

Integrated Sustainability Appraisal Position Statement Strategic Transport Plan Evidence Base

Report by Atkins commissioned by Transport for the North



Notice

This document and its contents have been prepared and are intended solely for Transport for the North's information and use in relation to the Integrated Sustainability Appraisal for the Strategic Transport Plan for the North of England.

Atkins Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Table of contents

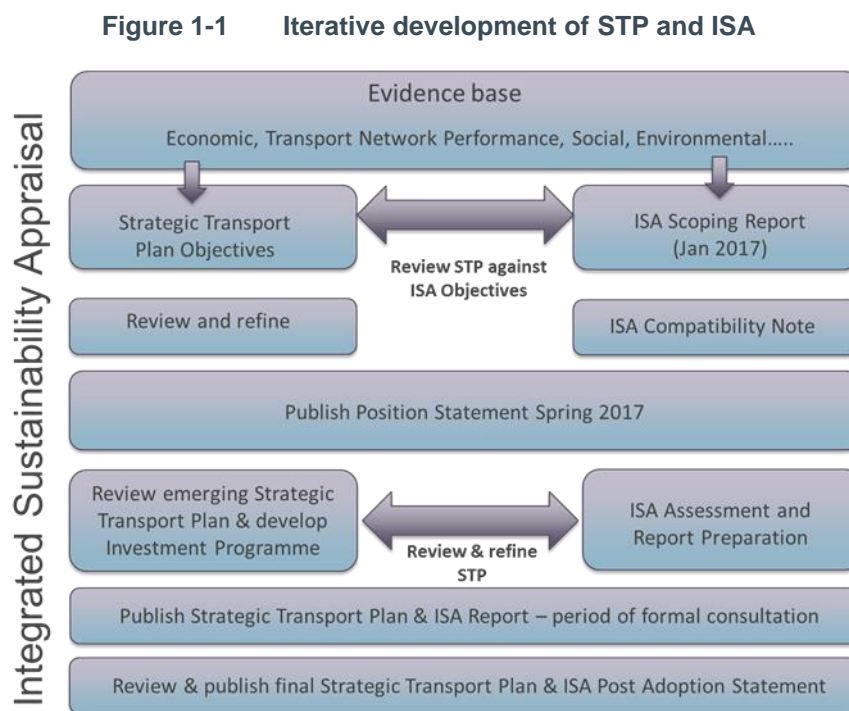
Chapter	Pages
1. Introduction	1
2. Overview of progress to date	1
3. Overview of key themes emerging from scoping consultation	2
4. Updated ISA Framework	5
5. Next Steps	14

Tables

Table 4-1	Updated ISA Framework	6
Table 4-2	Updated EqIA Framework	10
Table 4-3	Updated HIA Framework	12
Table 4-4	Updated Community Safety Assessment Framework Table	13

1. Introduction

1.1. This document sets out the current understanding and approach to the Integrated Sustainability Appraisal (ISA) of the Strategic Transport Plan (STP) for the north of England being prepared by Transport for the North (TfN). The ISA is aimed at ensuring early integration of sustainability considerations in the STP. As shown in the following figure, the ISA comprises an iterative assessment process informing the STP as it develops, intended to ensure that potential significant effects arising from the STP are identified, assessed, mitigated and communicated to plan-makers.



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

2. Overview of progress to date

2.1. In line with government guidance and best practice, the ISA is being undertaken in a four stage process, outlined as follows:

- Stage A – Setting the context and objectives, establishing the baseline and deciding upon the scope

- Stage B - Developing, refining and appraising strategic options; assessing the effects of the STP
- Stage C – Prepare ISA Report
- Stage D – Consulting on ISA Report; assess significant changes and prepare Post Adoption Statement

- 2.2. To date, Stage A has been completed and reported in the ISA Scoping Report. The Scoping Report sets out an overview and key facts of the STP, including its rationale and the geographic and temporal scope of the plan; an overview of the approach to the ISA; an examination of the relationship between the STP and other plans, policies and legislation; an analysis of key sustainability issues arising in the north of England, and identified implications and opportunities for the STP arising from these issues. A key aspect of the Scoping Report is that it also outlined a framework of ISA objectives to be used in appraising likely significant effects arising from the STP.
- 2.3. The Scoping Report was issued for consultation to both the statutory consultation authorities and a range of other stakeholders, with a consultation period running from 20th January to 3rd March 2017. In addition to a statutory request for comment by TfN to the range of formal consultees in England, Scotland and Wales, TfN sought the views of environmental and sustainable transport NGOs in a consultation process facilitated by the Campaign for Better Transport (CfBT). The approach of CfBT involved a series of workshops, held in venues across northern England, as well as an online survey which invited comments on the ISA objectives and the proposed evaluation questions contained in the ISA Scoping Report. This followed earlier engagement with the same NGO stakeholders on the key challenges and opportunities for the STP. The stakeholder list included over 250 organisations, ranging from national charities, such as the Woodland Trust, CPRE and Cycling UK, to local special interest groups such as rail user groups, and sectoral representatives such as the Community Transport Association and Railfuture.
- 2.4. The following is a synthesis of the overview of key themes identified and reported by CfBT and those noted in responses made directly to TfN.

3. Overview of key themes emerging from scoping consultation

- 3.1. As noted by CfBT, a number of common themes emerged from discussions at the workshops, the online survey and other responses received as part of the ISA scoping consultation. In particular, responses highlighted a need for stronger emphasis on the primacy of key environmental targets, better local connectivity and support for sustainable transport modes.
- 3.2. Consideration of transboundary issues is a key part of the ISA process and as such was a key element in the consultation process. Consideration of trans-boundary issues across all sustainability areas of economy, environment and society was welcomed by a number of consultees, particularly those with statutory responsibilities in Wales and Scotland, and further implications for the STP were noted or raised for further consideration.
- 3.3. A number of respondents also highlighted areas of additional baseline information and additional plans and policies that could be considered. For example, of particular note are a small number of designated sites / potential sites that were highlighted for inclusion in the assessment process. The identification of additional baseline information is a continuous process and will be included in assessment when possible.
- 3.4. The need for consideration of in-combination effects was also noted as it is recognised that there are a number of nationally significant infrastructure projects in the STP area. These include developments to major ports serving the region.
- 3.5. The potential for opportunities for collaboration between the STP preparation process and those of other strategic plans that could result in enhancement of sustainability issues was noted. For example, there is a potential opportunity to work together with planning for Community Forests

and the Northern Forest and this could encourage effective mechanisms to deliver natural capital growth and so provide an increasing range of ecosystem services that support people and the economy, as well as safeguarding biodiversity.

- 3.6. Respondents to CfBT stressed that there needs to be an overall environmental vision and targets underpinning the STP – “above all focus on protection of the environment” - and the ISA should be rigorous in supporting this approach. It was also considered that any omission of carbon reduction as a strategic goal of the STP was considered to be unacceptable.
- 3.7. These respondents to CfBT also noted that environmental Non-Governmental Organisations (NGOs) highlighted the awareness of the ‘big picture’ links between land use planning, transport modes, public health and the impact of human activity on climate, landscape, and biodiversity, and are keen that these connections should not be lost. In particular they stressed the need for the STP to be co-ordinated with plans such as the Greater Manchester Spatial Framework.
- 3.8. Consultee responses to CfBT also stressed the need for baseline data on transport greenhouse gas (GHG) and other air pollutant emissions in order to judge progress on the urgent and statutory requirements to address GHG emissions and air pollution and stated that targets must relate to legal requirements, with TfN taking an overarching pan-northern approach to transport carbon reduction.
- 3.9. Sustainable development requires adopting a low carbon transport plan to support “smart growth”, not economic growth at any cost, consultees noted. There is some concern, noted to CfBT, that TfN’s brief puts economic goals ahead of environmental ones, and that while the ISA approach is welcome, individual road schemes are already being progressed that contradict its goals.
- 3.10. Overall, consultee respondents to both CfBT and directly to TfN generally felt that the 16 ISA objectives defined were the correct ones, although it was noted that some were narrowly scoped, e.g. noise is only mentioned as an issue in “tranquil” areas rather than as a general health or environmental issue. For each ISA objective, a clear majority of respondents wanted the questions accompanying the objective to be retained, but with further attention focused on getting the right wording to appraise the STP against the objectives.
- 3.11. There were consistent themes among proposed amendments, in particular strengthening rather than weakening the wording of ISA objectives and/or questions, e.g. from “encouraging” or “promoting” outcomes to “requiring” or “ensuring” them. Stakeholders were keen to see the language moving towards asking what impacts would be, or requiring certain outcomes, rather than asking whether impacts had been considered. In addition to strengthening the ISA objectives, it was also considered by respondents to TfN that the ISA framework questions could also be amended and made more specific to individual sustainability issues. Similarly, a number of respondents considered that the ISA framework questions are frequently not ambitious enough to rigorously test the STP.
- 3.12. It was noted in consultee responses to CfBT that the assumption underlying the ISA scope that better inter-city connectivity is necessarily required for economic growth was challenged by environmental groups. There were also some strongly expressed views from transport user groups that the ISA and STP should focus on improving the provision, affordability and accessibility of local public transport.
- 3.13. There was strong support from respondents to CfBT for a multi-modal approach with rail and public transport favoured over car dependency and road building. Consideration of both the adverse impacts of some developments on sustainable modes and the positive contribution these modes make to social and environmental outcomes, should be made.
- 3.14. A focus on reducing the need to travel, as well as promoting modal shift, were recurring themes in consultee responses to CfBT, proposed variously under the ISA objectives of reducing GHG emissions, enhancing lower carbon transport choices, and co-ordinating land use planning and enhancing economic prosperity. Consultees highlighted that these topics also encompassed provision of social infrastructure to enhance community access to local transport services.

- 3.15. Stakeholders pointed out to CfBT that resilience is closely linked to effective network maintenance as well as provision of diversionary rail and road routes, as highlighted by recent extreme weather events in the region, and that addressing this may require different operators to work together.
- 3.16. A common theme in consultee responses was that the countryside is an asset, and that the STP should ensure there is no negative impact on the countryside while supporting economic activity in rural areas. Furthermore, it was commented that the STP must respect and enhance local distinctiveness and character and recognise the importance of all countryside through integrated transport and land use planning that engages local communities. Stakeholders stressed that rural communities should be seen as an active part of the economy rather than solely locations impacted by infrastructure and/or requiring connection to urban economic centres and this should be reflected in the wording of the ISA framework questions. It was also noted that there is also value in transport links to enhance leisure access to the countryside.
- 3.17. There were repeated points made to CfBT on the importance of integrating public transport services across the North, including bus regulation and concessionary fares, and supporting local transport authorities to deliver this, something stakeholders strongly wished to see reflected in both the STP and the ISA. Respondents felt there was an over-emphasis on inter-city connections, while smaller scale local interventions that can deliver multiple benefits were ignored. It was also noted that many larger and deprived towns are not on the rail network. Alongside strong support for smart ticketing, there were also concerns expressed about access to its provision by communities in areas poorly served by mobile signals and also low income/vulnerable groups, something the ISA framework's social impact questions could address. Respondents also gave views on how the STP should address these issues, primarily by prioritising local and sustainable transport. While not always directly related to the ISA framework questions, these observations add useful context and echo the views captured in the "key challenges and opportunities" report prepared by CfBT from the first round of stakeholder engagement on the STP.
- 3.18. The need to ensure that issues of gender are fully addressed in the STP was raised in comments to TfN, along with the necessity to assess gender impact in future as part of business case development, and it was considered that the initial work could help establish a wider context.
- 3.19. Specific note was made to TfN of the requirements of HRA and it was recognised that ISA and HRA undertaken together can be mutually beneficial.
- 3.20. A number of respondents to TfN made suggestions as to how the ISA Objectives could be strengthened / improved. For example, in relation to ISA Objective 2, it was suggested that this could be strengthened to have an ambition to deliver a biodiversity net gain. It was also noted that the green infrastructure associated with the transport network can play an important role in ecological connectivity and should be designed and managed to maximise ecological connectivity and reduce severance impacts. It was suggested that a new objective should be added: "Maintain or improve healthy ecosystems and ecological networks that provide a range of essential services".
- 3.21. Similarly, suggestions were made to TfN in relation to strengthening ISA Objectives in terms of natural flood risk management and the use of green infrastructure. Of particular note are the strong representations that were made in relation to how the STP addresses the issue of carbon and GHG emissions and the legal requirement to reduce present and future carbon emissions. It was suggested that carbon reduction targets are set within the STP and that aviation emissions should form a part of these in addition to surface emissions. Air quality is another area where strong representations were made, in this instance in relation to the need to ensure the STP secures legal compliance with air quality standards.
- 3.22. It should be noted that the above section provides an overview summary of feedback from a wide range of organisations invited to participate in consultation on the ISA Scoping Report and consideration of the feedback has been used to review and update the ISA Framework as set out in the next section.

4. Updated ISA Framework

- 4.1. The ISA Framework has been updated in light of scoping consultation responses received to date, as well as discussions between the Atkins ISA team and the TfN STP development team. The ISA Framework will be subject to further iterative review and refinement as the close liaison between the Atkins ISA team and the TfN STP development team continues and in light of further exploration of the issues raised by the consultation process. This continued iterative review and refinement is a key aspect of the ISA process and therefore the ISA framework tables have a status.

Table 4-1 Updated 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"> • Facilitate a greater proportion of passenger and freight movement by lower carbon modes? • Promote 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? • Contribute to reducing GHG emissions from transport • Contribute to achieving the carbon reduction trajectory consistent with that of the UK Climate Change Act and analysis by the Committee for Climate Change? 	Climatic factors
2	Protect and enhance biodiversity, geodiversity and healthy ecosystems and ecological networks, delivering a net gain for nature	<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? • Lead to a net gain for nature? • Maintain or improve healthy ecosystems and ecological networks that provide a range of essential services? 	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"> • Contribute to overall reduction in air pollutant emissions and enhancement of local air quality? • Enhance air quality generally and contribute to the removal of AQMA and promote clean air zones? • Contribute to securing legal compliance with air quality standards? 	Air quality; human health; biodiversity

No.	ISA Objective	Decision making questions	ISA Topics
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, including through natural flood risk management? • Encourage design for successful adaptation (including through green and blue infrastructure) to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate? • 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? 	Climatic factors; material assets
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"> • Seek to deliver construction of new transport infrastructure on previously developed land, minimise use of greenfield and best and most versatile agricultural land? • Prevent permanent (irreversible) loss and contamination of higher quality soil resources? • Prevent impact to agricultural holdings through contamination or severance? • Ensure 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

No.	ISA Objective	Decision making questions	ISA Topics
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"> • Protect or improve landscape quality and the character of open space and the public realm? • Respect, maintain and strengthen local character, distinctiveness and sense of place? • Encourage design, construction, repair and maintenance of transport infrastructure (and its associated green infrastructure) that respects and enhances the landscape character and townscapes of the north of England? • Protect or enhance natural designated and other environmental assets (e.g. National Parks, AONBs, parks and green spaces, common land, woodland / forests, etc.) of the north of England? • Protect '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? 	Landscape; cultural heritage
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? • Improve 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? 	Economic

No.	ISA Objective	Decision making questions	ISA Topics
		<ul style="list-style-type: none"> • 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? • Facilitate improved availability and accessibility to good quality employment opportunities, particularly in high unemployment areas? • Support economic activities in rural areas? • 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 and encourage the development of compact, higher density mixed use development coordinated with transport infrastructure? • Support and encourage 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>EqIA 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)? • Facilitate increased travel by active modes through integration and interchange with the strategic transport networks? • Avoid impacts on the quality and extent of existing recreational assets, such as formal or informal footpaths including National Trails? 	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? 	Community safety

No.	ISA Objective	Decision making questions	ISA Topics
		<ul style="list-style-type: none"> 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? 	

Table 4-2 Updated EqIA Framework

No.	EqIA Objective	EqIA 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? 	Equality

No.	EqIA Objective	EqIA Sub-Objective	Decision making questions	ISA Topics
			<ul style="list-style-type: none"> 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? 	
		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? 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)? 	Equality
		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 4-3 Updated HIA Framework

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 (e.g. active travel through walking and cycling)? • Promote accessibility (particularly on foot or by cycling or public transport) to open space, nature and recreational activities (e.g. playing fields, sports facilities, footpaths, National Parks, National Trails, etc.), particularly for vulnerable groups? • Support 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
		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

No.	HIA Objective	HIA Sub-Objective	Decision making questions	ISA Topics
			<ul style="list-style-type: none"> Contribute to reducing deer and other mammal induced collisions and accidents? 	
		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 4-4 Updated 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	<p><i>Will the Strategic Transport Plan...</i></p> <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	<p><i>Will the Strategic Transport Plan...</i></p> <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

5. Next Steps

- 5.1. Central to the ISA process is continued close liaison between the Atkins and TfN teams in iteratively developing the STP, with a clear and robust focus on the sustainability of the plan. Immediate next steps in the ISA process comprise further developing, refining and appraising the strategic alternatives and assessing the effects of the STP. This will be followed by the evaluation and selection of STP preferred alternatives, proposing mitigation measures and proposing a monitoring programme. The key findings of these tasks will be set out in a ISA Report, which will be further consulted upon in parallel with consultation on the STP. Any required significant changes will be assessed and reported in an ISA Post Adoption Statement.

- 5.2. Given the long term nature of the STP it should be noted that in addition to regular engagement on the STP with TfN Partners (LEPs / Combined Authorities / Highways England / Network Rail / HS2), TfN will maintain ongoing engagement with the National Infrastructure Commission, major private sector businesses, statutory environmental organisations and other key stakeholders' to ensure that significant changes to development plans, regulatory policies and land use designations are identified and considered.



**Atkins Limited
The Exchange
2nd Floor
3 New York Street
Manchester
M1 4HN**

**Transport for the North
2nd Floor
4 Piccadilly Place
Manchester
M1 3BN**

© Atkins Ltd except where stated otherwise.

The Atkins logo, 'Carbon Critical Design' and the strapline 'Plan Design Enable' are trademarks of Atkins Ltd.

Driving economic growth in the North



The Integrated Sustainability Appraisal is the result of collaboration between Transport for the North, National and Local Partners, and appointed independent consultants working on the evidence base to support development of the Strategic Transport Plan.