

Transport for the North Strategic Transport Plan Integrated Sustainability Appraisal

Summarised Scoping Report
Transport for the North

January 2017

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1. Introduction

1.1. Purpose of this Document

1.1.1 The scope of an Integrated Sustainability Appraisal (ISA) of the Strategic Transport Plan (STP) for the north of England is summarised in this report.

1.1.2 **The full Scoping Report was produced by Atkins Limited on behalf of Transport for the North (TfN) and can be provided on request.**

1.1.3 The ISA includes Health Impact Assessment (HIA), Community Safety Assessment (CSA) and Equality Impact Assessment (EqIA). Habitats Regulation Assessment (HRA) of the STP will also be undertaken but will be reported separately, though with results feeding into the ISA.

1.1.4 This summarised Scoping Report provides the following detail:

- Overview and key facts of the STP, including its rationale and the geographic and temporal scope of the plan.
- Summary of the approach to the ISA.
- Examines the relationship between the STP and other plans, policies and legislation.
- Outlines a series of draft objectives for the ISA and the framework for appraising likely significant effects arising from the STP.
- Provides information on the next steps in the ISA process.

1.2. Scoping Report Consultation

1.2.1 Consultation on this Scoping Report is aimed at ensuring that the ISA will be comprehensive and robust in supporting the emerging STP by gathering early views on how the ISA should be developed. A number of organisations are being consulted in England which include the statutory bodies required under the Environmental Assessment of Plans and Programmes Regulations 2004 (Natural England, Historic England and the Environment Agency) as well as other environmental, social and economic consultees to ensure a high level of scrutiny, rigour and comprehensiveness of approach. Relevant consultees in Wales and Scotland have also been included to allow for the consideration of transboundary issues.

1.2.2 Comments are being sought on how the evidence-gathering and proposed ISA framework could be improved or clarified. The following questions may assist consultees in making responses:

Q1. Have there been any significant omissions of plans, programmes or environmental protection objectives relevant to the scoping of the ISA?

Q2. Do you agree that the baseline data that have been, or will be collected, are relevant and of sufficient detail to support the ISA?

Q3. Are there any key baseline data available that are or could be used in support of the issues that have not been identified?

Q4. Do the ISA objectives and decision making questions provide a sound framework against which to assess the sustainability performance of the emerging STP?

Q5. Are there any major development proposals within the study area that need to be considered as part of the ISA for the STP?

1.2.3 The consultation period for this Scoping Report will be from 20th January 2017 to 3rd March 2017 .
All responses must be made in writing, either:

- by email to: david.levene@transportforthenorth.com /
gaynor.kindon@transportforthenorth.com

or

- by post to the following address:

David Levene - Policy Officer
Transport for the North
2nd Floor
4 Piccadilly Place
Manchester
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1.2.4 Following consultation, any necessary revisions will be made to the ISA framework and other parts of the Scoping Report as appropriate. The final ISA framework will then be used to assess the emerging STP. An ISA Report will be produced to show how the ISA process influenced the plan, and this report will be published alongside the STP for further consultation.

2. Strategic Transport Plan for the North of England

2.1. Background

- 2.1.1 TfN is empowered by a pan-Northern Partnership representing political and business leaders from all areas of Northern England, working together with Highways England, Network Rail, HS2Ltd. and DfT. Partner organisations have an equal say in TfN's democratic Partnership Board.
- 2.1.2 The success of the UK in the global marketplace will be dependent on the transformation of the Northern economy that businesses and local leaders are primed to deliver. The Northern Powerhouse Independent Economic Review (NPIER), published in June 2016, mapped out a clear opportunity for ambitious growth aimed at delivering £97 billion in real terms of economic benefit to the UK, 850,000 new jobs, and a 4% increase in productivity by 2050.
- 2.1.3 The Review identified that improving connectivity is essential to seizing the economic prize, identifying that co-ordinated planning and investment, across the North will create a more attractive and buoyant marketplace. The recommendation was the transformation of connectivity between and within the economic centres of the North through a long term investment programme; a programme that people and businesses can see as a firm commitment to create a stronger, more diverse and resilient place to live and do business.
- 2.1.4 Together, with the support of business, industry, and academic communities, TfN is tasked with developing a Strategic Transport Plan (STP) for the North to prioritise investments to improve the capacity, frequency, speed and reliability of the region's transport network. This will be a multi-modal plan for passengers, businesses and freight, which will set out integrated transport connectivity priorities to 2050.
- 2.1.5 TfN's role is to add value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. This fits with the wider devolution agenda, set out within the 2016 Cities & Local Government Devolution Act. When it becomes a Statutory Transport Body (STB) TfN will draw powers down from central government, rather than up from local government and it will not replace or replicate the work of existing transport authorities.
- 2.1.6 In building the case for investment TfN will draw upon evidence presented in the Northern Powerhouse Independent Economic Review (NPIER), further research examining the relationship between transport demand and NPIER economic growth across different geographies, plus evidence on the existing performance of, and constraints on the current strategic transport network.
- 2.1.7 Evidence informing the development of the STP also includes TfN led work programmes on Freight, International Connectivity, Integrated Strategic Roads and Integrated Rail Reports, TfN's Integrated Travel & Smart Ticketing programme; plus policies and evidence from Government and national agencies' (e.g. Highways England and Network Rail) and from TfN partners, including Strategic Economic Plans, Growth Deals and Transport Strategies (see Figure 2-1).
- 2.1.8 The TfN Strategic Transport Plan is the first of its kind and represents a business case for change – a change in relationships with Government and delivery agencies, a change in working with Partners and businesses, a change in the way that we can encourage and support growth, and, above all, a change in the economy and productivity of the North of England.
- 2.1.9 It will be a multi-modal plan that sets out an evidence-led and compelling case for investment. It will focus on investment in smart ticketing and integrated travel, major highways, pan-Northern rail, strategic access for freight and logistics, and opportunities to support international connectivity. Priorities for Local Connectivity, Active Modes, Local Planning or primarily urban road and rail networks will not be considered as these fall under the remit of TfN's Partners at a local level;

- 2.1.10 It will be complementary to the policy documents of TfN's Partners including their Strategic Economic Plans, Single Transport Plans and Local Transport Plans, and will also seek to influence the strategies and policy documents of TfN's Development Partners including Department for Transport (DfT), Highways England, Network Rail and High Speed Two (HS2) Ltd.
- 2.1.11 The majority of strategic transport interventions identified in the STP will be delivered by TfN partners, national transport agencies, combined authorities or local transport authorities.
- 2.1.12 TfN plan to publish the initial draft of the STP in 2017, setting out why investment in the transport system is crucial to enabling economic growth. It will also set out the approach that will be taken to prioritising options for achieving transformed economic performance and describes the emerging governance and decision making processes for TfN
- 2.1.13 It is the intention to publish a further draft of the Strategic Transport Plan in Spring 2018 for public consultation. It will expand upon the first STP document and further develop the portfolio of options to create the first TfN Investment Programme.
- 2.1.14 TfN have prepared an initial set of objectives on which to develop the STP, in order to support the case for investment at a local and a pan-Northern level and consider how decisions taken now can support the lives of generations to come. The wording of these objectives are still in draft and their function within the overall STP subject to change, but provide a starting point for how investment options will be considered. The draft objectives are:
- Transform economic performance

This objective underlines the primary function of TfN to transform economic performance of the North of England. The objective is focused on ensuring that options developed by TfN support transformational growth, and improve prosperity, productivity and jobs.
 - Increase efficiency, reliability and resilience on the transport system

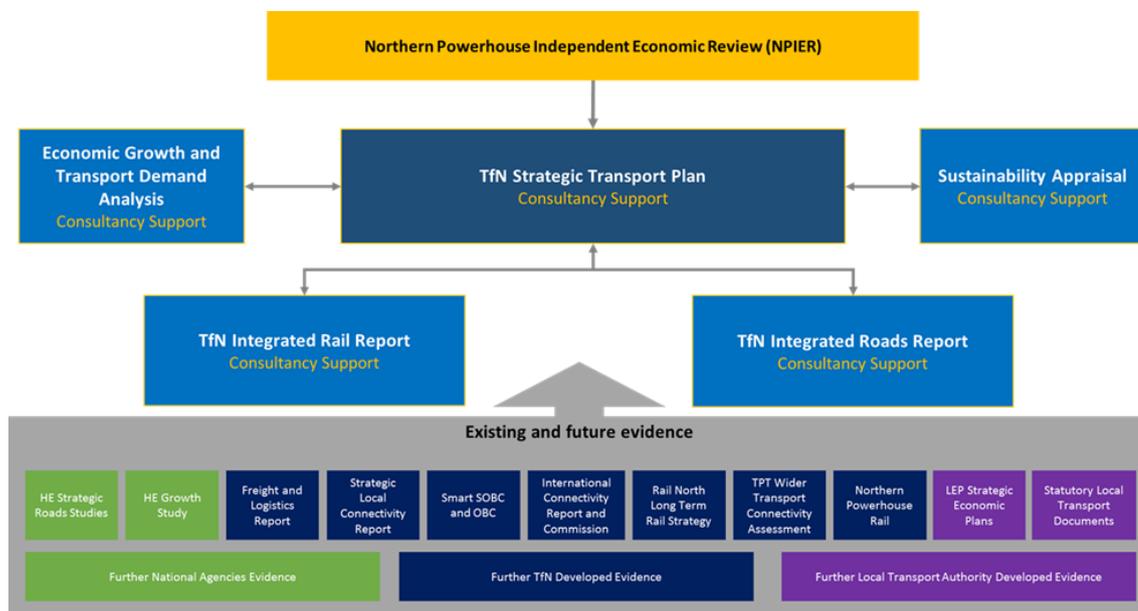
TfN is developing options with a horizon period of up to 2050, so the options will need to respond and factor in future challenges and opportunities in the most efficient way. Improved journey times can be as crucial as a reliable network, with improved resilience needed to ensure transport system efficiency.
 - Promote and support the built and natural environment

By transforming economic performance more people will experience the high quality built and environmental assets of the North. There is an opportunity to further enhance the quality of places, but we also the need to guard against undermining the environment aspects that make the North a great place to live and work.
 - Improve opportunities across the North

Access to jobs and markets is a crucial factor, to ensure that the transformational economy can be achieved. Inclusion and integration of the strategic and local transport networks is essential to allow the movement of people and goods, whilst ensuring the people can access opportunities across the North, to improve quality of life.
- 2.1.15 The Strategic Transport Plan, when adopted in 2018, will become the statutory document for TfN, defining the priorities of TfN as a Statutory Transport Body. The Strategic Transport Plan and supporting evidence will be used as a platform with which to agree how Government, Network Rail, Highways England and HS2 Ltd work with Northern Partners deliver investment that can transform the economy of the North. TfN is empowered by a pan-Northern Partnership representing political and business leaders from all areas of Northern England, working together

with Highways England, Network Rail, HS2 Ltd. and the Department for Transport (DfT). Partner organisations have an equal say in TfN's democratic Partnership Board.

Figure 2-1 Evidence supporting development of the Strategic Transport Plan, Roads and Rail Reports



Source: TfN 2016

2.2. The Need for the STP

2.2.1 The Government's Northern Powerhouse Strategy¹ noted that the North's economy was worth £304bn in 2014, similar to the whole of Belgium, and accounting for 19% of UK output. The region produces 19% of UK goods exports. In the three months to August 2016, the North reached a record high employment rate of 72.6%, with 429,000 more people in work than in 2010. Combined with existing Devolution agreements, City Deals and funding investments, progress is being made. However, as identified in the recently published NPIER, closing the North's productivity gap with the rest of the UK would achieve an additional £97bn GVA and 850,000 extra jobs, benefiting both the North and the rest of the UK.

2.2.2 An integrated, multi-modal strategic transport plan, owned and developed by the North, is critical to delivering the functioning economic geography required to fully realise the North's potential.

2.3. Structure of the STP

2.3.1 The STP is in its early stages of development at the time of writing this report. The STP is structured in three parts:

- Why - setting the strategic and economic case for transport infrastructure in the North;
- What - setting out the portfolio of connectivity priorities, set alongside a prioritisation framework;
- How - describes the outline funding scenarios, governance and decision making processes.

2.4. Key Milestones for the STP

- Spring 2017 - Publication of the Draft STP, Strategic Roads Report, Integrated Rail Report and Initial ISA Assessment and including the STP prioritisation framework;
- Summer / Autumn 2017 - Understanding the outcome of Public Engagement on STP and progress development of a sequenced investment programme to be implemented over the

¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/571562/NPH_strategy_web.pdf

following horizon periods: Short Term (to 2025), Medium Term (2025 to 2030) and Long Term (2030 to 2050);

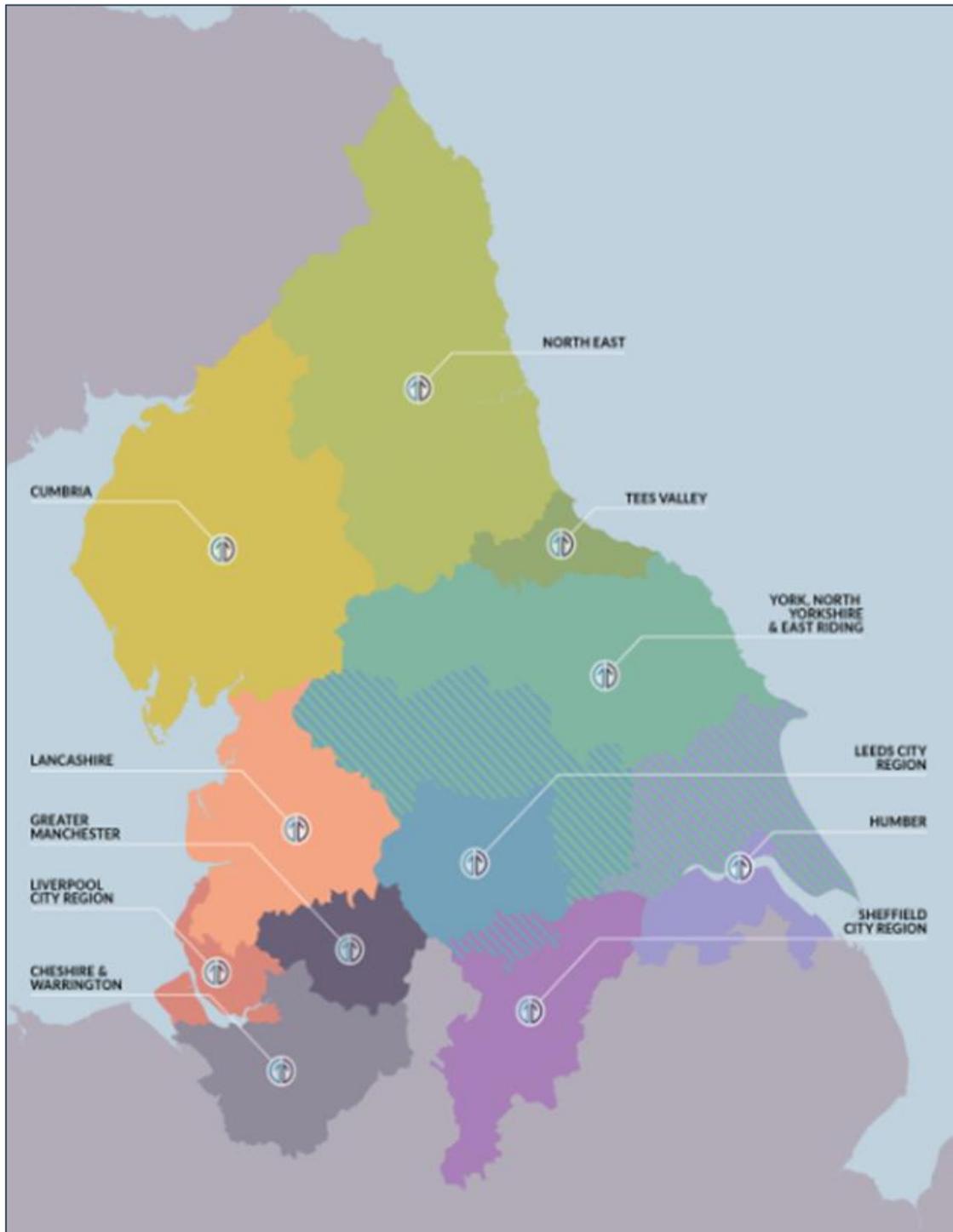
- Spring 2018 - Publication of the Final STP for Consultation, Final Strategic Roads and Integrated Rail Reports, and Final ISA Report; and
- Summer 2018 - Adoption of Strategic Transport Plan.

2.5. Geographical and Temporal Scope of the STP

2.5.1 The STP will cover the period up to 2050. The STP will apply to an area of the north of England comprising the combined overall geographical extents of the 11 Local Enterprise Partnerships (LEP)² areas shown in Figure 2-2 (note some areas overlap). Table 2-1 provides information on the constituent local authorities of the various LEP areas.

² <https://www.lepnetwork.net/the-network-of-leps/>

Figure 2-2 The STP area and constituent LEP Areas



Source: TfN, Presentation to Sheffield City Region, 2016

Table 2-1 Local authority areas making up the STP

LEP	Local authority areas covered by LEP area
North East	County Durham, Gateshead, Newcastle upon Tyne, North Tyneside, Northumberland, South Tyneside and Sunderland.
Cumbria	County of Cumbria.
Tees Valley	Darlington, Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees. Covers 304 square miles and has a population of over 660,000.
York, North Yorkshire and East Riding	Craven, Hambleton, Harrogate, Richmondshire, Ryedale, Scarborough, Selby, York and East Riding.
Lancashire	Blackburn with Darwen, Blackpool, Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire and 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 and Wigan.
Liverpool City Region	Boroughs of Halton, Sefton, Knowsley, Liverpool, St. Helens and Wirral.
Sheffield City Region	Barnsley, Bassetlaw, Bolsover, Chesterfield, Doncaster, Derbyshire Dales, North East Derbyshire, Rotherham and Sheffield.
Humber	Hull, East Riding of Yorkshire, North East Lincolnshire and North Lincolnshire.
Cheshire and Warrington	District areas of Cheshire East, Cheshire West and Chester, and Warrington.

2.5.2 It is important to recognise that while the STP relates to a defined area encompassing the combined extents of the 11 LEPs noted above, the STP could result in schemes that will be of national significance in scale and importance.

3. Approach to the ISA

- 3.4. The National Planning Policy Framework (NPPF) 2012 identifies three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for transport plans such as the STP to perform a number of roles (adapted from the NPPF):
- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that the right type of transport is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - social role – supporting strong, vibrant and healthy communities, by providing the transport required to meet the needs of present and future generations; and by creating a high quality transport system, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
 - an 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 prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 3.4. The ISA is aimed at ensuring the early integration of sustainability considerations in the STP. It will be an iterative assessment process informing the STP as it develops, to ensure that potential significant effects arising from the STP are identified, assessed, mitigated and communicated to plan-makers.
- 3.4. It is also a fundamental requirement that the ISA ensures TfN meet all relevant legislative requirements, to address:
- Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/ 1633, “2004 Regulations” as amended).
 - Habitats Regulation Assessment (HRA) (required under Regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 (SI 1994/ 2716, “1994 Regulations”, as amended).
 - Equality Impact Assessment (EqIA), as required by section 149 of the Equality Act 2010, as amended.
 - Community Safety Assessment (CSA) as required by the Crime and Disorder Act 1998 and the Police and Justice Act 2006, as amended.
- 3.4. As noted in Section 2, the geographical scope of the ISA is defined by the STP area shown in Figure 2-1. The assessment will also include the surrounding hinterland to this area, for example parts of Scotland, Wales and the Midlands.

4. Relevant Plans, Programmes and Environmental Protection Objectives

4.1.1 The STP will both influence and be influenced by other plans, policies and programmes (PPPs) produced by local authorities, statutory agencies (at a national, regional and local level) and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for the STP, both directly and indirectly.

4.1.2 This interaction is reflected by the requirement of the SEA Directive that information be provided on:

"The relationship [of the plan or programme] with other relevant plans and programmes"

"The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"

4.1.3 Therefore the ISA will set out the relationship between the STP and relevant legislation, other relevant plans and programmes and the environmental protection objectives established at international (European), national (UK wide), regional (north of England) and local (local authority) levels. This ensures that the objectives in the Scoping Report generally adhere to, and are not in conflict with, objectives found in other plans, programmes and legislation and also assists in the setting of sustainability objectives for the ISA. It can also be used to ascertain potential conflicts between objectives, which may need to be addressed as part of the process.

4.1.4 A series of key generic themes which have emerged from the review are presented below.

Environmental Themes

4.1.5 The review of PPPs revealed a large amount of common themes in terms of their objectives relating to sustainability within the context of transport planning. These are listed below.

- Climate Change and Energy
 - Reduce energy consumption and energy wastage;
 - Reduce GHG emissions, particularly carbon dioxide;
 - Maximise the use of renewable energy;
 - Increase energy efficiency and make use of new and clean technologies;
 - Minimise the use of fossil fuels;
 - Need for measures to adapt to climate change;
- Transport
 - Promote mixed-use development policies to reduce the need to travel;
 - Improve local air quality through minimising traffic related emissions;
 - Encourage walking, cycling and the use of public transport;
 - Reduce traffic congestion and improve safety for all road users;
 - Promote sustainable alternatives to car travel;
 - Promote viable alternatives to road haulage, such as shipping and rail;
 - Promote clean vehicle technology;
 - Connect key regeneration sites;
 - Promote integration, maintain and improve the public right of way and wider access network;
 - Connect the area to the wider regional, national and international networks;
- Natural Resources and Waste
 - Ensure efficient resource use and minimise resource footprint;
 - Raise awareness of resource use/depletion;
 - Use secondary and recycled materials;
 - Consider opportunities to maximise on-site re-use of materials;
 - Employ waste reduction methods to minimise construction and maintenance waste;
 - Reduce the amount of waste disposed of at landfill;

- Land
 - Brownfield/Greenfield hierarchy of land use;
 - Minimise and seek to reclaim derelict and contaminated land whilst taking into account any biodiversity interests;
 - Protect farmland and soils;
- Water
 - Improve the quality of ground and surface water;
 - Improve the biological and chemical quality of rivers;
 - Make use of vegetated drainage systems and 'Sustainable Drainage Systems';
 - Minimise the risk and impact of flooding by controlling surface water management and floodplain management;
 - Prevent inappropriate development in floodplains;
 - Prepare for impacts of climate change, including sea level rise, coastal squeeze and coastal erosion;
- Biodiversity
 - Contribute to the delivery of local and national Biodiversity Action Plans;
 - Protect and enhance endangered species, habitats and geodiversity, including sites of geological importance;
 - Protect and enhance existing wildlife and provide opportunities for new habitat creation
 - Increase tree cover and ensure the sustainable management of existing woodland;
 - Protect, maintain and where possible enhance natural habitat networks and green infrastructure, to avoid fragmentation and isolation of networks;
 - Protect and enhance designated nature conservation sites of international importance (SPA/SAC) and national importance (SSSI);
 - Promote access and understanding of nature and biodiversity.
- Landscape
 - Protect and enhance landscape and townscape character and local distinctiveness;
- Heritage
 - Help to conserve historic buildings through sympathetic design;
 - Conserve, protect and enhance designated and non-designated historic assets;
 - Improve access to buildings and landscapes of historic/cultural value;
 - Use architectural design to enhance the local character and "sense of place" of development; and
 - Protect local distinctiveness.

Economic Themes

- Improve physical accessibility of jobs through the location of employment sites and transport links close to areas of high unemployment;
- Widen the number and range of accessible employment opportunities and support growth in employment and labour productivity;
- Support an increase in GVA per capita;
- Make the area more attractive for inward investment;
- Improve rail and road journey reliability for business users;
- Support local businesses;
- Support enhancement of local economy and overall prosperity; and
- Support development of the skills base;

Health

- Tackle poor health by improving the health of everyone, and of the worst off in particular;
- Reduce health inequalities among different groups in the community (e.g. young children, pregnant women, black and minority ethnic people; older people, people with disabilities; low income households);
- Support the public to make healthier and more informed choices with regard to their health and adopt physically active lifestyles;
- Address pockets of deprivation;
- Provide physical access for people with disabilities;
- Provide or improve access to local health and social care services;
- Provide opportunities for increased exercise, thus reducing obesity, particularly in children, and illnesses such as coronary heart disease;
- Provide for an ageing population; and

- Promote healthy lifestyles through exercise, physically active travel and access to good quality and affordable food, which can assist in reducing both physical and mental illnesses.

Equality

4.1. The derived key equality-related themes are:

- Protect human rights (e.g. the right to liberty and security of person) and fundamental freedoms (e.g. a right to freedom of thought, conscience and religion, freedom of expression, etc);
- Prohibit discrimination, harassment and victimisation on such grounds as sex, race, language and religion;
- Promote equality of opportunity in the way services are planned, promoted and delivered;
- Treat everyone with dignity and respect;
- Recognise people's different needs, situations and goals and removes the barriers that limit what people can do and can be;
- Create sustainable communities which are active, inclusive, safe, fair, tolerant and cohesive;
- Create sustainable communities which are fair for everyone - including those in other communities, now and in the future;
- Improve economic, social and environmental conditions particularly in the most deprived areas;
- Ensure fair access to and distribution of resources across the community, including rural areas;
- Assess and address the impacts upon diverse communities including cultural, racial, economic, generational, social (including disabilities) and religious mixes;
- Create a sense of belonging and wellbeing for all members of the community;
- Provide physical access for people with disabilities; and
- Minimise isolation for vulnerable people.

Community Safety

4.1.6 The derived key community safety themes are:

- Create communities which are safe, inclusive, fair, tolerant and cohesive;
- Maintain reductions in crime and anti-social behaviour; and
- Improve perceptions that the communities are safe places to work, live and visit.

5. Baseline Information

- 5.1.1 In order to assess the potential effects of the STP on the sustainability of the STP area, it is necessary to establish a baseline against which predicted effects can be assessed, and then to identify issues and trends that are related to each of the environmental, social and economic interests that may be affected by the proposed plan. This is in keeping with the SEA Directive which states that the Environmental Report should provide information on:

“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))

and

“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)).

- 5.1.2 Therefore baseline information plays a fundamental role throughout the stages of ISA as it provides the evidence base from which to predict and monitor effects of the STP. As such it is first important to understand its current state and then examine the likely evolution of the environment without the implementation of the plan.

5.1. Data Collection Methodology

- 5.1.3 The most efficient way to collate relevant baseline data is through the use of indicators. This ensures that the data collation is both focused and effective. The identification of relevant indicators has taken place alongside the assessment of other relevant plans, policies and programmes, the identification of sustainability issues and developing the ISA framework.

- 5.1.4 It should be noted that the ISA process does not require the collection of primary data, but relies on the analysis of existing information. As such, where data gaps exist, this is highlighted in the report.

- 5.1.5 Indicators have been selected for their ability to provide objective data that will, over time, offer an insight into general trends taking place. Throughout the assessment process the following issues will need to be addressed:

- What is the current situation, including trends over time?
- How far is the current situation from known thresholds, objectives or targets?
- Are particularly sensitive or important elements of the environment, economy or society affected?
- Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
- How difficult would it be to prevent, reduce or compensate for any negative effect?
- Have there been, or will there be, any significant cumulative or synergistic effects over time?

- 5.1.6 Due to the fact that ISA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the ISA process flexible, adaptable and responsive to changes in the baseline conditions and enables trends to be analysed over time.

5.2. Data Analysis

5.2.1 Data have been collated and analysed for the following indicators (as detailed in Appendix C):

Environmental Data

- CO₂ emissions
- Climate change
- Local air quality
- Noise
- Light pollution
- Biodiversity, fauna and flora
- Landscape and townscape
- National Character Areas
- Heritage assets
- Green space
- Soil
- Water quality
- Flooding

Economic Data

- Employment
- Long term trends in GVA
- Long term trends in population
- 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
- General health statistics
- Accessibility
- Road safety and accidents
- Physical activity in children and adults
- Equality target groups
- Multiple deprivation

5.2.2 The baseline data provides an overview of the sustainability characteristics of the STP area and how these compare to those of the UK. The analysis of the baseline has highlighted a number of key issues in the North of England.

5.3. Campaign for Better Transport

5.3.1 Transport for the North have commissioned the Campaign for Better Transport (CBT) to facilitate participation by Non-Governmental Organisations (NGOs) and voluntary sector groups with an interest in the environment and sustainable transport in contributing to the emerging Strategic Transport Plan.

5.3.2 CBT have undertaken an extensive round of consultation with a wide range of stakeholders to set out key issues, along side challenges and opportunities to the STP.

5.3.3 The key issues, challenges and opportunities identified as part of the CBT process have been noted and will be considered as part of the assessment.

6. ISA Framework

6.1. Introduction

6.1.1 In order to follow 'good practice' in sustainability appraisal, a number of bespoke sustainability objectives have been developed for the ISA. These ISA objectives reflect the sustainability objectives the STP should be aiming to achieve and the areas of sustainability that the STP is expected to impact upon or have an influence on. The expectation is that even though some objectives may not be within the STP's direct remit, the STP should be able to influence the direction of change through setting out clear policies and approaches which could inform the work of TfN's partners.

6.2. Assessment Framework

6.2.1 The ISA Framework is a key component in completing the ISA through providing a set of ISA objectives against which the performance of the STP can be predicted and evaluated.

6.2.2 The ISA objectives for the STP have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social, environmental and economic objectives; as well as others devised specifically in relation to the context of the STP. It should be noted that, from an assessment perspective, all ISA objectives are considered equally important to be achieved by the STP and that there is no inherent prioritisation of objectives. The ultimate aim is for the STP to achieve net benefits across the three dimensions of sustainability (environmental, social and economic dimensions).

6.2.3 In order to assess how far each aspect of the STP satisfies each of the ISA objectives, a series of decision-making criteria have been established. The decision-making criteria are a way of guiding the assessment. They are not the only considerations to be taken into account when determining likely effects arising from the STP, as it is unlikely that every relevant question can be known at this stage, but they do provide a useful starting point and a transparent structure to help demonstrate how the assessment of the effects arising from the implementation of the STP will be undertaken. As the ISA progresses, they will also help in the development of a set of indicators to be included in the monitoring programme at a later stage of the assessment process.

6.2.4 An ISA Framework of 16 objectives and associated decision-making questions has been drawn up, developed through the analysis of baseline information and identification of key environmental issues and opportunities, as well as the review of relevant plans, policies and legislation. In addition, decision making questions have been identified to substantiate the proposed ISA Objectives and HIA, EqIA and CSA sub-objectives.

6.2.5 The proposed ISA objectives and associated decision making questions are presented in Table 6-1. Tables 6-2 and 6-3 show proposed HIA and EqIA sub-objectives and decision-making questions, respectively.

Table 6-1 ISA Framework

No.	ISA Objective	Decision making questions	ISA Topics
1	Reduce greenhouse gas emissions from transport overall, with particular emphasis on road transport	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Encourage a greater proportion of passenger and freight movement by lower carbon modes? • Encourage greater carbon efficiency in the movement of goods and people? • Encourage use of innovative new low carbon transport technologies? • Encourage use of the transport estate for low carbon energy generation? • Encourage the protection and enhancement of carbon sinks in the transport estate? Will it support the creation of carbon sinks? 	Climatic factors
2	Protect and enhance biodiversity, geodiversity and the green infrastructure network	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Lead to the direct physical loss of wildlife and habitats? • Prevent damage to / destruction of / disturbance of sites designated for nature conservation and or geodiversity? • Affect greenfield and/or brownfield land which has significant biodiversity or geological interest of recognised local importance? • Support the protection and enhancement of green infrastructure and avoid severance of habitats links / promote or provide wildlife corridors and cohesive habitat networks? • Support new habitat creation and enhancement? • Promote good design to secure biodiversity / green infrastructure benefits? 	Biodiversity
3	Conserve and enhance the international sites (HRA specific objective)	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Affect international sites designated for nature conservation identified as part of the HRA screening process (including positive and negative effects)? 	Biodiversity
4	Protect and enhance air quality	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support the minimisation of emissions of air pollutants and enhancement of air quality 	Air quality; human health; biodiversity
5	Increase resilience of the transport network to extreme weather events and a changing climate	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Promote an increase in the resilience of the transport network to extreme weather events and subsequent consequences such as flooding? • 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? 	Climatic factors; material assets

No.	ISA Objective	Decision making questions	ISA Topics
		<ul style="list-style-type: none"> • Support the minimisation of the risk of flooding by avoiding areas of flood risk / flood plains where possible? • Promote appropriate compensatory measures are in place where transport schemes require a land take from the floodplain? 	
6	Protect and enhance the inland and coastal water environment	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support the protection of the quality of inland and coastal surface water and groundwater resources? • Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDS? • Provide opportunities to improve Green / blue infrastructure? • Provide opportunities to improve water body status? 	Water; biodiversity
7	Protect and conserve soil and remediate / avoid land contamination	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Prevent permanent (irreversible) loss of the most highly productive agricultural soils? • Prevent impact to agricultural holdings through contamination or severance? • Support protection of soil resources during any infrastructure construction activities? • Lead to the remediation of contaminated land? 	Land use; soils
8	Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • 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? • Improve access to historic / culturally important sites by sustainable transport modes? • Appropriately manage elements of the transport infrastructure which are designated heritage assets? 	Cultural heritage; landscape
9	Protect and enhance the character and quality of landscapes and townscapes	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Encourage design, construction, repair and maintenance of transport infrastructure that respects and enhances the landscape character and townscapes 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? • Consider avoidance of sensitive areas and respect of the integrity and setting of landscapes / townscapes? 	Landscape; cultural heritage

No.	ISA Objective	Decision making questions	ISA Topics
		<ul style="list-style-type: none"> • Support the protection of 'tranquil' areas (e.g. areas free from visual intrusion, noise, light pollution etc)? • Promote the protection and enhancement of locally important buildings and townscapes, maintaining and strengthening local distinctiveness and a sense of place? 	
10	Promote the prudent use of natural resources, minimise the production of waste and support re-use and recycling	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • 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? • Seek to reduce fuel use by encouraging the use of more sustainable modes of transport? 	Material assets
11	Enhance lower carbon, affordable transport choice	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support the minimisation of dependence upon the private car? • Promote a shift to rail travel into and between city centres? • Promote the transportation of freight by waterways and rail? • Enhance 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? • Consider the specific transport needs of rural communities? • Contribute to the creation of infrastructure to encourage people to switch to low emission vehicles? 	Material assets; air quality; climatic factors
12	Enhance long term economic prosperity and promote economic transformation	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Ensure better connections (passengers and freight) between the North's cities, with other regions and internationally? • Improve the capacity and resilience of the North's strategic road and rail networks? • Improve overall journey times (passengers and freight), travel convenience and reliability? • Consider local requirements to guide investments to connect to regional and national networks? • Contribute to establishing an effective transport network that increases investment? • Support improved availability and accessibility to good quality employment opportunities, particularly in high unemployment areas? • Support economic activities in rural areas? 	Economic

No.	ISA Objective	Decision making questions	ISA Topics
		<ul style="list-style-type: none"> • Help reduce the GVA per capita gap between the Northern economy and the rest of England? • Help improve labour productivity across the region? • Help improve employment rates across the region? 	
13	Coordinate land use and strategic transport planning across the region	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support the development of compact, higher density mixed use development coordinated with transport infrastructure? • Support housing and employment development in areas that are or will be served by rail transport? 	Economic
14	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (<i>EqlA specific objective</i>)	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • 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? 	Equality
15	Improve health and well-being for all citizens and reduce inequalities in health (<i>HIA specific objective</i>)	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • 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)? • Support increasing travel by active modes through integration and interchange with the strategic transport networks? 	Human health
16	Promote community safety and reduce crime and fear of crime for all citizens (<i>CSA specific objective</i>)	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • 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? • Promote the application of 'Secured by Design' in transport development schemes? • 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? • Encourage improvements in personal security on public transport and at its facilities to improve accessibility to key facilities? 	Community safety

Table 6-2 EqlA Framework Table

No.	EqlA Objective	EqlA Sub-Objective	Decision making questions	ISA Topics
1	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve accessibility to services, facilities and amenities for all	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Improve access to essential facilities, including employment, healthcare and education, particularly for those in the most deprived areas (e.g. in the 20% most deprived areas nationally), older and disabled people? • Improve public realm and overall environment in the most deprived areas (20% most deprived nationally)? • Improve walking, cycling and public transport measures in the most deprived areas (20% most deprived nationally)? • Support provision of transport services/ initiatives that are accessible for all, including those with a physical or learning disability and those with limited mobility? (this includes physical access to services and provision of accessible information on transport service) • Support provision of transport services that are welcoming for all groups of society to increase availability of travel options? • Encourage initiatives that improve perceptions of transport, and therefore increase range of travel options available? • Take due regard of requirements for travel by disabled and mobility impaired people? 	Equality
		Improve affordability of transport	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support provision of transport services that are financially accessible for all, specifically those in the most income deprived areas nationally or those on limited incomes? • Support provision of transport services or initiatives that improve the affordability of travel options in the area, specifically the most deprived areas and vulnerable users? • Support provision of transport services that provide appropriate and/or statutory fare structures for vulnerable users (i.e. concessionary fares on public transport services)? • Promote use of technology to reduce transport costs for users, e.g. integrated ticketing and smart cards? 	Equality
		Improve road safety and reduce the number of accidents and other incidents	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Encourage initiatives that enhance road safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas? 	Equality
		Reduce severance	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support better access to essential facilities to reduce any existing severance issues? • Improve accessibility between communities? • Improve access to information for all users to promote travel options available for all? 	Equality

No.	EqIA Objective	EqIA Sub-Objective	Decision making questions	ISA Topics
			<ul style="list-style-type: none"> Consider the physical and perceived impact of the transport system on the local environment (particularly for the most vulnerable population in terms of severance - including older children and disabled people)? 	
		Reduce environmental impacts of transport – air and noise pollution	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> Improve impact of transport on the local environment to create more welcoming areas for travel? Provide transport options that improve / do not worsen air and noise pollution levels, particularly for the most vulnerable groups such as deprived residents and children (as air quality and noise impacts are known to adversely impact learning ability of children in extreme cases)? Reduce traffic levels and congestion and promote more sustainable transport patterns across the area, particularly focusing on areas with low air quality (e.g. AQMAs)? Promote sustainable travel to reduce the environmental impact of transport for vulnerable groups? 	Equality

Table 66-3 HIA Framework Table

No.	HIA Objective	HIA Sub-Objective	Decision making questions	ISA Topics
1	Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	Improve accessibility to services, facilities and amenities for all	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> Provide support for ensuring that (new and existing) developments are accessible (particularly on foot, by cycling or public transport) to health services, particularly for the most vulnerable groups? Promote and enable measures to help all residents to adopt healthy lifestyles (eg. active travel through walking and cycling)? Promote accessibility (particularly on foot or by cycling or public transport) to open space and recreational activities (e.g. playing fields, sports facilities, footpaths etc), particularly for vulnerable groups? Encourage the protection and enhancement of green infrastructure, a network of linked, multifunctional green spaces in and around the area's towns and cities, thus creating new or improved public green space? Provide overall accessibility improvements that improve the quality of life of users and therefore benefits health of residents? 	Health

No.	HIA Objective	HIA Sub-Objective	Decision making questions	ISA Topics
		Improve affordability of transport	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support the provision of affordable transport options to ensure accessibility to vital health services? • Support the provision of affordable transport options to ensure accessibility to key facilities such as open spaces, employment locations etc.? • Promote use of technology to reduce transport costs for users, e.g. integrated ticketing and smart cards? • Support the provision of transport services that provide appropriate and/or statutory fare structures (e.g. concessionary fares on public transport services) to ensure the most vulnerable groups in terms of health (children, older), can afford to use transport options to access healthcare facilities? 	Health
		Improve road safety and reduce the number of accidents and other incidents	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Encourage provision of safe facilities for walking and cycling? • Support the reduction of the total killed and seriously injured in traffic accidents, particularly for vulnerable users in terms of accidents - children, young males, older people and those from deprived areas? • Support the reduction of the total slight casualties? • Support improvements to the safety of vulnerable road users such as pedestrians, motorcyclists and cyclists? 	Health
		Reduce severance	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Improve access to essential facilities such as healthcare services to reduce any existing severance issues? • Improve accessibility between communities? • Consider the physical and perceived impact of the transport system on the local environment (particularly for the most vulnerable population in terms of severance and health - including older and disabled people)? 	Health
		Reduce environmental impacts of transport - vibration and air, noise and light pollution	<p><i>Will the Strategic Transport Plan...</i></p> <ul style="list-style-type: none"> • Support the reduction of the transport impact on air quality and noise, particularly around vulnerable users such as children, older people and deprived areas? • Promote practices, equipment and materials which reduce vibration and air, noise and light pollution to assist in improving health levels? 	Health

Table 6-4 Community Safety Assessment Framework Table

No.	CSA Objective	CSA Sub-Objective	Decision making questions	ISA Topics
1	Promote community safety and reduce crime and fear of crime for all citizens	Improve road safety and reduce the number of accidents and other incidents	<i>Will the Strategic Transport Plan...</i> <ul style="list-style-type: none"> • Provide initiatives that enhance road safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas? 	Community Safety
		Improve actual and perceived safety and security issues	<i>Will the Strategic Transport Plan...</i> <ul style="list-style-type: none"> • Promote the application of 'Secured by Design' in transport development schemes? • 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? • Support improved personal security on public transport and at its facilities to improve accessibility to key facilities? 	Community Safety

6.3. Applying the ISA Framework

6.3.1 Each element of the draft STP will be assessed against the ISA Framework including the reasonable alternatives identified to examine how far the STP will go towards achieving those objectives. Consideration will be given to the existing and future baseline conditions, issues and trends and to the extent to which the STP could give rise to changes in those conditions.

6.3.2 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:

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

6.3.3 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.

7. Next Steps

7.1.1 The remaining ISA stages are outlined below:

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

7.1.2 Following consultation on this Scoping Report, the ISA framework and other parts of the Scoping Report will be revised where necessary and finalised. The framework will then be used to help shape the emerging STP through testing alternatives and assessing preferred policies and approaches. Recommendations may arise proposing changes to minimise negative effects and enhance the STP's sustainability outcomes.

7.1.3 The STP will then be published for public consultation alongside the ISA Report showing how far the STP satisfies the ISA objectives. Consultation comments will then be taken into consideration in the finalisation of the STP.

7.1.4 Upon adoption, a Post Adoption ISA Statement will be published summarising how the ISA has influenced the STP.

7.1.5 The effects of the implementation of the STP will be monitored through the indicators agreed during the STP and ISA development processes, and will be reported on as appropriate. This is not part of this ISA.