

Transport for the North Scrutiny Committee Agenda

Date of Meeting	Tuesday 27 February 2024
Time of Meeting	11.00 am
Venue	Friends' Meeting House 6 Mount Street, Manchester, M2 5NS

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Item No.	Agenda Item	Page
1.0	<p>Welcome & Apologies</p> <p>The Chair to welcome Members and the public to the meeting and the meeting to consider Vice Chairs.</p> <p>Lead: Chair</p>	
2.0	<p>Declarations of Interest</p> <p>Members are required to declare any personal, prejudicial or disclosable pecuniary interest they may have relating to items on the agenda and state the nature of such interest.</p> <p>Lead: Chair</p>	
3.0	<p>Minutes of the Previous Meeting</p> <p>To approve the minutes of the meetings held on the 5 Septembers 2023 and 21 November 2023 (including updates on agreed matters as appropriate).</p> <p>Lead: Chair</p>	3 - 16
4.0	<p>Budget and Business Plan 2024/25</p> <p>To consider the 2024/25 Business Plan and budget.</p> <p>Lead: Martin Tugwell, Paul Kelly and Katie Day</p>	To Follow
5.0	<p>Transforming the North: Strategic Transport Plan Approval and Adoption</p> <p>To consider and note the work that has been undertaken to amend the Strategic Transport Plan (STP) post consultation and following the announcement of Network North, ahead of approval and adoption at the March Transport for the</p>	17 - 56

	<p>North Board.</p> <p>Lead: Katie Day and Danielle Bassan</p>	
6.0	<p>Transforming the North: Strategic Transport Plan implementation and monitoring & evaluation</p> <p>To consider the proposed approach to monitoring and evaluation for the Strategic Transport Plan (STP) and provide an update on the development of statutory advice to Government.</p> <p>Lead: Katie Day and Rachel Ford</p>	57 - 62
7.0	<p>Date and Time of Next Meeting</p> <p>The next meeting will take place on Thursday 6 June 2024 at 11am.</p>	

Scrutiny Committee Minutes

Tuesday 05 September 2023
Virtual

Present:

Attendee	Local Authority
Cllr Paul Haslam (Chair)	North Yorkshire;
Cllr James Shorrock	Blackburn with Darwen;
Cllr John Boughton	Blackpool;
Cllr Rod Fletcher	Cheshire East;
Cllr Andrew Cooper	Cheshire West & Chester;
Cllr Roger Dobson	Cumberland;
Cllr Tony Markley	Cumberland;
Cllr Leo Hammond	East Riding of Yorkshire;
Cllr Matthew Salter	Lancashire;
Cllr Damian O'Connor	Liverpool City Region;
Cllr Margaret Meling	North East Combined Authority;
Cllr Oliver Freeston	North East Lincolnshire;
Cllr John Davison	North Lincolnshire;
Cllr Kevin Osborne	South Yorkshire Mayoral Combined Authority;
Cllr Steve Parish	Warrington;
Cllr Andy Connell	Westmorland and Furness;
Cllr Rachel Melly	York;

Officers in Attendance:

Name	Job Title
Gary Rich	Democratic Services Officer
Katie Day	Director of Strategy, Analysis and Communications
Julie Openshaw	Head of Legal
Lucy Jacques	Acting Head of Strategy and Policy
Darren Oldham	Rail and Road Director
Joanne Barclay	Senior Solicitor

Item No:

1 Welcome & Apologies

- 1.1 The Chair welcomed all in attendance and informed Members that the meeting is being streamed live. Apologies were received from Cllrs Kaushik, Furley and Burton.

2 Declarations of Interest

2.1 There were no declarations of interest.

3 Minutes of the Previous Meeting

3.1 The minutes of the meeting held on 1 June 2023 were considered and their accuracy as a correct record confirmed. The minutes were proposed by Cllr Davison and seconded by Cllr Connell.

3.2 The Chair stated that there was one matter arising from the previous minutes, namely the election of the minority party Vice Chair, but this item has been deferred.

Resolved:

That the minutes of the meeting held on 1 June 2023 be noted as a true and accurate record.

4 Strategic Transport Plan Update

4.1 Members received the report and presentation from the Acting Head of Strategy and Policy who highlighted the key points of the presentation. She talked the Committee through the first few slides and paused to gather the Committee's feedback on the numbers who engaged in the consultation.

4.2 Cllr Dobson asked about the geographical breakdown of those who had participated in the consultation.

The Acting Head of Strategy and Policy explained that this will be part of the further analysis that is taking place and this breakdown will only be available for those that participated in the virtual consultation room. She explained that during the consultation demographic information was monitored in order that activities could be targeted at under represented or harder to engage groups.

4.3 Cllr Parish expressed disappointment that only 9 MPs from across the North had participated.

The Director of Strategy, Analysis and Communications explained that all Northern MPs from the all party parliamentary group were invited to participate in a drop in session. Of the 9 who attended there was a good geographical split from across the North. She further explained that separate briefings and materials were provided as well as it being promoted through other channels.

The Committee was informed that there had been an excellent level of response from the Local Transport Authorities (LTAs) and that there had been significant engagement through various local groups and committees. Additionally, she noted that the numbers who engaged in the consultation

were comparable to the numbers who have participated in consultations for other Sub-national Transport Bodies.

- 4.4 Cllr Davison was disappointed with the numbers who participated and asked how many were members of the general public as opposed to other stakeholders.

The Director of Strategy, Analysis and Communications confirmed that 220 members of the public took part in the citizens' panel and 94 responded via e-mail or letters. She explained that the challenge with this work is who the plan is written for. She stated that it is written at a strategic level so that it can support and guide the work of LTAs, as well as be provided as statutory advice to the Secretary of State on the outcomes and the ambitions for the region. With this taken into consideration she was satisfied with the number of people who had responded.

- 4.5 Cllr Salter commented that the consultation gives the impression that there should be a move towards reducing car travel which may be viewed in a negative light by the public. He added that whilst the information is useful the views expressed cannot be taken as representative of all of the public.

- 4.6 The Acting Head of Strategy and Policy then highlighted some of the key themes that emerged from the consultation.

- 4.7 The Chair focussed on the lack of ambition theme. He addressed the issue of carbon net zero and the perception that it is not ambitious enough, with which he agrees. He also raised the issues of air quality, health and wellbeing, the importance of finding other fuel types, making public transport affordable, freight and how it is moved around, and spending on public transport in the North of England compared to the South of England.

- 4.8 On the issue of freight Cllr Hornby cautioned that there needs to be a careful balance on how freight works across different locations. She highlighted the impact that freight may have on communities and specifically where it goes through residential areas. She requested that best practice on freight development that will reduce the burden on residents be included.

- 4.9 Cllr Salter stated that not enough is being made of existing TfN work on things like freight and hydrogen and that more attention should be given to this. Cllr Salter agreed that there is a lack of ambition but believes that the fault for this lies with lack of enthusiasm from central government rather than with TfN.

- 4.10 Cllr Melly expected to see more on buses and echoed the comments of other Members about affordability. She also stressed the importance of there being services available between major towns and cities in the North. She suggested that all aspects of transport, how they're integrated, whether they are affordable, availability and whether the services exist and where there

are gaps should be included. Cllr Davison highlighted the difference between urban and rural bus services and the difficulties in providing services in rural areas.

- 4.11 On the issue of electric vehicles Cllr Markley highlighted the difficulties that small businesses will have switching to electric. He stated that smaller haulage companies would need to have their vehicles working 24 hours a day in order to justify the investment; this he believes will not be possible with electric vehicles due to the amount of time they take to charge.
- 4.12 Cllr Fletcher raised the issue of funding and the fact that it is constantly being cut for public transport. He stated that traffic needs to be taken off roads and put on rail but this is difficult due to the lack of capacity.
- 4.13 In response the Director of Strategy, Analysis and Communications addressed a number of the issues raised by the Committee.

On air quality and health and wellbeing and it being linked into TfN's ambition on decarbonisation, she stated that is a key message that came out through the consultation and TfN is keen to look at that narrative and the health benefits that come with decarbonisation.

Regarding freight, she explained that the STP is intended to set the long-term outcomes and ambitions that are wanted for the North of England as it is statutory advice. Therefore, the plan needs to look at what is needed from the Northern transport network to enable the effective movement of freight and logistics. She stated that some quick wins need to be explored that will move more freight off the road and on to rail.

On the issue of funding, she stated that this is a central issue and is why one of the ambitions in the plan is an economic ambition, and the level of funding needed to unlock the economic potential in the North of England.

Addressing the rural issue, she noted that over 95% of journeys are made on roads and in some rural areas there is no access to rail; therefore, there is a need to make sure that the roads function for good effective public transport as well. She stated that the STP is geared around thinking about people and places because no two places are the same, and no two people are the same.

- 4.14 The Rail and Road Director addressed the issue of buses and informed the Committee that TfN recognises that this is an area where we need do more work. He explained that there seems to be universal support for TfN to be a facilitator in this area. He noted a number of areas that the Partnership Board had highlighted where they would like TfN to support them. These are: helping authorities across the North to share best practice, rural bus services and social connectivity and TfN acting as a facilitator for purchasing

buses. He stated that over the next 12 months Members will see a significant change in how TfN communicates on bus activity.

- 4.15 In summarising the Chair stated that the Committee is supportive of the work that has been done although it believes there is more room for ambition. Specifically, there needs to be a focus on fuelling options, freight, public transport (particularly buses) but this needs to be place specific and how the ambition will be funded.
- 4.16 The Acting Head of Strategy and Policy and the Director of Strategy, Analysis and Communications then outlined the work undertaken with the Citizens' Panel and the next steps that need to be taken.
- 4.17 The Chair encouraged the Committee to share the report and the presentation with colleagues in their constituent authorities.

Resolved:

- 1) That the Committee notes the outcomes from the statutory consultation;
- 2) That the feedback provided on areas of the plan to revise post consultation be noted;
- 3) That the Committee notes the arrangements for finalising the plan with the TfN Board in December.

5 Date and Time of Next Meeting

Tuesday 21 November
11am

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Scrutiny Committee Minutes

Tuesday 21 November 2023

Virtual

Present:

Attendee	Local Authority
Cllr Paul Haslam (Chair)	North Yorkshire;
Cllr Shorrock	Blackburn with Darwen;
Cllr John Boughton	Blackpool;
Cllr Rod Fletcher	Cheshire East;
Cllr Andrew Cooper	Cheshire West & Chester;
Cllr Roger Dobson	Cumberland;
Cllr Rhys Furley	Hull;
Cllr Matthew Salter	Lancashire;
Cllr Damian O'Connor	Liverpool City Region;
Cllr Barry Flux	North of Tyne Combined Authority;
Cllr James Higginbottom	South Yorkshire Mayoral Combined Authority;
Cllr Steve Parish	Warrington;
Cllr Andy Connell	Westmorland and Furness;
Cllr Eric Firth	West Yorkshire Combined Authority;
Cllr Dave Merrett	York;

Officers in Attendance:

Name	Job Title
Martin Tugwell	Chief Executive
Gary Rich	Democratic Services Officer
Katie Day	Director of Strategy, Analysis and Communications
Julie Openshaw	Head of Legal
Danielle Bassan	Principal Policy & Strategy Officer
Darren Oldham	Rail and Road Director
Joanne Barclay	Senior Solicitor

Item No:

1 Welcome & Apologies

- 1.1 The Chair welcomed all in attendance and informed Members that the meeting is being streamed live. Apologies were received from Cllrs Hammond, Dixon, Meling, Davison and Hudson.

The Chair apologised to Members for two of the reports being circulated late and explained that this was due to the nature of the papers and that Officers wanted to provide the most up to date information to the Committee.

2 Declarations of Interest

- 2.1 Cllr Merrett declared that he is a member of the Your Bus Forum, Action for Yorkshire Transport and on the Northern Transport Activists Round Table all of which are non-pecuniary.
- 2.2 Cllr Fletcher declared that he is Vice Chair of the Public Transport Consortium.

3 Minutes of the Previous Meeting

- 3.1 The minutes of the meeting held on 5 September 2023 were considered and their accuracy as a correct record confirmed. The minutes were proposed by Cllr Salter and seconded by the Chair.

Resolved:

That the minutes of the meeting held on 5 September 2023 be noted as a true and accurate record.

4 Transforming the North

- 4.1 In introducing this item, the Chair stated that this issue is one of the most critical that the Committee is likely to have to review and help shape. He explained that the report is presented because of the Government's announcement on the scrapping of the HS2 leg to Manchester and the subsequent announcement on Network North. The Committee was asked to consider the options in the report and look at how TfN's approach will be led, issues around appropriate governance and the role that TfN will play. He then highlighted that not all the potential work programmes have been released and emphasised the importance of giving priority and focus on delivering for the North.

He stressed the importance of actions needing to be congruent with future developments as well as the need for due process with the Roads and Rail strategies expected imminently.

He explained that the report maps a path through these issues and that the Committee is asked to input in order to shape the final document that will go to Board.

- 4.2 Members received the report from the Chief Executive who before highlighting the key aspects of his report apologised for the lateness of the report. He explained that since the Prime Minister's announcement at the beginning of October many questions have been asked and people wish to understand how TfN's approach fits with the national, regional and local position.
- 4.3 The Chair raised the issue of decarbonisation and suggested that action could be included on the need for modal shift in order to achieve these decarbonisation goals.

The Chief Executive replied that this is implied within the Decarbonisation Strategy which sets out a pathway to achieving nearly net zero by 2045 and the scale of the challenges associated with it. He outlined the work which has taken place on future travel scenarios, which recognise the need to grow the rail offer by between double or triple. He also highlighted the importance of continued investment in the road network as this is a key part of the transport system, not only for private vehicles, but also for public transport, freight and logistics and cycling.

He further explained that within the Strategic Transport Plan (STP) there are headline metrics on growing public transport and maintaining and managing demand on the road network in a way that reflects overall travel.

- 4.4 Cllr Parish sought clarity on what Network North and what “NPR in full” means. He highlighted the impact that the cancellation of HS2 will have on Warrington which would have been central to the line from Liverpool to Manchester via the airport. He suggested the inclusion of Warrington in paragraph 6.5 of the report.
- 4.5 Cllr Firth raised the issue of connections to the Midlands on the Penistone line where connectivity is poor. He stated that a twin track line as well as electrification on the Calderdale line would rectify this issue.
- 4.6 Cllr Fletcher asked whether the costs of the Liverpool to Manchester part of HS3 had increased as a result of the cancellation.
- 4.7 In response to Cllr Parish the Chief Executive reiterated the consistent view of the Transport for the North Board with regard to NPR that it has to be delivered in full. He stated the connectivity benefits that delivery of NPR and HS2 delivered in full would have meant to the North and outlined what delivery of NPR in full means, including connections across the Pennines, connections into Humber and along to Hull, improvements along the East Coast Mainline and opportunities for connections between Manchester and Crewe.

He informed the Committee that TfN will continue to push the case for NPR in full as well as gaining an understanding as to what else is needed to give the level of connectivity required not just in the North, but also to the South and the Midlands. He agreed that Warrington is a key hub and stated that it will be included in the Board report.

Responding to Cllr Fletcher’s question he stated that currently the cost is unknown. Whilst the cost envelope has been identified by Government, work needs to be done to support the Mayors to understand what is possible. Additionally there also needs to be clarity about what outputs and outcomes are required.

He stated that Mayors Burnham and Rotherham have clear expectations and that proposals in Network North should be taken as an indication of

the size of the envelope that needs to be worked within but he expects that work will be needed to achieve accurate figures.

The Rail and Road Director addressed the issues raised by Cllr Firth and explained that TfN is working with West Yorkshire Combined Authority (WYCA) to justify a second service per hour on the Penistone line; additionally, he informed the Committee that £30-£40 million funding has recently been committed for development work on the line.

He reassured the Committee that across the North TfN is working with constituent authorities and partners on the smaller projects as they have an important impact on the communities they serve.

Building on the comments of the Rail and Road Director the Chief Executive stated that he will include in the Board report information on the strength of the rail recovery in the North which has been faster and stronger than other areas. He stated that if the North is going to grow, and reduce demand on the public sector, then it will need to grow its product and recognise that there needs to be investment in rail services which will deliver wider environmental and social benefits. He then stated that the challenge for the North is using the existing appraisal system to best effect. He emphasised the importance of developing the new playbook using the experience that exists within TfN together with the knowledge of partners. This work and knowledge can then be used to support the case for additional investment in the North.

- 4.8 Cllr Dobson raised awareness of the issues existing in the far north of the area stating that there are some 'low hanging fruits' that could dramatically improve railway services and economic benefits for a modest expenditure. He also highlighted the importance of connectivity to Scotland whilst Cllr Merrett stressed the importance of working with the Midlands and other areas to the south.
- 4.9 On the issue of HS2 rolling stock Cllr Salter highlighted that he believed that these were non-tilting trains. He questioned the impact that this would have on the West Coast Mainline as these trains are slower than the current rolling stock. He also asked about the HS2 safeguarded land and how long this it would remain protected.
- 4.10 The Chief Executive responded that TfN needs to strengthen working relationship with Transport Scotland and believes that this is an ideal opportunity to reach out to them. He then highlighted the importance of East West connectivity and how TfN has been supportive of this connectivity and the consistent support of the A66 improvement which is fundamental to achieving connectivity in that part of the North.

On the more general point of connectivity along the Cumbrian coastline he explained that TFN needs to use the practical experience gained from working through the Rail North Partnership where the importance of investing in services has been highlighted. Furthermore, he stressed the

importance of making the case for additional investment, and specifically revenue investment which will support the delivery of these services.

He reassured the Committee that TfN is working closely with the other established Sub-national Transport Bodies as well as highlighting the analytical ability that exists within TfN. He informed the Committee that TfN has offered to work with the National Infrastructure Commission in order to bring a more regional level of detail to the work.

In response to Cllr Salter, he stated that the questions he raised needed to be explored further. Network North will provide opportunities, but these opportunities will give a number of questions that will need to be explored and resolved.

In relation to the safeguarded land he was unable to give exact timescales, but emphasised the importance of TfN providing a clear message on the importance of improving connectivity. He explained that HS2 would have given a level of connectivity that was going to be important for connections in the North and elsewhere and now it needs to be understood how this can be achieved differently. If the way to achieve this involves the land that has been safeguarded, then TfN needs to be clear that discussions have taken place and the land is needed but whichever way decisions around the land need to be made quickly.

- 4.11 Cllr Furley highlighted the lack of timescales included in the proposed works and believes that their inclusion will help to give local authorities some reassurance. Additionally, he raised the York and Beverly lines as possible quick wins where connectivity to divided and separated areas can be increased.
- 4.12 Cllr Hornby was pleased to see that transport related social exclusion (TRSE) is one of the key outcomes in the report and believes that this is often an area that is overlooked. She enquired as to what the expected minimum standard would be that stations would need to reach by 2025.
- 4.13 On TRSE the Chief Executive informed the Committee that the Rail North Committee has been leading on this issue with the Chair (Mayor Burnham) making it a standing item on the agenda that also has high priority at the meeting. The Chief Executive added that by making stations accessible for those that have particular requirements stations become accessible to all. He anticipates that this will be one of the important issues over the next 12 months.

He explained that the work that has been done by TFN on understanding the extent of social exclusion as a result of not having access or not being able to afford transport or often a combination of both is being built into the appraisal work on Northern Powerhouse Rail. He recognised the need to get better at embedding them into the appraisal so that it's part of the understanding and that the work being done not only improves the economy but also social inclusion.

In response to Cllr Furley's comments on timelines the Chief Executive stated that within the final report he will include something on monitoring and evaluation and ensure that focus is maintained and that there is a level of transparency and accountability.

- 4.14 Cllr Parish asked the Chief Executive if h the government has firmly committed to connecting HS2 phase one to the West Coast Mainline as well as enquiring what the new station at Bradford will do.
- 4.15 Cllr Fletcher requested that the words 'increased capacity' be included in section 2.1a of the report.
- 4.16 In addressing Cllr Fletcher's point the Chief Executive stated that he will include in the report for Board information on the growth in passengers on the rail network and the importance of growing the capacity of the transport system to improve connectivity.

In addressing Cllr Parish's questions, he confirmed that he understands that the Handsacre Junction will be built and what needs to be done to make that connection to the West Coast Main line is being explored. Regarding Bradford station, he explained that this was always a part of the Integrated Rail Plan and the Rail Minister had wanted to re look at the decision and reopen the question about how access to Bradford can be improved.

He then reinforced the importance of making the case that it's about connectivity as rail connectivity has a catalytic effect that boosts the economy, that makes it easier for the private sector to decide to locate and it encourages greater access to labour markets and opportunities for the community.

He the informed the Committee that now that Network North has been confirmed TfN are working with the DfT about how evidence can be put together to support proposals.

- 4.17 In summing up the Chair stated that some additional points needed to be included in the next steps of the report for Board. These include the need for TfN to take a leadership role in the governance and accountability and providing a co-ordination role to ensure that the rail network remains resilient whilst work is being undertaken. It is also an opportunity for measuring, monitoring and RAG rating projects so that constituent Members know exactly where projects are at. He added that the Committee believes TfN should also be looking to co-ordinate things on a regional level, working together on trying to get things done, as well as working on shared challenges to deliver projects in a more cost-effective manner.

He reinforced the idea that this is about increased capacity, which will help with decarbonisation as well as providing improved social benefits.

He stated that lessons need to be learnt from project management of HS2 and what the potential costs are to Network North as a result of it being scrapped. He also requested the inclusion of something on small service changes (and the big difference that these can make to communities), economic generation, the need for indicative timescales for projects in order to create certainty and the importance of working together and speaking as one voice for the North.

Resolved:

That the comments of the Committee be noted and included in the report to the December Board.

5 Strategic Transport Plan Update

5.1 Members received the report from the Director of Strategy, Analysis and Communications who highlighted the key points within it.

5.2 Cllr Salter highlighted that there is mention in the report of HS2 needing to be built in full and questioned whether this needed to be removed.

In response the Director of Strategy, Analysis and Communications explained that the position of Board has been NPR and HS2 are needed in full and that position is the one that features in the Strategic Transport Plan (STP). As a result of the Government's announcement the Board, the previous paper (presented by the Chief Executive) is intended to clarify the next steps and the position in the STP will be adjusted accordingly.

5.3 Cllr Merrett referenced a possible change of Government in the next year and whilst stating that Labour hasn't committed one way or the other, he believes that TfN should continue to support HS2.

Resolved:

- 1) That the committee endorses the decision to defer the adoption of the STP (until March 2024) to enable TfN to work with partners to fully consider the implications of the Network North announcement.
- 2) That the Committee notes the work to date to amend the document post consultation.

6 Strategic Transport Plan Implementation

6.1 Members received the report from the Director of Strategy, Analysis and Communications who then highlighted key aspects of the report.

6.2 Cllr Merrett addressed the issue of the need to double or treble rail freight over the next 30 years or so and enquired about how detailed the look at the implications of this has been. He expressed concern that such an increase may cause additional bottle necks in the system. He asked when this work is likely to be complete in order to have that strategic view of what needs to be delivered.

The Director of Strategy, Analysis and Communications explained that the ambitions set within the STP on the doubling or tripling of rail freight over the long term comes from the work that been done on through the TfN future travel scenarios, which look at use of the transport system across different plausible futures. Additionally, the TfN Strategic Rail Report, which forms part of the evidence base for the STP, has identified a lot of the key bottlenecks and issues on the network and where those would need to be addressed, including the need for additional capacity.

The Rail and Road Director stated that in order to achieve a doubling or tripling in rail freight capacity across the North other things would need to happen in order to achieve this and freight needs to be brought more into the mix. He stated that the rail network is heavily constrained and there are difficult choices to be made. He added that it is not viable to continue to squeeze more and more traffic through the same infrastructure.

Resolved:

That the presentation be noted.

7 Date and Time of Next Meeting

Tuesday 27 February 2024
11am

Meeting:	Scrutiny Committee
Subject:	Transforming the North: Strategic Transport Plan Approval and Adoption
Author:	Danielle Bassan, Principal Policy and Strategy Officer
Sponsor:	Katie Day, Director of Strategy, Analysis and Communication
Meeting Date:	Tuesday 27 February 2024

1. Purpose of the Report:

- 1.1 For Scrutiny Committee to note the work that has been undertaken to amend the Strategic Transport Plan (STP) post consultation and following the announcement of Network North, ahead of providing the STP to the Board for approval and adoption.

2. Recommendations:

- 2.1 It is recommended that Scrutiny Committee:
- a) Notes and support the work that has been undertaken to amend the STP post consultation and following the announcement of Network North
 - b) Notes and support the evidence base and documents to be published alongside the final STP, including the updated Integrated Sustainability Appraisal (ISA)
 - c) Endorses the submission of the STP to the Board for approval and adoption.

3. Main Issues:

- 3.1 TfN has a statutory duty to produce a transport strategy, on behalf of the North of England. Its purpose is to set out, based on robust evidence, the strategic ambitions for transport, specifically pan-regional infrastructure priorities and issues that are common to partners and where there is efficiency in tackling them regionally.
- 3.2 The STP is intended to set out the long-term ambition for the North's transport system. It is a strategy to guide policy making, national and local planning, and investment advice. A more detailed investment pipeline for strategic (pan-regional) schemes and interventions is being developed separately, with partners, as part of the implementation advice on the STP which will follow later this year. Further details can be found under agenda item 6.
- 3.3 We had intended to bring the STP to the Board for adoption in December 2023. However, the Board agreed to defer consideration to March 2024 so that the STP could have due regard to the Government's decision to cancel HS2 to Manchester, and the publication of Network North.
- 3.4 The STP vision, strategic ambitions and outcomes remain unchanged as a result of these policy decisions. Based on the position agreed with the Board in December 2023, references to HS2 in the STP have been updated to reflect that – based on our evidence - both Northern Powerhouse Rail and the capacity and connectivity that would have been provided by HS2 are still required in full.
- 3.5 In addition, following steers from TfN Board in September and December 2023 and feedback from the public consultation, officers have:
- **Strengthened the vision** by including specific references to affordability and the need to support mode shift

- **Amended the headline metrics** so that 'right share' metrics are represented as 51% sustainable vs 49% private car mode (rather than breaking 51% down into sub-modes); our ambition is for the mode share of rail freight by 2050 to be tripled to 25.5% as tonne km, rather than doubled as per the draft STP; and the Vision Zero road safety date was accelerated from 2050 to 2040
- **Better articulated that the environmental benefits we seek are beyond decarbonisation**, including more emphasis on biodiversity net gain, air quality and the enhancements to the built and natural environment
- **Made a stronger case for freight**, embedding throughout the plan more of our existing evidence, including reference to the opportunities that inland waterways present and our aspirations for strategic rail freight interchanges
- **Reviewed our narrative on international connectivity**, to ensure we are presenting a fair and balanced view (in line with our agreed policy position) in light of feedback from both environmental stakeholders and airports that is conflicting in nature
- **Added new text** on the affordability of transport for the user, light rail / mass transit and connected mobility.

3.6 The final version of the STP is contained in Appendix 1.

4. Supporting Evidence Base and Integrated Sustainability Appraisal

4.1 The draft STP was accompanied by an independent Integrated Sustainability Appraisal (ISA) and Habitats Regulations Assessments (HRA), which have been key requirements in formulating the transport strategy. The ISA and HRA made some recommendations to strengthen the STP including biodiversity net gain, more prudent use of natural resources and protection for the historic environment. These recommendations have been incorporated into the final version of the STP.

4.2 The ISA and HRA have subsequently been updated to reflect the revisions made to the STP, post consultation as set out at paragraph 3.4. This has also included a significant review of the Non-Technical Summary Report to make it more understandable, which reflects comments from the consultation.

4.3 Reassessment of the STP's strategic ambitions found that they continue to provide a strong basis to help ensure the sustainability performance of the plan; whilst changes to policy wording within the STP in most cases improved their performance when assessed against the ISA objectives.

4.4 Overall, the ISA/HRA found no significant adverse effects were likely as a result of the STP, and that the Plan would have a strong, positive influence on the North's transport network across environmental, social, economic and health indicators, providing a firm basis for future transport planning for the North.

4.5 The updated Non-Technical Summary document is set out in Appendix 2 and full copies of the main reports, including the ISA and HRA appendices, as well as the ISA Post Adoption Statement, will be published on the TfN website, alongside the final STP.

4.6 The final STP will also be accompanied by the full evidence base which includes, the monitoring and evaluation strategy, vision and objectives annex and the people and place framework. These have all been updated to reflect comments received as part of the STP consultation, as reported previously to the Board.

5. Communications and Engagement Approach

5.1 Following the consultation, we have conducted meetings with officers in partner organisations to provide feedback on how their consultation responses were taken into account as we finalised the STP.

- 5.2 A 'You Said, We Did' report will also be published alongside the final STP to set out how we have responded to the key themes raised through the public consultation. A copy of this is attached as Appendix 3.
- 5.3 Following approval and adoption by the Board, we will submit the STP to the Secretary of State for Transport as statutory advice to frame future policy and investment decisions.
- 5.4 We intended to publish the STP as soon as practicable after the TfN Board meeting, and ideally on 21 March 2024, on the TfN website. The intention is to issue a short press release, and notify key stakeholders, such as Northern MPs and relevant government ministers. We will undertake further activity following local elections in May 2024.

6. Corporate Considerations

Financial Implications

- 6.1 The financial implications related to STP publication were included in the 2023/24 budget.

Resource Implications

- 6.2 The necessary resources to publish the revised STP were identified and agreed as part of TfN's Budget & Business Planning Process for FY2023/24.

Legal Implications

- 6.3 The statutory obligations on TfN under the Local Transport Act 2008 (as amended by Cities and Local Government Devolution Act 2016) ("the Act") in preparation of the STP will be kept under review to ensure the STP is legally sound and complies with the legal requirements. The Act (section 102I(8)(c)) requires an STB to have regard to "any current national policy relating to transport that has been published by or on behalf of His Majesty's Government". By undertaking the assessment of the new Network North policy via the draft STP, TfN is complying with its legal obligations to take in to account current national policy within the STP.

Risk Management and Key Issues

- 6.4 TfN's Corporate Risk Register includes a risk associated with the approval and adoption of the revised STP. Subject to approval and adoption by the Board in March 2024, the risk will be mitigated and retired. The intention is to develop a new risk on the corporate register to accompany the implementation of the STP as part of the business planning process for 2024/25.

Environmental Implications

- 6.5 An ISA and HRA have been independently prepared to accompany the STP, as reported above.
- 6.6 The ISA documents how and where consultation comments on the ISA and HRA have been addressed and includes updated assessments where policies within the STP have been updated in response to the consultation. The Non-Technical summary of the revised ISA2 report, has been provided as an appendix to this paper. The full ISA and HRA will be published online alongside the STP and can be provided to Committee members on request.

Equality and Diversity

- 6.7 To accompany the draft STP, an Equality Impact Assessment was undertaken as part of the wider ISA. The equality implications have been addressed in the final STP, where possible.

- 6.8 The assessment found no significant adverse effects were likely as a result of the STP.
- 6.9 The preparation of the Equality Impact Assessment has assisted TfN to fulfil its obligations under the Equalities Act 2010. TfN has gathered information to assess the impact of the STP with consideration to the needs of beneficiaries. This is in order to ensure that an accessible and inclusive solution is delivered.

Consultations

- 6.10 The revised STP has undertaken a full statutory 12-week consultation period.
- 6.11 TfN has followed the relevant statutory procedural requirements, well established legal requirements and government guidance in relation to the consultation process on the draft STP. TfN has subsequently reviewed all consultation responses received and have updated the STP accordingly.
- 6.12 As detailed above, feedback has been provided to Local Transport Authority partners on how their feedback has been considered in the final STP and we will publish a ‘You Said, We Did’ summary alongside the final STP.

7. Background Papers

- 7.1 TfN Strategic Transport Plan Consultation Outcomes, September 2023 Board paper.
Strategic Transport Plan Update, December 2023 Board paper.
Transforming the North, December 2023 Board paper.

8. Appendices

- 8.1 Appendix 1 - Final STP
Appendix 2 - ISA Non-Technical summary
Appendix 3 – “You Said, We Did”

Glossary of terms, abbreviations and acronyms used (if applicable)

Please include any technical abbreviations and acronyms used in the report in this section. (Please see examples below.) This will provide an easy reference point for the reader for any abbreviations and acronyms that are used in the report.

a) STP	Strategic Transport Plan
b) HS2	High Speed 2
c) ISA	Integrated Sustainability Appraisal
d) HRA	Habitats Regulation Assessment
e) TRSE	Transport Related Social Exclusion

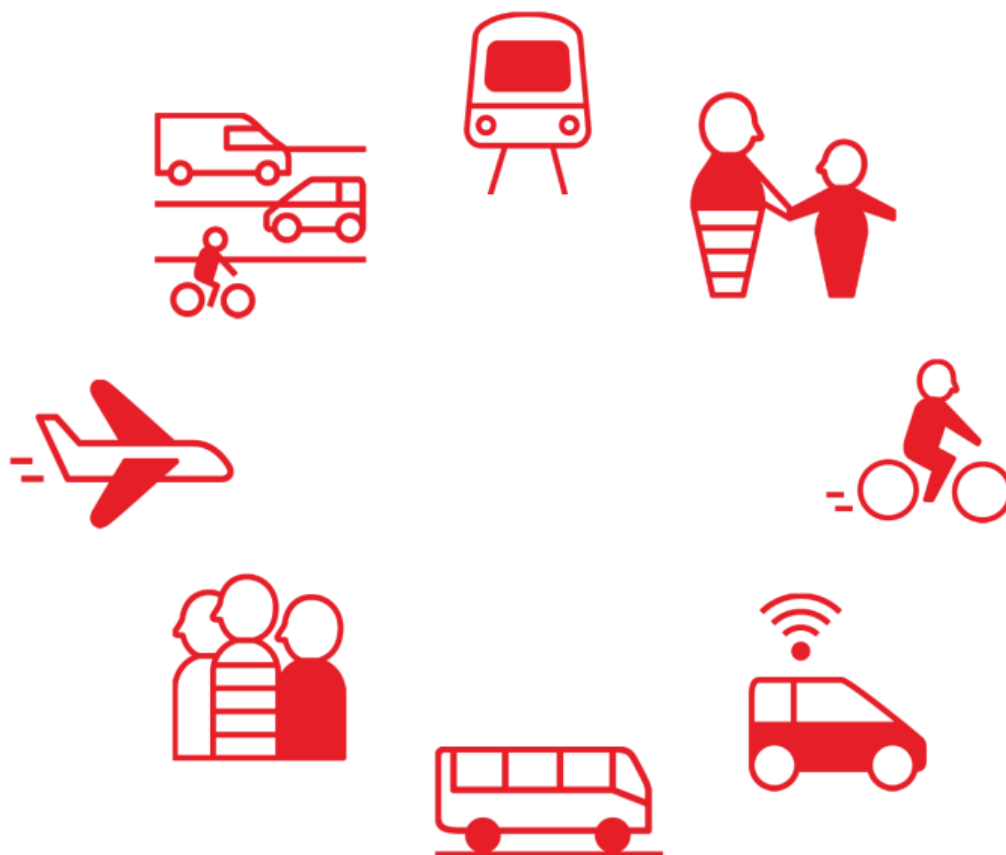
Transport for the North - Strategic Transport Plan 2

Integrated Sustainability Appraisal 2

Post Consultation Non-Technical Summary

Reference: V2

V2 | January 2024



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

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1. Introduction

1.1 Purpose of this summary

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

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

1.2 What is the role of TfN?

TfN became England's first statutory sub-national transport body in April 2018. As a partnership, TfN brings the North's 21 local transport authorities and Local Enterprise Partnership (LEP) business leaders together with Network Rail, Highways England, and HS2 Ltd, while working closely with central government. STP2 sets out, on behalf of the North of England, the strategic ambitions and priorities for transport in the North. Figure 1 shows TfN's geography and the local transport authorities for the North.

1.3 The Strategic Transport Plan 2

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

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

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

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

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

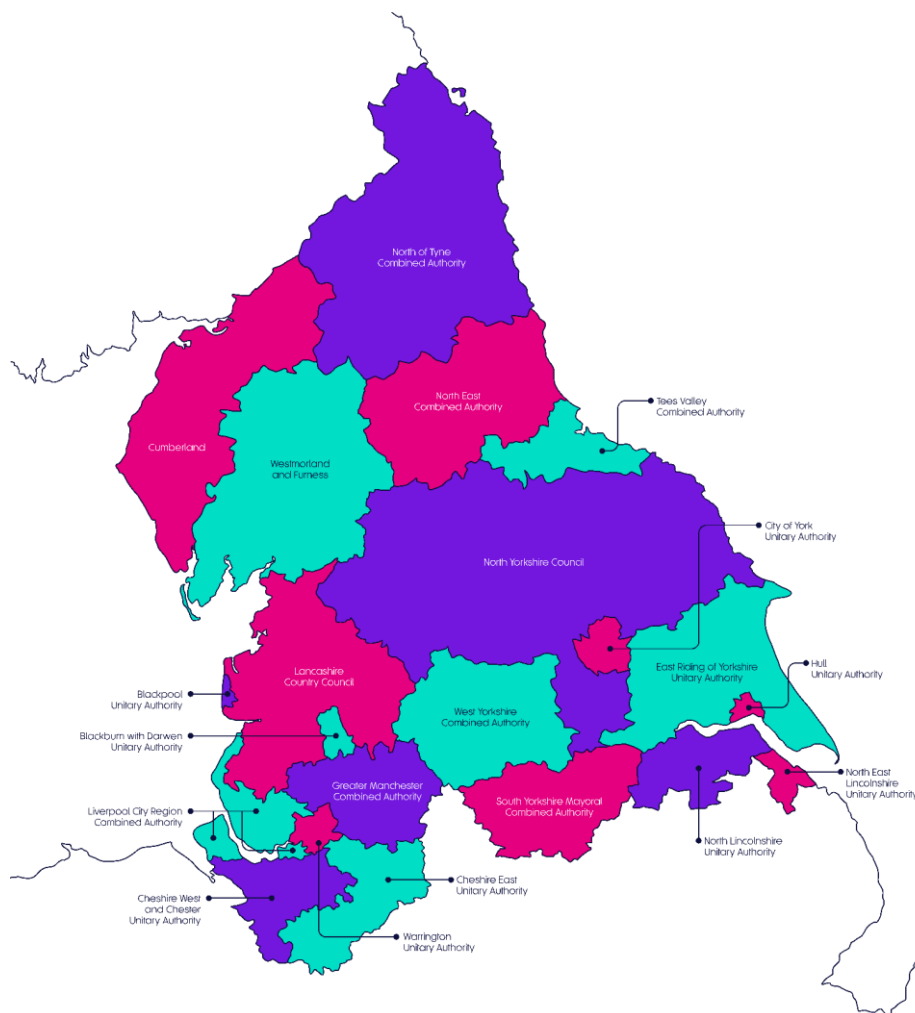


Figure 1: TfN Geography

2. ISA2 Methodology

2.1 Purpose of the ISA2

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

The ISA2 meets the requirements of:

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

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

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

2.2 Reporting and consultation as part of the ISA2

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

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

2.3 ISA2 Stages

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

Table 1: IA Stages

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

2.4 ISA2 Assessment Methodology

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

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

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

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

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

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

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

Table 2: ISA2 Assessment Outcomes

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

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

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

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

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

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

3. Assessment Results

3.1 Compatibility Assessment

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

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

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

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

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

3.2 Assessment of Alternatives

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

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

The result of this assessment in January 2024, was:

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

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

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

3.3 Assessment of the STP2’s Policies

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

- Rail
- Road
- Freight and Logistics
- Local Connectivity

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Cumulative, Synergistic and Indirect Effects

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

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

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

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

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

5. Mitigation

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

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

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

6. Monitoring

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

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

7. Conclusion

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

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

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

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

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

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STRATEGIC TRANSPORT PLAN CONSULTATION SUMMARY

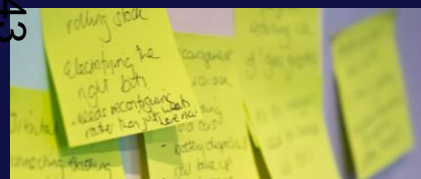
February 2024

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Strategic Transport Plan

Draft for consultation
May 2023



Introduction

Established in 2018, our statutory role (as set out by Government) requires us to develop a Strategic Transport Plan (STP) that communicates pan-Northern priorities to the Secretary of State for Transport and explains how we will act as a statutory partner in delivery of infrastructure and services on behalf of the North's 21 local transport authorities (LTAs).

This is our second region-wide STP which sets out the transport priorities for our region up to 2050. Our work explicitly recognises that it is the whole 'door-to-door' journey that matters for people and goods. For our transport system to work efficiently and effectively, it is crucial that pan-Northern road and rail networks are well integrated with local roads and public transport, as well as walking and cycling networks.

In developing this plan, we have worked closely with local transport partners to help create a vision for a more integrated, healthy, and resilient overall transport system. We also work nationally with Government, other Sub-national Transport Bodies (STBs) and the devolved administrations to ensure that investment in pan-Northern transport enhances connectivity across the UK.

Integrated Sustainability Appraisal (ISA) & Habitats Regulation Assessment (HRA)

Alongside developing our plan, we commissioned independent consultants, Arup, to prepare an ISA and HRA. These documents form a core part of the development of this STP and were intended to provide a thorough assessment of the proposed objectives and policies for strategic transport in the region, as well as identifying any potential areas for improvement in sustainability performance.

The STP has been developed with these recommendations in mind and a full re-assessment was conducted on our final plan.



Consultation Process

To maximise engagement with as many people as possible, we used a multi-channel approach including:

- Posts on Transport for the North's social media channels – Facebook, Twitter & LinkedIn.
- Digital advertising through Google and Facebook.
- Media activity including press releases and radio interviews.
- Information and an online survey were made readily available via transportforthenorth.com.
- Virtual consultation room was set up (an equivalent of local meetings in town and village halls).
- Emails to key stakeholders.
- Written letters to all statutory consultees.
- Three face to face TfN workshops in Manchester, Leeds and Newcastle.
- A virtual workshop.
- An All-Party Parliamentary Group (APPG) briefing for MPs in Whitehall.



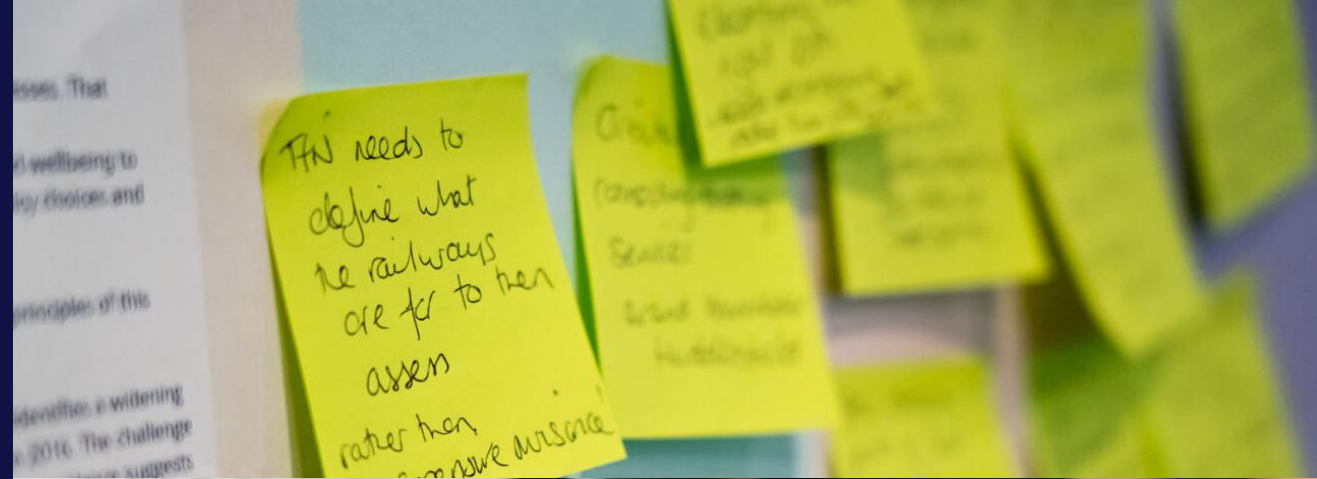
Consultation Process

We also worked with local authorities and a range of partners to ensure that messaging around the Plan and consultation were shared extensively. We wanted to ensure as far as possible that everyone's needs were considered by making both the STP and questionnaire available in various formats. This included providing large print and word versions of the consultation questions.

Recognising our aspiration to engage with members of the public we utilised TfN's own Northern Transport Voices platform, which is a panel of 550 citizens from across the North who engage with transport-related research via an online research platform.

TfN Officers attended 22 additional partner forums or meetings including:

- Business community meetings via chambers of commerce and local enterprise partnerships.
- Professional bodies such as Logistics UK, Chartered Institute of Logistics and Transport (CILT) & Chartered Institute of Highways and Transportation (CIHT).
- Bespoke roundtables with environmental and public health stakeholders.
- Various local transport authority committees and member briefings.



Consultation Response

In total we received **648** responses to the consultation. The volume and diversity of responses can be further broken down to:

- **99** members of the public responding to our online virtual consultation room, with **350** people viewing the room (only those providing a response have been counted towards the total).
- **144** attendees at the TfN led workshops, taking place in Manchester, Leeds, Newcastle and on-line.
- **220** individual responses to our Northern Transport Voices activities.
- **91** other written responses from members of the public, for example emails and letters.
- **9** MPs from the region attending an All-Party Parliamentary Group (APPG) session in Whitehall, and we wrote to more than **150** MPs across the North.
- **31** responses from statutory consultees.
- **54** responses from other groups such as charities and user groups.

We're grateful for all feedback received. All responses have been considered as we have updated our Strategic Transport Plan for the North, representing a shared vision of what we collectively as the North want for our transport system and the outcomes we want to achieve.



You said, we did: Strategic Transport Plan Vision

A more ambitious vision: timeframe of delivery of the strategy is "too long into the future" & requires more explicit reference to affordability and mode shift

A long-term plan up to 2050 is important to ensure we are clearly articulating strategic transport priorities across government funding cycles. Our plan includes several key 2030 interim milestones which articulate where the North would need to be in the short – medium term, to be considered on track to delivering the vision. The vision wording has been strengthened to include reference to affordability and mode shift.

Greater clarity needed: more information needed on how the vision would be realised & relationship between the vision and the interventions was "tenuous"

Through this STP we adopt a decide and provide approach, with the vision and strategic ambitions articulating the collective ambition for the North of England and subsequent chapters of the plan setting out what will be needed as a minimum in terms of transport infrastructure to deliver on this. Further work to test this through analytical modelling will be completed over the next year as part of our work to revisit our Future Travel Scenarios and update our Decarbonisation Strategy, and we expect to develop advice on implementation of the STP, in line with the details provided in Chapter Six of the Plan.



You said, we did: Strategic Ambitions & The Case for Change

Consider three strategic ambitions together and not in conflict

Our plan will present all three strategic ambitions as equal priorities.

Greater focus on environment, sustainability and biodiversity and recognise economy should be in service to society and the environment

We have added more specific references to cover these points, which we also expected to be captured within our Monitoring & Evaluation framework.

Ensure equal distribution of benefits within and between sub-regions of the north's geography

We have added more specific reference to the importance of this point.

Concern the STP's modelled Future Travel Scenarios fail to meet TfN's Decarbonisation Targets

None of TfN's Future Travel Scenarios are intended to represent, or achieve, the visions and objectives set out within TfN's Decarbonisation Strategy or the STP. They instead allow us to consider future uncertainty as they represent four plausible but quite different futures, enabling us to test the resilience and effectiveness of the policies that can help achieve our vision and ambitions. Text has been added to the Executive Summary and within the Plan to further clarify the role of TfN's Future Travel Scenarios.

Personas are useful within the case for change but simplify people's actual experience

We have removed the personas from the STP, instead including these (and the detail behind them) within the People and Place framework which will be published alongside the STP.



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You said, we did: Our Road Network

Discourage car usage and support cohesive spatial planning vs importance of roads such as in rural areas

We recognise the need to support sustainable economic growth and promote efficient journeys across transport modes. We are adopting an outcome focused, evidenced based approach to the development of recommendations on where transport investment is needed. This will be detailed in the STP implementation work, which will follow, after the Plan is adopted.

Maintenance & resilience of existing assets

The STP text already stresses the importance of maintaining and renewing existing highway assets.

Support road investment and include further detail on the benefits of roads

This STP and TfN's Decarbonisation Strategy already highlight the essential need for a complementary package of measures to achieve close to zero carbon emissions from surface transport by 2045. In addition, the Major Roads Report (2021) sets out need for investment in the Strategic and Major Road Networks and identifies schemes in development within the Road Investment Strategy pipeline. TfN has provided recommendations to DfT and National Highways on where there is a need for interventions on the strategic and major road networks.

Over-reliance on electric vehicles

We have added further text on alternative fuels and new technologies including hydrogen to Chapter Five to make this more balanced.

Active travel investment and road reallocation to support that should be a priority above new capacity

New text on the affordability of transport has been included, in addition to a further action within our framework in Chapter Six. We have also strengthened the text on active travel as part of local connectivity, as well as including a specific point in Chapter Five on integrated travel facilities, including park & ride and intermodal freight.



You said, we did: Strategic Rail & Freight

Advocacy of specific rail interventions or priorities and consider smaller scale schemes alongside strategic priorities

As agreed with TfN Board the rail elements of this plan need to focus on the agreed pan-northern strategic priorities. Some schemes are included in the STP as examples, but it is not designed to include an exhaustive list of specific projects. Further detail on specific schemes sits within TfN's Strategic Rail Report and will be captured, as appropriate, in the STP implementation work to follow.

Greater focus on passenger experience and utilisation of existing rail services is needed (reliability, affordability, accessibility, route coverage)

These themes are all captured within our requirements for rail. Further text has also been added to better articulate the need for affordable rail travel.

Integration of modes and ticketing, as well as the absence of light rail and metro systems

We have added additional text within the case for change and within our chapter on local connectivity to address these comments.

Stronger case for freight is needed

Additional text has been added across the Plan to address these comments and better embed our position on freight across all modes.

Greater use of rail freight

We have increased our ambition for mode shift to rail freight for the North; treble rail's share of freight carried to 25.5% by 2050 (as tonne km).

Decarbonisation of freight vehicles and routes needed

In collaboration with gas distribution network operators, TfN is progressing work to understand potential hydrogen refuelling demand in the North from heavy duty transport e.g. HGVs. Our Electric Vehicle Charging Framework also includes freight flows within the generated demand, contributing to the siting of on-route charging locations. For both workstreams, we continue to look at how further development of these tools can help both freight operating companies and refuelling/recharging infrastructure providers and is now referenced within our chapter on freight.

Strengthen the case for greater use of waterways and multi modal freight hubs

We have revised text throughout the Plan to reflect this feedback, including strengthening our desire for more Strategic Rail Freight Interchanges (SRFI).

You said, we did: International Connectivity

We should not recommend catering for growth at Northern airports, as this will inevitably result in increased carbon emissions and conflicts recent evidence published which shows only London has a net Gross Value Added (GVA) benefit from international connectivity. In opposition to the above view, other respondents felt we needed to strengthen our focus on the economic opportunities of airports and ports.

We have carefully reviewed the text around aviation within the STP and amended it to reflect a balance between these differing opinions between a range of stakeholders and recently published evidence.

TfN's Board has been clear that they want us to promote the opportunities of airports and ports as key northern economic assets. However, this promotion and any enhancement of the North's airport infrastructure needs to be accommodated within TfN's recommendations in relation to aviation decarbonisation, found within our agreed policy position on International Connectivity. These recommendations go further than current national policy and align TfN with the Committee for Climate Change's (CCC) 6th carbon budget, namely promoting a net national cap on aviation demand growth fixed at 25% by 2050, and a moratorium on runway expansion until the risk associated with not achieving all the carbon reductions apportioned by UK Government to technology focused measures is significantly reduced.

Further text has been added to our international connectivity chapter to recognise the need for the rapid development of a national capacity-management framework which further aligns the STP with the recommendations made within the CCC's 2023 Progress Report to Parliament. We also recognise that the evidence base around aviation is evolving, and as new research emerges, we will work with our partners to consider the implications of that on our position as required.



You said, we did: Local Connectivity

Improvements to public transport and deliver integrated transport networks including frequency, reliability, affordability, accessibility

We have strengthened text across the Plan to address these comments and reaffirm the importance of delivering integrated transport networks for the North.

Community transport, demand responsive transport and taxis recognised as key components for enabling wider connectivity were overlooked, particularly supporting rural areas and transport deprived communities

We have added further text within the local connectivity chapter and within the People & Place framework.

The importance of buses and coaches

Additional text on this has been added, as well as an action for further work by TfN in our Action Plan. Consequently, we are currently working with our partners to develop an evidence base and statutory advice on buses and coaches.

More emphasis needed on multi modal hubs within transport planning

Additional text has been added within the local connectivity chapter.

Transport integration across the transport system, including modes, fares and timetables

We have added text on our connected mobility strategy, and we have added a further action to our Action Plan.

Considering active travel at a Northern level would enable TfN to advocate funding for active travel infrastructure in rural areas as well as urban areas, also recognising that uptake will be place based

Additional text on our role on active travel has been added, including a commitment to examine the potential for strategic active travel corridors, including those enabled by e-bikes and micro-mobility technologies. Our role also includes advocating and evidencing the level of investment required across the North.

Consider affordability of public transport

Additional text has been added across the Plan and we have added a further action to our Action Plan.

Importance of mode shift and behavioural change

This was already implicit within the STP, but we have strengthened this point further throughout the document.



You said, we did: A place-based approach

To ensure we effectively engage communities within our consultation, we utilised TfN's Northern Transport Voices; made up of 550 residents of the North. The panel identified our place-based approach missed detail on "how" our policy narratives will be delivered, showed a lack of consideration for vulnerable groups and some respondents did not fully identify with the place policy. Respondents also felt the oversimplified framework should be strengthened to be more north-specific, with further consideration given to understand the unique challenges of rural areas.

The People & Place framework has been developed to convey that the North has a diverse geography made up of different types of places each of which face their own transport challenges. These are evidence based, derived by combining place types from an EU framework and ONS OAC classification. However, it remains vital to TfN partners that the framework still provided enough flexibility to enable decisions at a local level and therefore do not reference Northern specific examples. As such it is not appropriate for TfN to state exactly how interventions will be delivered, this will be considered by local transport authorities and their local transport plans.

We have included some additional text within the People & Place framework, taking evidence from our Transport Related Social Exclusion work to draw out the potential implications on vulnerable user groups. We are also exploring how we can better engage with community groups in our work moving forward and have initiated discussions with the community transport association.

Within our People & Place framework we have included three rural typologies. In addition to this we have also revised text in the STP to further reflect rural mobility.



You said, we did: Action & Impact Framework

Show greater ambition and bring target dates sooner within the Action & Impact framework

TfN Board agreed to amend several of the headline metrics for the plan to raise the level of ambition. These include representing the right share metrics as 51% sustainable vs 49% private car mode, trebling the share of rail freight by 2050 to 25.5% as tonne km and accelerating our aspirations for vision zero road safety from 2050 to 2040

Questioning how TfN's metrics and ambitions will be delivered based on their influence and ability to invest, and the need to provide a detailed action and implementation plan with reference to prioritisation and delivery

The STP is a strategic transport plan for the North, as such it will require action from a range of partners to deliver our collective vision, strategic ambition and outcomes – including TfN. Further detail on the metrics and data sets are included in our Monitoring & Evaluation Strategy. We are also planning to undertake work on implementation which will set out more detail on prioritisation of the required investments needed in the short – medium term to deliver the plan.

Respondents wanted to see more control of funding and longer, more sustainable pots of funding to support the delivery of outcomes

The STP advocates strongly for this and once adopted, we plan to develop further advice to government, working with our partners.





Meeting:	Scrutiny Committee
Subject:	Transforming the North: Strategic Transport Plan implementation and monitoring & evaluation
Author:	Rachel Ford, Head of Strategy, Policy and Research
Sponsor:	Katie Day, Director of Strategy, Analysis and Communication
Meeting Date:	Tuesday 27 February 2024

1. Purpose of the Report:

- 1.1 To outline the proposed approach to monitoring and evaluation for the Strategic Transport Plan (STP) and provide an update on the development of statutory advice to Government focused on improving the efficiency and effectiveness of implementation of the STP.

2. Recommendations:

- 2.1 It is recommended that Scrutiny Committee:
- Notes the proposed approach to monitoring and evaluation for the STP and provides any feedback/observations on the planned approach
 - Notes the updates in developing statutory advice to government on the implementation of the STP.

3. Background

- 3.1 The draft STP, supported by our draft monitoring and evaluation strategy, set out how the objectives, measures of success and key performance indicators in the STP would be assessed in terms of their impact at a local and pan-northern level, as well as responding to new and emerging policy areas.
- 3.2 The original intention was to produce an annual action plan that would be incorporated into our business planning processes. The action plan was intended to clearly articulate how we are performing against our headline and core objectives as well as setting out what we have done as an organisation to support delivery of our vision.
- 3.3 However, following the revisions to the STP post-consultation, we are intending to use the TfN business planning process and annual report to present the annual action plan. This paper sets out the proposed arrangements for feedback from members.
- 3.4 At the December 2023 TfN Board meeting, a progress report was provided on the development of statutory advice to Government improving the efficiency and effectiveness of implementation of the STP. TfN's advice will focus on:
- The role of TfN in enabling and supporting implementation
 - System reform
 - The development of a strategic (pan-regional) infrastructure pipeline.

This paper provides an update on progress in developing this advice.

4. Monitoring and Evaluation

- 4.1 As part of the evidence base for the STP, we will publish our Monitoring and Evaluation Strategy in March 2024. The draft strategy was published during the

consultation on the STP and has been subject to some minor adjustments, in line with the consultation feedback.

- 4.2 The strategy consists of a series of headline, core, and supplementary metrics developed in collaboration with partners that can be used to monitor progress against the STP. The headline metrics underpin the STP vision and its three strategic ambitions (economic growth, decarbonisation and reducing transport related social exclusion (TRSE)).
- 4.3 Core and supplementary metrics provide additional intelligence on progress and challenges across the North's transport network. When taken in totality, we will have a picture of progress against the STP – illustrating where more/different action may be needed year on year – and this can be used to inform TfN's advice to government and national delivery bodies, as well as support local transport planning.
- 4.4 Reporting on these metrics will be undertaken on an annual basis. This will include a summary of data linked to the headline objectives, and a breakdown of which core metrics are moving in a positive or negative direction compared to the base year. We will include a summary of performance against the headline and core metrics in our annual report.
- 4.5 There are already structures in place, via the TfN business plan and annual report, that enable us to report and set priorities for our work. We therefore judge that the purpose an "annual action plan" for the STP (as originally envisaged) can be effectively met via these existing publications with some adjustments/augmentation.
- 4.6 In addition, a STP performance dashboard has been developed, which will be used annually (each autumn) to show progress against the key metrics and identify where further actions/policies may be necessary to support our STP trajectory. These outcomes will inform TfN's annual business plan.
- 4.7 The dashboard will be available to TfN partners to support their own local planning, and opportunities are being explored to enhance the dashboard - including with more locally available data. A demonstration of the dashboard has been provided to a number of TfN Officer groups and it is our intention to share with TfN Board members at a separate meeting.
- 4.8 The dashboard will be publicly available on the TfN website. It will show the current baseline position (as per the metrics in the STP) and the most current available data to support the metrics at the end of February 2024.

5. The role of TfN in enabling and supporting implementation

- 5.1 The STP identifies actions for TfN to take which will support its partners in its implementation (table 6.2 of the STP). These actions have a particular focus on those issues of truly pan-regional significance, including consideration of cross-cutting matters. This includes policy areas such as: transport-related social exclusion; freight and logistics; international connectivity; rural mobility; and decarbonisation.
- 5.2 In line with table 6.2, the annual TfN business plan has been prepared (agenda item 4). This has been informed by areas for further work highlighted by the STP consultation to enhance our evidence base; existing commitments such as those within our Connecting Communities strategy to address TRSE; and planned work, already agreed with partners, such as updating the regional transport decarbonisation strategy.

6. System Reform

- 6.1 The STP recognises that transport investment alone will not achieve our collective vision for the North: there is a need for system reform to the way we plan, develop, and deliver transport investment if we are to transform our region. Reform is needed to simplify processes, remove inertia, and enable more decision making closer to the people and places it affects. The STP (Chapter Six) indicates opportunities for system reform (such as more local devolution and the need to exploit the greater flexibility possible within the appraisal system), as well as identifying the opportunities where TfN might itself support its partners in delivery of the STP.
- 6.2 The first part of our work on system reform will focus on developing an approach to scheme appraisal that goes beyond the economic focus of Benefit Cost Ratio (BCR) and better meets the needs of the North. Our existing Analytical Framework goes a considerable way to providing us with the tools and techniques to take appraisal of schemes beyond the traditional economic benefits to incorporate social and environmental factors.
- 6.3 A Northern Appraisal Framework will be critical to delivering the strategic objectives and outcomes from the STP. We have already shared some of our thinking with DfT and DLUHC and plan to start discussions with the Treasury. Discussions will also be initiated with other departments, such as Defra.
- 6.4 The first stage of this work will be to identify case studies and pilots that can trial this new approach, whilst continuing to research best practice from elsewhere (particularly within the devolved administrations, and network operators). The case studies will include pan-regional schemes that have already been delivered, and will compare their original BCR with (a) the benefits that have been delivered once the scheme has been completed; and (b) what the wider benefits of the scheme are that were not captured in the original business case.
- 6.5 There may also be the opportunity to use the framework to appraise some projects that have not yet undergone traditional business case assessment, as a test case for how their cases could be strengthened. This could include road, rail, bus and light rail schemes across rural and urban areas.
- 6.6 Internal work to develop this approach is underway and initial feedback has been sought from our Executive Board. We are intending to bring a further update on the development of the Northern Appraisal Framework to the Board in June 2024.

7. The development of a strategic (pan-regional) infrastructure pipeline

- 7.1 With a Spending Review on the horizon at a time of continued pressure of public sector finances, it is important that TfN can set out the strategic (pan-regional) interventions required to transform the North's transport system.
- 7.2 As part of the implementation of the revised STP, an "Investment Pipeline" will be developed. This will be a shorter list of pan-regional or regionally significant interventions, with indicative cost envelopes. All the interventions should clearly demonstrate how they contribute to delivery of the STP, including the social, environmental and economic objectives and outcomes.
- 7.3 The investment pipeline will consider, with partners, the pan-regional interventions needed in 0-5, 5-10 and 10+ year periods. It will consider a broad range of interventions, across modes and also policy recommendations, where appropriate. We expect it to include both capital schemes and revenue interventions (such as funding rail services and rolling stock to take advantage of new infrastructure).

7.4 The pipeline will need to consider the work which has already been undertaken with partners to inform recent funding rounds, such as the RIS3 and RNEP recommendations, and we will build on earlier work with partners that informed the more detailed "investment programme" for the first STP (2019). Whilst deliverability – and inclusion in national spending programmes for the next 10 years – will be a key factor, it is important that the pipeline considers whether there are new transformational schemes/interventions that will contribute to delivery of the STP.

7.5 We will engage with local transport authorities and partners throughout the Spring, and it is anticipated that early advice will be provided to the Board for consideration at its June meeting.

8. Corporate Considerations

Financial Implications

8.1 Resources to prepare STP implementation advice will be provided via current TfN Executive and 24/25 business plan.

Resource Implications

8.2 Resources to prepare STP implementation advice will be provided via current TfN Executive and 24/25 business plan.

Legal Implications

8.3 Legal implications have been considered and have been included in the report. As implementation advice develops, legal advice will be sought as needed.

Risk Management and Key Issues

8.4 TfN's Corporate Risk Register includes a risk associated with the adoption of the revised STP. This has been updated as the STP has progressed and following Board approval in March 2024, the risk will be mitigated and retired. The intention is to develop a new risk on the corporate register to accompany the implementation of the STP as part of the business planning process for 2024/25.

Environmental Implications

8.5 This report does not constitute or influence a plan or programme which sets the framework for future development consents of projects listed in the Environmental Impact Assessment (EIA) Directive and therefore does not stimulate the need for Strategic Environmental Assessment (SEA) or EIA.

Equality and Diversity

8.6 A full Impact Assessment has not been carried out because it is not required for this report but will be completed as individual workstreams are progressed.

Consultations

8.7 We have been engaging with partners through the Strategic Oversight Group and Executive Board, which has informed the proposals in this paper. We will continue to engage and work with partners to roll out our M&E arrangements and continue developing this STP implementation advice. An update will be provided to the Board in June 2024.

9. Background Papers

9.1 Strategic Transport Plan – update on implementation advice, December 2023 Board paper.

10. Appendices

10.1 N/A

Glossary of terms, abbreviations and acronyms used (if applicable)

a) TfN	<i>Transport for the North</i>
b) STP	<i>Strategic Transport Plan</i>
c) BCR	<i>Benefit Cost Ratio</i>
d) RIS	<i>Roads Investment Strategy</i>
e) RNEP	<i>Rail Network Enhancement Pipeline</i>
f) EIA	<i>Environmental Impact Assessment</i>
g) SEA	<i>Strategic Environmental Assessment</i>

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