

Subject Transport for the North Integrated Sustainability Appraisal 2
Full Board Report - March 2023

Job No/Ref 289676-00

Date 09 March 2023

1. Introduction

Ove Arup and Partners (Arup) was appointed in 2022 to complete the Integrated Sustainability Appraisal (ISA2) of the second Strategic Transport Plan (STP2) for Transport for the North (TfN). The ISA2 is the second iteration of the ISA, following on from the Integrated Sustainability Assessment 1 completed by Atkins and adopted in 2019.

The ISA2 aim is to promote sustainable development, health and equality, social, environment and economic considerations within the STP2. Work on the ISA2 and STP2 is being run in parallel, allowing the integration of ISA2 recommendations to be included into the development of the STP2.

The ISA2 meets the legal requirements and scope of:

- Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/ 1633, “2004 Regulations” as amended).
- Sustainability Appraisal (SA) (as required by section 19 (5) of the Planning and Compulsory Purchase Act 2004).
- Equality Impact Assessment (EqIA) (as required by section 149 of the Equality Act 2010, as amended).
- Health Impact Assessment (HIA) (as outlined by national government policy).
- Stage 1 and Stage 2 Habitat Regulations Assessment (HRA), as required under Regulation 48 of the Conservation (Natural Habitats, &c.) Regulations 1994 (SI 1994/ 2716, “1994 Regulations”, as amended).

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

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By undertaking this approach, it will ensure that the STP2 comprehensively considers environmental, societal, economic and health effects during the development of the plan, strengthening the future policies. The geographical scope of the ISA2 is defined by the TfN geography.

The Integrated Appraisal process is set out across five stages:

Table 1: Stages of the Integrated Appraisal process

Stage	Work Completed or to be Completed
<p>Stage A – This scoping stage is to set the context for the assessment with: a review of relevant plans, programmes and strategies; collection, analysis and summarisation of current and future baseline data; identification of key issues and opportunities for the North; refinement of ISA objectives; preparation of the scoping report and consultation with statutory bodies and relevant organisations.</p>	<p>Completed Stage in November 2022. The Scoping Report outlines the review, analysis, ISA2 Framework and stakeholder consultation. The Scoping Report is appended to this update. The Scoping Report has been updated following consultation with partner organisations, with amendments to comments recieved shown in the Scoping Report’s Appendix F.</p>
<p>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.</p>	<p>We are part way through this stage, with the appraisal complete on the plan’s vision and objectives and on the first version of the draft STP2. We will complete a second appraisal of the updated draft plan in March 2023. The first appraisal completed in December 2022 is appended to this update.</p>

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<p>Stage C – This reporting stage involved preparing the IA report which explains Stage B.</p>	<p>We will complete this stage ahead of the consultation of the STP2 to summarise the results from Stage B of the Integrated Appraisal process.</p>
<p>Stage D – This consultation stage involves consulting of the proposed Plan (STP2) and associated IA, with feedback from the consultation considered and appropriately actioned.</p>	<p>We will complete this stage during and following the planned consultation on the STP2 later this year.</p>
<p>Stage E – The Post-Adoption stage will involve the creation of the Post Adoption Statement following the adoption of the Plan.</p>	<p>We will complete this stage once the STP2 has been adopted by TfN. A short post-adoption statement will be written outlining monitoring indicators</p>

2. Scoping

Baseline analysis has been undertaken to inform the appraisal of the STP2. International, European, National, Regional and relevant local documents have been reviewed in addition to the analysis of the current and likely future social, economic and environmental characteristics (if current trends continue) of the North. This is to create a summary of the key sustainability issues and opportunities for the North. This has been undertaken because in order to assess the potential implications of the STP2 across the North on a range of aspects, it is necessary to create a baseline against which predicted effects can be assessed. This information is outlined within the Scoping Report.

The Scoping Report has been shared with partner organisations and the Statutory Environmental Bodies (SEBs) for comment as part of a required 5-week consultation period. Their feedback has been considered and amendments made to both the baselining information and the ISA2 Objectives. Changes made to the Scoping Report from partner organisations and the SEBs will be included and

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explained within Appendix F of the Scoping Report appendices. The Scoping Report and its appendices will themselves be appended to the ISA Report issued for consultation.

16 ISA2 Objectives were developed to reflect the sustainability challenges and opportunities specific to the STP2 geographical area explored within the baselining research, and where appropriate derived from sustainability objectives established in other relevant strategies and plans. The ISA2 Objectives are outlined here:

Table 2: ISA2 Objectives

No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
1	Reduce greenhouse gas emissions from surface transport in the North	Will the STP2... <ul style="list-style-type: none"> • Encourage a reduction in private car vehicle mileage? • Encourage a greater proportion of passenger and freight movement by lower carbon modes? • Support more sustainable travel choices through enhanced public transport availability, convenience, accessibility and affordability? • Promote a wider choice of passenger travel through quality integrated facilities and services, walking and cycling improvements, demand management, network management, travel planning and intelligent transport systems? • Encourage greater carbon efficiency in the movement of goods and people? 	Climate Change and Energy Transport

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
		<ul style="list-style-type: none"> • Encourage use of innovative new low and zero carbon transport technologies? • Encourage use of the transport estate for low carbon energy generation? • Support the minimisation of dependence upon the private car? • Consider the specific transport needs of rural communities? • Encourage the prioritisation of Climate Change mitigation and adaptation? 	
2	Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure	Will the STP2... <ul style="list-style-type: none"> • Support a reduction in embedded and construction carbon within the North’s infrastructure investment programmes? • Encourage the use of the transport estate for low carbon energy generation and investable offsetting schemes for hard to abate sectors (e.g. aviation)? • Encourage the use of innovative low carbon construction materials and techniques? 	Climate Change and Energy Transport
3	Protect and enhance the biodiversity,	Will the STP2... <ul style="list-style-type: none"> • 'Avoid direct or indirect significant adverse effects on designated habitats and protected 	Biodiversity

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
	geodiversity and the green infrastructure network	species, including through transport related vibration, air and noise pollution? <ul style="list-style-type: none"> • Promote good design, in relation to major transport infrastructure, to maximise ecological connectivity and to secure an overall Biodiversity Net Gain, Environmental Net Gain and Natural Capital enhancement for the North? • Encourage the protection and creation of nature-based carbon sinks within and alongside the transport estate? • Support the development of Local Nature Recovery Strategies? 	
4	Conserve and enhance internationally designated environment sites <i>HRA Macro-Objective</i>	Will the STP2... <ul style="list-style-type: none"> • Affect international sites designated for nature conservation identified as part of the HRA screening process (including positive and negative effects)? 	Biodiversity

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
5	Protect and enhance local air quality	<p>Will the STP2...</p> <ul style="list-style-type: none"> • Support the minimisation of emissions of air pollutants and enhancement of air quality particularly in areas with low air quality (e.g. AQMAs) and where this pollution disproportionately affects vulnerable populations? • Support an improvement in air quality through reduced traffic levels and congestion, and enabling modal shift away from private car use? 	Air Quality
6	Increase resilience of the transport network to extreme weather events and a changing climate	<p>Will the STP2...</p> <ul style="list-style-type: none"> • Increase the understanding of our transport system's vulnerability to climate change effects? • Promote an increase in the resilience of the transport network to extreme weather events and a changing climate through nature-based solutions? • Encourage adaptive management and design to respond to uncertainties in climatic effects and scheme requirements 	Climate Change and Energy Transport

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
7	Protect and enhance the blue infrastructure network including inland and coastal water environments	Will the STP2... <ul style="list-style-type: none"> • Support the protection of the quality of inland and coastal surface water and groundwater resources? • Support the use of Nature-based solutions to protect aquatic habitats? 	Water Resources, Flooding and Water Quality
8	Protect and conserve soil and remediate and avoid land contamination	Will the STP2... <ul style="list-style-type: none"> • Encourage construction on previously developed land / minimise use of greenfield? • Support the prevention of disturbance, harm, contamination, or permanent loss (irreversible) of the most highly productive agricultural soils? • Support the remediation of contamination land? • Encourage the protection of peatlands? 	Land Use, Soils and Agriculture
9	Support the conservation and enhancement of the quality and	Will the STP2... <ul style="list-style-type: none"> • Support the conservation, protection and enhancement of the region's cultural and designated / non-designated historic assets 	Cultural Heritage

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
	distinctiveness of historic assets, industrial and cultural heritage and their settings	<p>(e.g. locally important buildings, archaeological remains, World Heritage Sites, Scheduled Monuments, Listed Buildings and structures, registered Parks and Gardens, Registered Battlefields and Conservation Areas), their integrity and their settings?</p> <ul style="list-style-type: none"> • Support the improvement of access to historic / culturally important sites by sustainable transport modes? • Support the appropriate management elements of the transport infrastructure which are designated heritage assets? 	
10	Protect and enhance the character and quality of landscapes and townscapes	<p>Will the STP2...</p> <ul style="list-style-type: none"> • Encourage design, construction, repair and maintenance of transport infrastructure (and associated green / blue infrastructure) that respects and enhances the landscape character and townscapes of the north of England? 	Landscape and Townscape
11	Promote the prudent use of natural resources, minimise the production of	<p>Will the STP2...</p> <ul style="list-style-type: none"> • Help to enable new / upgraded infrastructure to be resource efficient (materials, energy, water, sustainable procurement etc) in construction and operation? 	Natural Resources and Waste

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
	waste and support the re-use and recycling of materials	<ul style="list-style-type: none"> • Promote sustainable waste management practices? • Encourage the use of recycled or secondary materials? • Promote the use of local suppliers and locally produced materials in construction? • Support a reduction in fuel use by encouraging the use of more sustainable modes of transport? 	
12	Enhance long term economic prosperity and promote a clean and green economic transformation	<p>Will the STP2...</p> <ul style="list-style-type: none"> • Support delivery of better and more sustainable connections (passengers and freight) between the North's cities, with other regions and internationally and between regions and counties within the North? • Support the improvement in the reliability and resilience of the North's strategic road and rail networks? • Support the improvement of overall journey times (passengers and freight), travel convenience and reliability? 	Employment and Economics

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
		<ul style="list-style-type: none"> • Promote local requirements to guide investments to connect to regional and national networks? • Encourage the optimisation of potential economic outcomes for the North from decarbonisation of transport? (e.g. alternative fuels or propulsion technologies) • Contribute to establishing an effective transport network that increases investment? • Support improved availability and accessibility to good quality employment and skills development opportunities? • Support economic activities in rural areas? • Help reduce the GVA per capita gap between the Northern economy and the rest of England? • Help improve labour market participation, productivity and reduce inactivity across the region? • Promote a modal shift to active travel through high-quality green infrastructure to improve people’s mental and physical health? 	

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
13	Coordinate land use and strategic transport planning across the region	Will the STP2... <ul style="list-style-type: none"> • Support the development of compact, higher density mixed use development coordinated with transport infrastructure? • Support the development of connected communities? • Support housing and employment development in areas that are or will be served by public and active rail transport? 	Land Use, Soils and Agriculture
14	Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE), particularly for the North's most vulnerable groups. <i>EqIA Macro-Objective</i>	EqIA Sub-Objectives: <ul style="list-style-type: none"> • Improve extent and quality of public travel and active travel connections to services, facilities and amenities • Improve affordability of transport • Reduce severance 	Population (inc. equality, accessibility and community safety)

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No.	ISA2 Objective	Assessment Criteria	ISA Topic(s)
15	Improve the health and wellbeing for all citizens and reduce inequalities in health <i>HIA Macro-Objective</i>	HIA Sub-Objectives: <ul style="list-style-type: none"> • Improve accessibility to services and facilities that improve health outcomes • Reduce transport related vibration, air and noise pollution • Improve road safety and reduce the number of accidents and other incidents • Improve actual and perceived safety and security issues 	Human Health and Healthcare Population
16	Promote community safety and reduce crime and the fear of crime for all citizens <i>HIA Macro-Objective</i>	HIA Sub-Objectives: <ul style="list-style-type: none"> • Improve accessibility to services and facilities that improve health outcomes • Reduce transport related vibration, air and noise pollution • Improve road safety and reduce the number of accidents and other incidents • Improve actual and perceived safety and security issues 	Population

3. Methodology

The draft STP2 plan is halfway through a programme of iterative assessment against the ISA2 Objectives with consideration given to the existing and future baseline conditions, issues and trends relevant to each objective as explored within the Scoping Report, in order to understand the extent

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to which the policies and positions included within the STP2 are likely to contribute towards the achievement of the ISA2 objectives. This is part of Stage B of the Integrated Assessment process.

To allow for the identification of different levels of effects when assessing the STP’s proposals, a scoring system is used to differentiate in terms of magnitude and significance of effects. This scoring system is widely used in Integrated Appraisals. The draft plan has been appraised using the assessment criteria outlined below against the ISA2 Objectives, considering the potential impact and effects of implementing the draft plan on the plan area against each of the 16 ISA2 Objectives.

This scoring system seeks to capture both the nature and the scale of predicted effects arising from the measures set out in the STP2. Alongside the overall summary rating (colour and symbol), the ISA2 seeks to identify the nature of the effects of the STP2 on the ISA2 objectives according to the level of detail required by the SEA Directive. This means determining, where possible, whether each effect will be a primary or secondary effect; whether it will lead to cumulative or synergistic effects when considered alongside other plans, policies and programmes; whether the effect will be short, medium or long-term in duration; and whether the effect will be permanent or temporary.

Terms		Effects					Assessment	
		Mag	Scale	Dur	T/P	Cert	Scale	Category
Mag	Magnitude	✓✓	Local	ST-MT	Temp	Low	+++	Large beneficial
Scale	Geographical Extent	✓	Loc-Reg	ST-LT	Perm	Med	++	Moderate beneficial
Dur	Duration	-	Reg-Nat	MT-LT		High	+	Slight beneficial
T/P	Temporary/Permanent	?		ST			0	Neutral
Cert	Certainty	X		MT			-	Slight adverse
ST	Short Term	XX		LT			--	Moderate adverse
MT	Medium Term						---	Strong adverse
LT	Long Term						?	Uncertain
Sm	Summary assessment						+/-	Combination of beneficial and adverse

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4. Appraisal Findings

The draft STP2's draft Objectives and Policy and Place Framework were subject to iterative rounds of appraisal during December 2022 and January 2023. Overall, the assessment process demonstrated that the draft STP2 Objectives and Policy and Place Framework policies performed well against the ISA2 Objectives.

TfN plan writers considered the ISA2 assessment outcomes and amended the draft STP2 accordingly. Changes have been made to the draft plan directly due to the ISA2 assessment outcomes, following the iterative assessments in December 2022 and January 2023, and as a result both policies and plan objectives scored stronger across the ISA2 framework within the 2023 assessment.

4.1 STP2 Objectives Appraisal

The iterative assessment process highlighted areas where the STP2 Objectives performed well and areas where the Objectives could be enhanced and strengthened. To enhance the plan objectives across the ISA2 objectives, the following recommendations were suggested for plan writers to consider:

- STP2 objectives could make explicit reference to sustainable economic growth, cognisant of the climate crisis and the need to utilise resources (for example land management, fossil and alternative fuels and existing infrastructure) efficiently and effectively to adapt and mitigate the effects of climate change
- STP2 objectives could make explicit reference to optimising opportunities to enhance the natural (such as green and blue infrastructure, landscapes and biodiversity) and historic environments (such as heritage assets and townscapes).

Following the iterative assessment process and updates to the plan by TfN, there were no STP2 objectives scored with a 'Potential conflict' against the ISA2 objectives. It was also found that all ISA2 Objectives found to be scored at least once as 'Broadly compatible' across the STP2 plan objectives. The results of the compatibility assessment indicate that the revised STP2 Objectives provide a firm underpinning to help ensure that the sustainability performance of the plan can be

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maximised, therefore, no further areas of specific focus and consideration were given to TfN due to the strengthened text within the STP2’s objectives.

4.2 STP2 Policy and Place Framework Appraisal

The iterative assessment process highlighted areas where the plan performed well and areas where the plan could be enhanced and strengthened. Assessment scoring ranged from +++ (large beneficial) or ++ (moderate beneficial) across 8 of the 16 objectives, and + (slight beneficial) across a further 6 for the draft policies. Table 3 outlines the overarching themes found against each STP2 objective across the Policy and Place Framework policies.

To enhance the STP2 policies across the ISA2 objectives, the following overarching enhancement points have been suggested for plan writers to consider, in addition to the policy specific enhancement:

- Policy could make explicit reference to the natural environment. This is included within elements of the draft plan however could be strengthened within policy wording.
- The policy could make explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the transport infrastructure network.
- Policy could make explicit reference to the more prudent use of natural resources, such as the re-use of existing infrastructure, using recycled materials, and reducing fuel usage.

Table 3: Policy and Place Policies Assessment 2023 Mitigation Summary

ISA2 Objective	Mitigation and enhancement and Enhancement	Summary of Scoring*
1. Reduce Greenhouse gas emissions from surface transport in the North	Policy could make explicit reference to Climate Change Mitigation and Enhancement and adaptation	+++

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<p>2. Minimise embedded emissions from the development of new transport infrastructure and the maintenance of existing infrastructure</p>	<p>Policy could make explicit reference to encouraging low carbon construction materials and techniques for new infrastructure and prioritising existing infrastructure to minimise embedded carbon emissions.</p>	<p>++</p>
<p>3. Protect and enhance the biodiversity, geodiversity and the green infrastructure network</p>	<p>The plan could make an explicit references to reducing greenhouse gas emissions due to the benefits of reducing vibration, air and noise pollution on the natural environment and to promoting good design to maximise the ecological connectivity potential along the infrastructure network.</p>	<p>+</p>
<p>4. Conserve and enhance internationally designated environment sites</p>	<p>Policy could make more explicit reference to protecting the natural environment, particularly internationally designated environment sites.</p>	<p>+</p>
<p>5. Protect and enhance local air quality</p>	<p>Policy could make an explicit reference to protecting and enhancing local air quality, particularly where pollution</p>	<p>+++</p>

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	disproportionately affects vulnerable populations.	
6. Increase resilience of the transport network to extreme weather events and a changing climate	Policy could make an explicit reference to increasing the resilience of the transport network to a changing climate, including extreme weather events.	++
7. Protect and enhance the blue infrastructure network including inland and coastal water environments	The plan could make an explicit reference to reducing pollution from the public transportation and active travel network to benefit the natural environment, including protecting the surrounding blue infrastructure network.	0/?
8. Protect and conserve soil and remediate and avoid land contamination	The policy could make an explicit reference to supporting the conservation and remediation of land utilised as part of the transport infrastructure network.	0/?
9. Support the conservation and enhancement of the quality and distinctiveness of historic assets, industrial and cultural heritage and their settings	The policy could make an explicit reference to supporting the conservation and enhancement of the historic environment which forms part of the public infrastructure network.	+/?

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<p>10. Protect and enhance the character and quality of landscapes and townscapes</p>	<p>Policy could make an explicit reference to encouraging design of transport infrastructure that protects and enhances the character of surrounding areas.</p>	<p>+/?</p>
<p>11. Promote the prudent use of natural resources, minimise the production of waste and support the re-use and recycling of materials</p>	<p>Policy could make explicit reference to encouraging the more prudent use of natural resources and ensuring that new and upgraded infrastructure is resource efficient in construction and operation.</p>	<p>+</p>
<p>12. Enhance long term economic prosperity and promote a clean and green economic transformation</p>	<p>Policy could make an explicit reference to supporting economic activities and productivity across the region, helping reduce disparities between the northern economy and the rest of England.</p>	<p>++</p>
<p>13. Coordinate land use and strategic transport planning across the region</p>	<p>Policy could make explicit reference to connected communities and supporting housing and employment development in areas served by public or active transport modes.</p>	<p>++</p>

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<p>14. Promote greater equality of opportunity for all citizens and reduce Transport Related Social Exclusion (TRSE) particularly for the North’s most vulnerable groups</p>	<p>Policy could make an explicit reference to supporting improved access to essential services, particularly for areas at high risk of TRSE.</p> <p>Policy could make an explicit reference to supporting the provision of services that are financially accessible and promoting the use of technology in reducing transport costs, such as smart cards.</p> <p>Policy could make an explicit reference to improving the public realm and reducing road vehicle behaviours that affect accessibility for active transport users, reducing severance for areas at high risk of TRSE.</p>	<p>++</p>
<p>15. Improve the health and wellbeing for all citizens and reduce inequalities in health</p>	<p>Policy could make explicit reference to access of open space, nature and recreational activities or enabling better access to services and facilities that improve health outcomes.</p>	<p>++</p>

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<p>16. Promote community safety and reduce crime and the fear of crime for all citizens</p>	<p>Policy could make explicit reference to improving road safety for all users, including reducing accidents involving wildlife, as a result of reduced car dominance on the road.</p> <p>Policy could make explicit reference to actual and perceived safety and security issues when striving to achieve more sustainable travel modes.</p>	<p>++</p> 
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*Summary of scoring is an average, median score given to all STP2 policies assessed across the ISA2 objective referenced. Individual policy scores may differ. This summary score is to give an indication to TfN plan writers. The colour coding of the scoring is the same as the assessment scores used for the policies assessment.

5. Next Steps

Following the completion of Stage A and the first iterative appraisals of the draft plan in December and January 2023, we will complete a re-assessment of the revised draft plan in March 2023 (completing Stage B). We will do this to understand the implications on the ISA2 following the amendments made to the draft plan following engagement with partner organisations, wider stakeholder engagement, internal reviews and the mitigation and engagement recommendations given from our first iterative assessments. This appraisal will be conducted within the same approach and methodology used for the first appraisal of the draft plan for consistency.

The outputs of the second appraisal will be part of the main ISA2 report, which will be shared later this year as part of the STP2’s consultation in Summer 2023 (completing Stage C). The final two stages of the appraisal process will continue to run in parallel to the STP2’s timeline, with the STP2 consultation forming Stage D and the post-adoption statement (Stage E) being completed once TfN adopt the STP2.