TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	Network Rail is developing rail resilience actions linked to Route Strategies (see Third Adaption Report) and plans a leading metric tracking the resilience benefits of their investment by Control Period 7 (2024). Extreme heat in 2022 put significant pressure on rail infrastructure, highlighting the need for investment in mitigation. National Highways is setting increased requirements for drainage and investing in R&D and infrastructure studies to tackle heat and water stress.

7	Protect and enhance the blue infrastructure network including inland and coastal water environments	Proportion of drainage provision for transport schemes (new or improvements) incorporating best practice SuDS	Increase	Local Authorities; Transport Authorities / Agencies - TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	Uncertain - monitoring at scheme level may be undertaken by delivery authorities.
		Number of water pollution incidents attributable to transport	Zero	Environment Agency; Local Authorities	Annually	TfN supported by all relevant Transport Authorities within STP area. Additional information provided by Environment Agency	Not published with breakdown to transport impacts.
8	Protect and conserve soil and remediate and avoid land contamination	Area of grade 1, 2 or 3a agricultural land permanently lost or significantly degraded as a result of transport schemes	Zero	Local Authorities; Transport Authorities / Agencies - TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	Uncertain - monitoring at scheme level may be undertaken by delivery authorities.
		Proportion of area covered by transport schemes located on	Increase	Local Authorities; Transport Authorities / Agencies - TfN	Annually	TfN supported by all relevant Transport Authorities within STP area	Uncertain - monitoring at scheme level may be undertaken by delivery authorities.

		previously developed land		promoted schemes only			
9	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	Area of historic sites impacted by transport schemes	Decrease	Local Authorities; Transport Authorities / Agencies; Historic England - TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area. Additional information provided by Historic England	Uncertain - monitoring at scheme level may be undertaken by delivery authorities.
		Number of heritage assets impacted by transport schemes					
10	Protect and enhance the character and quality of landscapes and townscapes	% area of transport schemes that incorporate improvements to public realm and sympathetic design	Increase	Local Authorities; Transport Authorities / Agencies - TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area	Uncertain - monitoring at scheme level may be undertaken by delivery authorities.
		Countryside Quality Counts (CQC) - focus on any changes in the	No noticeable adverse changes in landscape quality	Natural England	As and when CQC results are published	TfN utilising information from Natural England	

		landscape quality due to transport effects)					
		Area covered by transport schemes within or in close proximity to AONB / National Park / Heritage Coast designated areas	No noticeable adverse changes in landscape quality	Local Authorities; Transport Authorities / Agencies; Parks authorities; Natural England - TfN promoted schemes only	Annually	TfN utilising information from Parks authorities and Natural England	MOU signed between National Highways and National Parks England in October 2019 for enhanced cooperation. Only known rail scheme in proximity to National Park/ AONB / Heritage Coasts. is Windemere Passing Loop to allow 30-minute frequency, which has full support of National Park Authority. Monitoring at scheme level may be undertaken by delivery authority.
11	Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling	Proportion (by mass) of recycled materials used in transport related construction	<div>Increase</div> <div>Proportion (by mass) of waste arising associated with</div>	Local Authorities; Transport Authorities / Agencies - TfN promoted schemes only	Annually	TfN supported by all relevant Transport Authorities within STP area with additional information supplied by relevant Road and Rail Authorities	Network Rail continue to increase recycling rates. Combined recycling and reuse rates are highest in the country in North West and Central (75%), but combined reuse and recycle is below the national average in both regions

			transport schemes which is reused or recycled				(still both above 90%). National Highways do not publish data on this at a portfolio level although it is mentioned in their 'Social Value Framework'.
			Proportion (by mass) of waste arisings associated with transport schemes which is sent to landfill				
12	Enhance long term economic prosperity and promote a clean and green economic transformation	Access to education, employment centers and key services by rail	Increase accessibility with a greater proportion of the population able to access employment within 60 minutes have a target to have 37% of the North's population able to access 500,000 jobs by rail within 60	TfN analytical framework (NoRMS model)	Based on iterations of the modelling	TfN supported by all relevant Transport Authorities within STP area with additional information supplied by relevant Road and Rail Authorities	Baseline in 2018, data points will be added as the model is updated and re ran.

			minutes by 2050. This is part of a wider objective to integrate the North's labor market.				
13	Coordinate land use and strategic transport planning across the region	Proportion of the population that can access employment by rail within 60 mins	increase	TfN analytical framework (NoRMS model).	Based on iterations of the modelling	TfN supported by all relevant Transport Authorities within STP area with additional information supplied by relevant Road and Rail Authorities	A baseline figure is available for 2018, with data points added as the model is updated and re ran
14	Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups.	<div>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</div> <div>Eliminate the gap of population at high risk of TRSE for the North's sub-regions</div>	Reduce	TfN bespoke analysis; TRSE tool	Analysis is updated as the tool receives updates with input data	TfN supported by all relevant Transport Authorities within STP area	Initial baseline in 2019, this to be updated and data points added as the TRSE tool is updated

		compared to the rest of the North: Yorkshire and Humber					
15	Improve the health and wellbeing for all citizens and reduce inequalities in health	Population within AQMA	Reduce	Local Authorities Transport Authorities / Agencies - TfN promoted schemes only	Annually	TfN supported by Local Authorities / Transport Authorities and Agencies within STP area	Overall increase in population within AQMAs, driven partly by rapid population growth in city centers.
		Population within Noise Important Areas					No change in areas covered and no new noise pollution data expected in 2022
16	Promote community safety and reduce crime and the fear of crime for all citizens	Crime incidents associated with transport network	Reduce	Govt Crime Statistics; British Transport Police	Annually	TfN informed by Crime Statistics and information supplied by British Transport Police	Data available but not yet requested by TfN in this format due to limitations in data in raw form
		Accidents and safety incidents associated with transport network	Decrease	Govt Transport Statistics (Road accidents and safety statistics)	Annually	TfN supported by all relevant Transport Authorities within STP area	Decline in road incidents since 2019. Provisional results since 2021 (waiting for 2022 data release)