

AtkinsRéalis



ISA Post Adoption Statement

North East Combined Authority

March 2025

5231282

NORTH EAST LOCAL TRANSPORT PLAN

Notice

This document and its contents have been prepared and are intended solely as information for North East Combined Authority and use in relation to the ISA Post Adoption Statement of the North East Local Transport Plan.

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

This document has 32 pages including the cover.

Document history

Document title: ISA Post Adoption Statement

Document reference: 5231282

| Revision | Purpose description | Originated | Checked | Reviewed | Authorised | Date |
|----------|-----------------------|------------|---------|----------|------------|-----------|
| 1.0 | Draft for discussion | ISA Team | DMcL | AJ | PMcE | Feb. 2025 |
| 2.0 | For Issue | ISA Team | DMcL | AJ | PMcE | Feb. 2025 |
| 3.0 | Final for Publication | ISA Team | DMcL | AJ | PMcE | Mar. 2025 |

Client signoff

| | |
|-------------------|---------------------------------|
| Client | North East Combined Authority |
| Project | NORTH EAST LOCAL TRANSPORT PLAN |
| Job number | 5231282 |

**Client
signature/date**



Contents

| | | |
|-----------|--|-----------|
| 1. | Introduction..... | 4 |
| 1.1 | Background | 4 |
| 1.2 | Post Adoption Statement | 4 |
| 1.3 | The North East Local Transport Plan Review | 5 |
| 1.3.1 | The Need for a Local Transport Plan | 5 |
| 1.3.2 | LTP Overview examined by the ISA | 5 |
| 2. | Updates to the LTP and ISA following Consultation | 8 |
| 2.1 | ISA Scoping Stage | 8 |
| 2.2 | Draft ISA Report | 8 |
| 2.2.1 | Comments received on the ISA Report | 8 |
| 2.2.2 | Comments received on the Carbon Assessment | 16 |
| 2.2.3 | Comments received on the LTP | 17 |
| 3. | Overview of ISA Process – Role of SEA in developing LTP | 18 |
| 3.1 | Scoping Stage | 18 |
| 3.2 | Compatibility Assessment between ISA Objectives and LTP Objectives | 18 |
| 3.3 | Consideration of Strategic Alternatives | 19 |
| 3.4 | Assessment of the final LTP | 20 |
| 4. | Monitoring Requirements | 26 |
| 5. | Summary and Conclusions | 30 |

Tables

| | |
|---|----|
| Table 2-1 – Overview of comments received in relation to the ISA Report..... | 9 |
| Table 2-2 – General comments received on LTP with potential implications for ISA..... | 10 |
| Table 3-1 – LTP Sustainability Actions..... | 22 |
| Table 4-1 – Potential Monitoring Indicators for consideration | 27 |
| Table 5-1 - How the Post Adoption Statement meets legislative requirements | 30 |



1. Introduction

1.1 Background

The North East's Local Transport Plan (LTP) has been prepared to reflect the region's transport priorities and aspirations up to 2040, with a set of proposals to create a green, integrated transport network that works for all. As part of the process of preparation of the LTP, an Integrated Sustainability Appraisal (ISA) has been undertaken incorporating Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Rural Proofing Assessment. In addition, Habitats Regulation Assessment (HRA) has been undertaken as a parallel process to the ISA and is reported separately.

Due to the potential for the LTP to lead to schemes which will require an Environmental Impact Assessment, it is a statutory requirement that SEA is undertaken under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). The SEA Directive came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004 (the "SEA Regulations"). While the United Kingdom has now left the EU, the SEA Regulations still apply to a wide range of plans and programmes, including transport plans, and modifications to them.

While there is no statutory requirement to undertake an HIA in relation to the LTP, it was recognised that it provides a useful way to support efforts to improve health of individuals and communities and help address health inequalities.

An EqIA has been undertaken of the LTP as it fulfils the statutory duties of public bodies to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty. A Rural Proofing Assessment was undertaken to ensure that the LTP does not have a detrimental impact on the needs of rural and coastal communities.

HRA has been undertaken as a parallel and separate process to ISA/SEA and informed the ISA/SEA regarding effects on international sites. HRA is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (the Habitats Regulations).

The ISA process of the North East LTP has been carried out by AtkinsRéalis Limited on behalf of North East Combined Authority.

1.2 Post Adoption Statement

Article 9 of the SEA Directive requires that information on the LTP, as well as how the SEA has been taken into account, should be published. The purpose of the Post Adoption Statement is thus to describe:

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



This Post Adoption Statement is the last of three documents that have been produced as part of the ISA process, the first being the ISA Scoping Report (September 2024) that reviewed the ISA and HRA Scoping information which informed the development of the North East LTP to ensure that it remained robust and up to date. See Section 2.1 for a full explanation of the Scoping process. The second document was the ISA Report (published for public consultation in November 2024). In addition, another separate document informed the ISA: Habitats Regulations Assessment: Stage 1 Screening and Stage 2 Appropriate Assessment Report (published in November 2024).

The Post Adoption Statement for the LTP should be read together with the final ISA Report published on adoption.

1.3 The North East Local Transport Plan Review

1.3.1 The Need for a Local Transport Plan

The North East CA has a successful legacy and track record of delivery established through effective partnership working between the region's Local Authorities. Prior to the formation of the North East CA, the North East Joint Transport Committee (JTC) co-ordinated the North East's transport policies, funding and delivery on behalf of the two combined authorities that preceded the North East Combined Authority (North East CA). The North East Transport plan (2021-2035), developed by North East CA, is the current adopted Transport Plan for transport that was inherited by the North East CA. The plan sets out the region's transport aspirations up to 2035. It included a programme of around 240 schemes which equal at least £6.8 billion of transport investment.

Following a devolution deal for the North East in December 2022, the roles and responsibilities of the North east Joint Transport Committee were merged into the new North East Combined Authority (North East CA). North East CA was formed on 7 May 2024 and is led by an Elected Mayor and Cabinet. The combined authority covers the seven local authority areas of County Durham, Gateshead, Newcastle, North Tyneside, Northumberland, South Tyneside, Sunderland, and the Northumberland National Park authority, with a total population of just over 2 million.

The North East Devolution Deal gives the Combined Authority powers, specific to transport including: "the ability to introduce bus franchising, control appropriate local transport functions e.g., local transport plans, and the control of a key route network".

The North East CA have developed a new statutory Local Transport Plan to reflect the region's transport priorities and setting out the approach to achieve a green, integrated transport network that works for all with a timeline and plan for delivery up to 2040. North East CA believe this will make sustainable travel options more attractive, convenient, and safer, enabling more people and freight to make greener journeys.

1.3.2 LTP Overview examined by the ISA

The draft LTP had a foundation based on a vision developed by the North East Combined Authority that had the following vision:

"Our purpose is to champion the full potential of our region. Collaborating with our partners and local authorities, we'll create a better way of life by connecting communities, giving people the skills to succeed, and improving wellbeing for all, so that the North East is recognised as an outstanding place to live, work, visit and invest."

This vision was based on five commitments of North East CA to reflect the cross-cutting approach that will be required:

1. A fairer North East;
2. A greener North East;
3. A connected North East;



4. An international North East; and
5. A successful North East.

It was anticipated that transport would act as an enabler to help meet the vision and each of the five North East CA commitments, as such it was considered that there were three cross-cutting strategic themes for transport which underpin the delivery of the North East CA vision and commitments. It was the intention that these would help ensure the LTP contributes to the North East CA role in improving the economy, skills, health, and environment of the region. The strategic themes were:

1. A more inclusive economy - The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
2. A better environment - The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
3. A healthier North East - The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

As these strategic themes were directly linked to the LTP and could be influenced by the ISA, a compatibility assessment was undertaken of these strategic themes to ensure that these elements of the LTP were as closely aligned as possible with the ISA Objectives. As such, it was shown that these could be anticipated to be broadly compatible with the aims of the ISA and would provide a firm underpinning, that would apply across the LTP and help to ensure that the sustainability performance of the Plan could be maximised.

Since the original ISA of the draft LTP and following feedback through the consultation process, further alignment of the LTP to the North East Local Growth Plan and the North East CA Corporate Plan has been made. This further alignment was made as it was considered that this would help the Combined Authority to deliver on the North East CA's five missions, reflecting commitments to being a delivery focused Combined Authority. As set out by the Combined Authority, the five missions for the North East are:

1. Home of real opportunity: This Mayoral Combined Authority will work to create opportunity for all, ensuring inclusive growth and good public services are spread across the North East. Our region is a great place to live and work, but too many people face challenges to success. We will implement policies which help to overcome those challenges – from skills training to child support.

Our new integrated transport network will deliver affordable public transport fares, improve access to opportunities, including education, employment and healthcare and remove transport related social exclusion.

2. A North East we are proud to call home: Where we live matters. The people of the North East are rightly proud of their local identity and want services and policies that support them to live here. The North East Combined Authority delivers the strategies and programmes that help make this happen. From better transport to more social housing, from a thriving creative economy to sustainable rural communities, this Mayoral Combined Authority will deliver in a way that aligns to the priorities of local people.

We will deliver an integrated transport network that connects all areas of the North East, including our remote rural and coastal communities and more deprived urban areas. Improved connectivity will also make the transportation of freight easier and more efficient, contributing to economic growth.

3. Home to a growing and vibrant economy for all: This Mayoral Combined Authority will support businesses to create jobs across the North East. We will ensure people have the skills to access work and provide the right conditions for economic growth. We will ensure support and investment in a wide range of economic drivers: from advanced manufacturing to the cultural sector, from skills training to good transport.

Our integrated transport network will encourage businesses to invest in our region, helping to stimulate the economy.

4. Home of the green energy revolution: We will grasp the opportunity that net zero presents to the North East. Not only will we transition to a green economy, creating thousands of jobs and reducing carbon emissions, we'll build the new technologies and solutions needed for the UK to decarbonise too.



We will help people to make greener journeys by making sustainable travel easier, more affordable, and more attractive, benefitting the environment. We will encourage the switch away from petrol/diesel cars and vans to zero emission cars/vans which will improve air quality across our region.

5. A welcoming home to global trade: The North East is an exporting powerhouse and the Mayoral Combined Authority will build on that global reputation to maximise international opportunity. We will secure more global inward investment and increase our export output, including a focus on our cultural exports.

We will improve access to/ from our international gateways making it easier to attract visitors and international investment. The movement of freight to/from our ports and airport will also become more efficient and sustainable.

As with the originally considered 'Vision' and 'Commitments', the above noted 'Missions' have been developed and set outside of the LTP, as part of a wider Corporate Plan for the region. As such, it is not possible for the ISA to influence these 'Missions'. Nevertheless, it is possible to see from the text noted in italics that these are aligned with the approach taken for the ISA, e.g. there is a focus on affordable fares, improved access to opportunities, connecting areas across the North East, including those remote rural and coastal communities, make sustainable transport easier and more effective, growing the economy and so on.

It is also the case that while the 'bedrock' of the LTP has changed focus away from the 'Commitments' to the 'Missions', the strategic themes previously noted and subject to the early compatibility assessment remain relevant and as such, it is considered that the amendments to the LTP made in this regard since consultation, do not result in material change to the LTP and that the conclusions of the LTP remain as set out in the ISA Report.



2. Updates to the LTP and ISA following Consultation

2.1 ISA Scoping Stage

The ISA process commenced with a review of Scoping information, focusing on:

- Identification of Key Sustainability Issues covering the three dimensions of sustainable development (environmental, economic and social) based on a review of other Policies, Plans and Programme (PPPs) and key baseline data.
- Identification of the Implications/Opportunities of these issues for the LTP Review; and
- Refinement and further development of ISA Objectives to be used in the assessment of the LTP Review.

The Scoping Report was the subject of consultation for a four-week period from 2nd September 2024 to 4th October 2024. A number of organisations were consulted including the statutory bodies required under the Environmental Assessment of Plans and Programmes Regulations 2004 (Natural England, Historic England and the Environment Agency) as well as the Northumberland National Park Authority, Public Health Directors (PHD) in the relevant Local Authorities in the North East CA area and neighbouring combined authorities/local authorities (e.g. Tees Valley CA Transport Scotland, and South East of Scotland Transport Partnership (SEStran) with regard to transboundary effects) to ensure a high level of scrutiny, rigour and comprehensiveness of approach. The responses from this consultation were used to inform the ISA and have helped refine the LTP.

The scoping consultation comments received, together with how these comments were addressed in the preparation of the ISA Report, were set out in Appendix A to the ISA report.

2.2 Draft ISA Report

The ISA Report was published alongside the Draft LTP for public consultation from 4th November 2024 to 26th January 2025, with consultation undertaken through a mixture of consultation events and through an online survey. Care was taken to ensure that all documents were easily available online and that all venues and locations were in accessible locations. Public consultation was both face to face and had an online presence, supported by a regionwide engagement schedule with region-wide drop-in events. The approach to consultation focused on ensuring that a wide range of voices were heard, including on transport users across purposes, young people, older residents and those with disabilities, women and girls, as well as statutory consultees, partners and stakeholders.

While there were a very extensive set of comments received as part of the consultation exercise, only a small number were directly concerned with the ISA Report. An overview of those comments relating (directly and indirectly) to the ISA are as follows in Section 2.2.1. A comprehensive review of consultation comments received and how these were addressed in the final LTP is provided in the 'The Mayor's North East Transport Plan Consultation – Overview and findings' Report.

2.2.1 Comments received on the ISA Report

While the consultation process resulted in a very high volume of responses (in excess of 16,000), there were a very small number directly related to the ISA Report. An overview of those comments received in relation to the ISA, the consideration of North East CA in respect of the need for changes to the LTP, as well as implications for the ISA are



noted below in Table 2-1. Also provided below are a series of comments received, that while not directly related to the ISA, were considered to have particular resonance to aspects of sustainability.

Table 2-1 – Overview of comments received in relation to the ISA Report

| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|---|--|---|
| <p>Northumberland National Park Authority - the need to consider responsible lighting around active travel routes, to prevent light pollution affecting Northumberland International Dark Sky Park and areas with naturally dark skies.</p> | <p>Due consideration will be given in the design stages to issues relating to the environment (air, carbon / climate adaptation, biodiversity, protected areas, cultural heritage, landscape, water environment, natural resources and materials, waste and noise/ tranquility), inclusion and health. Statutory assessments and approvals will be secured.</p> | <p>No implications identified – the LTP clearly sets out in the Action Plan (contained in the Delivery Plan) that a range of further assessment will be undertaken to inform the design and planning stages, including EIA. As noted in the Delivery Plan, this would include consideration of tranquility.</p> |
| <p>Historic England - It is important to ensure that the Local Transport Plan properly assesses all potential impacts on the historic environment to an appropriate level of detail. As such, heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations. This will ensure that the document meets the requirements of the NPPF and its core principle to achieve sustainable development.</p> | <p>The LTP makes clear that the region should integrate transport provision within wider regeneration opportunities. LTP also explores potential delivery approaches which link together placemaking and connectivity. For example, developing the Leamside Line growth corridor. Where appropriate, heritage assessments will be undertaken and measures implemented when designing.</p> | <p>No implications identified - the LTP makes note of the need for heritage to be considered as part of the design and planning phase of any scheme – this can be anticipated to ensure that they will be conserved in a manner appropriate to their significance. For example, note is made that Environmental Impact Assessment will be undertaken and due consideration will be given to cultural heritage. The LTP Action Plan notes that the region’s cultural heritage sites will be protected and enhanced with sustainable access prioritised, bolstering the visitor and tourism sector and the economy of the region.</p> |
| <p>Range of comments relating to inclusive access to public transport - including from communities such as the hearing and visually impaired.</p> | <p>The LTP's vision is for the North East to have a green integrated transport network that works for all. Within the Delivery Plan we have a project called Accessibility Audits and Training which looks at physical accessibility of the network and an emerging action plan, as well as an accessible information project which looks at enhancing the supply and quality of public transport information.</p> | <p>No implications identified – note is made in the LTP that further assessments, including Health Impact Assessment and Equality Impact Assessment will be undertaken during scheme design and planning phases. This would be anticipated to help ensure requirements for inclusive access for all vulnerable groups is addressed.</p> |



| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|---|--|---|
| <p>The LTP should seek to ensure that reducing carbon emissions and achieving Net Zero targets are core objectives of projects.</p> | <p>Overall, it is considered that the LTP, through shifting travellers to more sustainable and active modes, will be beneficial in respect of reducing air pollution and carbon emissions, the degree to which it will address net zero targets is highlighted. The impact of each transport investment will be appraised in accordance with Best Practice, the impacts can be aggregated up and will be regularly reported to decision makers to show progress.</p> | <p>Anticipated beneficial effects – setting targets in respect of shifting travellers to more sustainable and active modes will encourage a focus on ensuring that emissions reductions are maximised through making this a core consideration of scheme design and planning.</p> |

Table 2-2 – General comments received on LTP with potential implications for ISA

| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|---|---|---|
| <p>Key Performance Indicators (KPIs) not specific, measurable, timebound targets.</p> | <p>As part of the development of the LTP, a set of cross-cutting KPIs were agreed which are aligned to the LTP's aim and strategic themes for transport. The KPIs are also linked to creating a green, integrated transport network that works for all. Monitoring and evaluation will take place on a yearly basis and be publicly accessible via the North East CA website. This provides a level of accountability, informs whether our strategies and policies are working, and highlights if our KPIs are moving in the desired direction. By reporting on a yearly basis, it allows us to incorporate annually published datasets, whilst also mitigating against variables that could influence smaller intervals. We will monitor our KPIs by continuing to collaborate and effectively share data with both regional and national organisations.</p> | <p>No implications identified – it is noted that the proposed monitoring programme will be utilised by North East CA to inform wider planning frameworks.</p> |
| <p>No reference to horses, riders, and carriages as vulnerable road users.</p> | <p>Final LTP now includes reference to horse riders as vulnerable road users. The LTP makes clear that</p> | <p>No issues identified – it is anticipated that all vulnerable groups will be considered during design and planning</p> |



| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|---|--|---|
| | there should be a specific focus on making roads safer for the most vulnerable users (defined as pedestrians, cyclists, motorcyclists, as well as horse riders and horse-drawn vehicles). | phases of scheme implementation through the noted requirement for EIA, HIA and EqIA. |
| Reference to Taxis as part of the green, integrated transport network | LTP now includes stronger reference on the importance of taxis, including private hire vehicles (PHVs), as part of the region's current and future transport network. The LTP makes clear that taxis and PHVs will form part of the creation of a green, integrated transport network that works for all. Reference to taxis has also been included in the 'safety of women and girls, and other vulnerable groups' section as well as 'reach and resilience'. | No issues identified – while the use of taxis may have implications in terms of emissions, the ISA recognises that there are wider social considerations to their use, as set out in the LTP. |
| Reference to Strategic Housing and Employment Sites | LTP makes clear that the region should integrate transport provision within wider regeneration opportunities. LTP also explores potential delivery approaches which link together placemaking and connectivity. For example, developing the Leamside Line growth corridor. | No issues identified – the ISA has already considered the issue of the wider coordination of land use planning and it is considered that strengthening references to that in the LTP would be beneficial. |
| The importance of maintaining and renewing critical infrastructure. | The LTP now places a greater emphasis on the importance of maintaining and renewing critical infrastructure, including how the region will pro-actively consider approaches which reduce whole-life costs and minimise disruptions to the region's network. | Additional beneficial effects anticipated through a greater emphasis on maintaining critical infrastructure – the ISA considered the need to promote sustainable use of resources and it is considered that the noted amendments to the LTP would strengthen the performance of the LTP in that regard. |
| Violence Against Women and Girls - stronger evidence base | The evidence base in the current situation relating to the safety of women and girls, and other vulnerable groups has been strengthened as a result of specific feedback from respondents. North East Mayor Kim McGuinness hosted | Considered likelihood of beneficial effects strengthened – the ISA considered the requirement to improve safety in the transport network for vulnerable travellers (including women and girls) and it is considered that the amendments to the LTP would increase |

| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|--|--|---|
| | <p>an event focusing on the safety of women and girls on the transport network as part of a public consultation. The post-consultation LTP now makes clearer that addressing safety issues is essential to ensure that all transport, particularly public transport, is accessible, reliable, and safe for all users. Working with organisations such as local police forces in the North East CA area will be key to address network safety and security.</p> | <p>the likelihood that benefits can be realised.</p> |
| <p>Alignment of the workstream with the North East CA Local Growth Plan (LGP)</p> | <p>The consultation draft LTP was developed prior to the finalisation of the North East CA Corporate Plan. The Corporate Plan is deliberately structured around five missions, reflecting our commitment to being a delivery-focused Combined Authority. The overall aim of these five missions is to increase opportunity, create more well-paid employment, improve transport connections, build a greener North East, and reduce child poverty.</p> | <p>The amendment of the LTP to reflect the 'five missions' is addressed in Section 1.3.2 of this Post Adoption Statement.</p> |
| <p>Lack of reference to inclusivity access from communities such as the hearing and visually impaired, and lack of reference to provisions of training for staff to work with vulnerable groups.</p> | <p>The LTP's vision is for the North East to have a green integrated transport network that works for all. Within the Delivery Plan we have a project called Accessibility Audits and Training which looks at physical accessibility of the network and an emerging action plan, as well as an accessible information project which looks at enhancing the supply and quality of public transport information.</p> | <p>No implications identified – note is made in the LTP that further assessments, including Health Impact Assessment and Equality Impact Assessment will be undertaken during scheme design and planning phases. This would be anticipated to help ensure requirements for inclusive access for all vulnerable groups is addressed.</p> |
| <p>Ensuring that any changes / additions to the scheme interventions are considered.</p> | <p>All comments were logged and shared with the respective scheme promoter. As a result a log of changes to the Delivery Plan has been prepared to reference the adjustments and/or responses to the consultation feedback. Adjustments include projects being rescoped, retimed, removed or new projects</p> | <p>No implications identified – it is considered that no new intervention type has been proposed and as such, no requirement for additional assessment. Also, in the immediate period, it is understood that there will be a greater focus on safety and maintenance, issues which are already considered within the ISA.</p> |



| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|--|--|--|
| | added. Further detail on changes is available upon request. The pipeline will be regularly refreshed and its performance will be monitored. | |
| Lack of information on car use and parking policies such as the Workplace Parking Levies and Congestion Charging. | <p>The LTP focuses on encouraging people to travel more sustainably by seeking to provide an integrated transport network which is attractive, gets people to where they want to be and is simple to use. We recognise that some journeys will need to be made by car or van and we are not seeking to penalise drivers.</p> <p>Parking policies are outside the scope of the LTP. The Traffic Management Act 2004 imposes an explicit duty on local authorities to manage their road network so as to reduce congestion and disruption, and provides additional powers to do with parking. As a part of this 'Network Management Duty', local authorities need to develop parking strategies (covering on- and off-street parking) that are linked to local objectives and circumstances.</p> | No implications identified – the ISA examined the draft LTP and proposed amendments. |
| <p>Ensure a high standard of provision regarding interchange design including toilet provision.</p> <p><i>Note this comment is one of a number of similar comments relating to design of facilities.</i></p> | As stated in the LTP Delivery Plan, the next generation stations programme will include public convenience in the design of interventions. | The ISA anticipates that design will be an ongoing element of the planning of future schemes and the LTP sets out a series of further assessments that would be required. This would include health and equality impact assessments that would ensure good design to address issues relating to inclusivity and vulnerable groups. |
| Theme - Consolidate provision of concessionary travel pass arrangements ensure the same right of access and use across the network. | The Delivery Plan outlines that we are currently in phase 2 of a project for subsidised travel enhancements. We are working towards a consistent offer for concessionary travel across the region. | Considered likelihood of beneficial effects strengthened – the ISA considered the issue of travel cost and how some groups such as those on low incomes could be affected. Subsidised travel would likely benefit such groups. |



| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|---|--|---|
| <p>Stronger reference needs to be made to partnership working.</p> | <p>A range of stakeholders highlighted the importance of collaboration with key partners such as (but not limited to) schools, colleges, trade unions, tourism organisations, local communities, neighbouring authorities, police, and police and crime commissioners in order to ensure a strategic approach is taken to deliver the ambition to create a green, integrated transport network that works for all across the region.</p> <p>The final LTP now highlights the importance of close partnership working. Delivery will be enabled by the suite of transformational funding, powers and partnerships available to us through devolution deals.</p> | <p>Additional beneficial effects anticipated through a greater emphasis on close partnership working.</p> |
| <p>The importance of surface access to and from our five sea ports and international airport.</p> | <p>LTP has been strengthened to highlight the importance of improving surface access by sustainable transport to increase connectivity to and from the Airport and sea ports.</p> <p>Final LTP now includes information on the current limitations of public transport access to and from the Airport.</p> <p>The LTP makes clear that expanding the reach of the network should also enable seamless access, for both people and freight, to our key gateways such as Newcastle International Airport, sea ports and national rail services. The LTP also recommends that integrated fares and ticketing should make it easier for people travelling to and from our region's national and international gateways, such as Newcastle International Airport, Port of Tyne's International Passenger Terminal, and mainline railway stations.</p> | <p>Additional beneficial effects anticipated through strengthening of the LTP to highlight the importance of sustainable transport and for people being able to make better transport choices (as facilitated by a more integrated fare and ticket offering).</p> |



| Comment(s) overview | North East CA consideration of need for LTP Review | Implications for ISA |
|---|--|--|
| Lack of information describing the potential effects of not being able to reach places. | <p>During the Mayor's Local Transport Plan (LTP) public consultation, we heard directly from those working in the visitor economy who highlighted significant transport challenges, particularly in rural areas. These challenges affect not only visitors but also employers, employees, and young people who cannot afford to buy a car. During public consultation, students made clear that whether they can get to an education site impacts their choice of course and where to go to study.</p> <p>Stronger emphasis has been made on how the reach of infrastructure impacts real opportunity e.g. employment and education. The LTP sets out challenges which make it difficult for people to access further education, college sites and training courses.</p> <p>Final LTP highlights how high quality and integrated transport links such as efficient connections between different transport and integrated ticketing can help promote the visitor economy, leisure, and regional development.</p> | Additional beneficial effects anticipated through strengthening of the LTP to reflect challenges to the reach of transport provision and the need for high quality and integrated transport links. |

It is also important to note that a range of specific comments were received in respect of individual schemes / interventions proposed in the draft LTP. As noted in the ISA, the LTP sets out over 300 interventions to deliver on the aims of the LTP.

For the purposes of the ISA it was considered practical to assess the parent Intervention Type which was identified in the LTP as follows:

- New infrastructure projects
- Service improvements (ticketing and fares, vehicles, stations)
- Regulation (land use, vehicle type, financial, planning policy)
- Promotion and sharing information (marketing, data sharing, workplace engagement) and Creation of Partnerships
- Innovation development (planning for the future, trialling ideas, working with other organisations across the North East.



Of the 317 interventions promoted by the LTP, 62 were identified as having Mayoral Commitment. Where approximately half of these interventions will be subject to assessment in future iterations of the LTP, 27 of those are expected to be delivered within the next three years.

Screening of the 27 interventions found that 24 are considered to be softer (i.e. will generally not require construction elements) 'plan wide' interventions that support Service Improvements (e.g. Metro Gateline Upgrades, Contactless payments to Metro and Measures to enhance Bus passenger experience), Innovation development (e.g. National Highways Partnership) and Promotion and sharing information (e.g. Active Travel Champion and Integrated timetabling) Intervention Types. It is considered that such interventions are then captured under the respective Intervention Type assessments.

A small number (three) were however identified as being spatially distinct New Infrastructure Projects that will be delivered within in this Plan cycle, in the next three years. It was then considered useful to include a summary of those New Infrastructure Projects and likely effects arising. The findings of the assessment for these three schemes remains as set out in Section 11.3 of the ISA Report.

Following consultation, a small number of additional schemes have been proposed, to bring the total number of interventions to approximately 323 schemes. No new Intervention Types have been proposed and as such, the assessment of Intervention Types set out in the ISA Report remains unchanged.

Following consultation, over the next three years, a greater emphasis is now to be placed on maintenance and safety and it is considered that this type of activity has already been considered in detail in the ISA. As such, it is considered that no new ISA assessment is required, other than to observe that such emphasis would be likely beneficial in terms of a range of sustainability elements such as climate resilience, material use, health and wellbeing and so on.

2.2.2 Comments received on the Carbon Assessment

There were no comments made during the consultation that specifically related to the carbon assessment in the ISA document. However, comments were made about the consideration of carbon in the development of the LTP itself, which included comments that the LTP should more positively support carbon reduction on the region's transport network.

The LTP Carbon Assessment Report, included as part of the ISA, highlighted the importance of reducing transport emissions in line with the UK's commitments. The report recommended that the North East should set a specific pathway for reduction of transport user emissions in the region. This is a key step in recommended best practice for integrating decarbonisation into LTPs. This will demonstrate a significant gap between forecast emissions and the decarbonisation pathway, which will necessitate multi-faceted action to address this gap.

The LTP Carbon Assessment Report undertook a qualitative assessment of potential impacts of the different LTP policy themes and intervention types, and concluded that there would be mixed impacts on transport user emissions. In particular, some of the road schemes could result in some level of induced demand and hence increased emissions.

The report also assessed the LTP Delivery Plan using the Carbon Assessment Playbook (CAP) methodology. From this, it identified the interventions that are likely to have the greatest possible impacts on user emissions in the region. The report identified that the programme could deliver a significant overall impact on emissions, primarily through mode shift, although a large part of this would be dependent on major infrastructure projects. The report noted that demand management measures would be required to shift the balance of attractiveness between public and private transport to achieve the upper end of the scale of mode shift identified.



The report also identified that significant further work will be required in future to achieve significant reductions in emissions from use of the transport network in the region.

The first issue to be addressed is in fully addressing the recommended best practice in transport decarbonisation, as set out in the Carbon Assessment Playbook. It is understood that the DfT is intending to issue LTP best practice guidance in 2025, which will include guidance on carbon assessment in LTPs. This is expected to follow the process set out in the Carbon Assessment Playbook. Whilst the North East LTP is now complete, it is recommended that further work takes place to review how interventions could be coordinated and optimised within the Delivery Plan to maximise carbon reduction, particularly over the next decade.

The highway schemes being progressed by the region should also be carefully reviewed, to ensure that they do not cause induced traffic. These should be planned as multi-modal solutions to meet the needs of the places that are served, which should include (for example) reallocation of roadspace in towns served by bypasses.

More consideration should also be given to decarbonisation of freight in the region, both vans and heavy goods vehicles. The LTP Delivery Plan has provided relatively limited information on potential options to support freight decarbonisation. It is recognised that national action is needed to facilitate uptake of battery electric and/or hydrogen powertrains, but there will be a critical role for the region in ensuring sufficient provision for recharging facilities. Consideration should also be given to freight consolidation facilities, particularly in serving city centres.

It is recognised that the LTP Delivery Plan includes a significant transport decarbonisation package. This includes roll-out of zero emissions buses, provision of EV charging (both in residential areas and at key destinations), and working with Distribution Network Operators (DNOs) to ensure the provision of a balanced charging network. It also includes a package for green energy generation from the region's transport assets. In terms of freight, measures include exploring freight consolidation facilities, and assessment of opportunities to increase rail freight, including exploring the case for the region's first Strategic Rail Freight Interchange.

It will also be important for promoters to ensure that whole life carbon management (WLCM) principles are integrated into the development of the transport programme. This should include application of the PAS 2080 approach, which should address embodied carbon in construction and maintenance of assets, alongside impacts on user emissions. This should apply the 'avoid/switch/improve' approach to design, through early challenge of the scope of solutions, switching to lower carbon materials, and improved systems during construction. Wherever possible, consideration should be given to repurposing and making better use of existing assets, before planning new carbon-intensive infrastructure.

2.2.3 Comments received on the LTP

While the number of comments received with direct reference to the ISA Report were small, there were a very high volume of comments received through consultation which had the potential to change elements of the LTP, in particular the policies within the LTP, or the schemes to be derived from it. As such, these comments have a potential for an indirect effect on the ISA. A full discussion of the responses to the LTP is contained within 'The Mayor's North East Transport Plan Consultation – Overview and findings' Report. Section 3.4 below notes how amendments to the LTP as a result of consultation resulted in no major amendments to the LTP other than those relating to the strengthened alignment between the LTP and the North East Local Growth Plan and the North East CA Corporate Plan, as addressed in section 1.3.2 to this Post Adoption Statement. A review of the other amendments made to the LTP showed that the consultation resulted in parts of the LTP being clarified and strengthened, with no significant effects identified in terms of sustainability performance.



3. Overview of ISA Process – Role of SEA in developing LTP

3.1 Scoping Stage

The ISA started with a review of the SEA and HRA scoping information which had informed the development of the North East LTP and progressed concurrently in an iterative manner in order to feedback environmental and wider sustainability objectives and policies into the LTP plan review / plan making process. The ISA has been used as a tool for improving the LTP review process.

Informal consultation on an early draft LTP was also undertaken by North East CA and the results of this, alongside a review and update of baseline information and latest relevant plans and policies helped to inform further understanding of the sustainability baseline and allowed identification of key environmental and social, including health, issues in the North East CA area. This allowed refinement and confirmation of implications / opportunities and objectives, with implications for the revision of the LTP and played a key role in developing a framework set of objectives known as the ISA framework. The ISA framework includes environmental, health, equality and safety objectives, as well as objectives relating to rural areas, to ensure the full integration of the assessment processes of SEA, HIA, EqIA and rural proofing whilst meeting the requirements of the SEA Regulations.

3.2 Compatibility Assessment between ISA Objectives and LTP Objectives

At the initial stages of developing the Draft LTP an analysis was undertaken to identify to what extent the Draft LTP objectives were compatible with the ISA objectives contained in the ISA framework. This is detailed in Section 9 of the final ISA Report which should be read in conjunction with this Statement.

An early draft LTP Review document identified the following strategic objectives that link to the expected outcomes:

1. A more inclusive economy - The LTP will enable inclusive economic growth across the North East, helping to attract investment, boost job creation, and overcome inequality by enabling access to opportunity.
2. A better environment - The LTP will help to protect our environment and tackle climate change by providing an attractive, seamless, and sustainable transport network for people and freight across our region.
3. A healthier North East - The LTP will help achieve better health outcomes for people in our region by encouraging active and sustainable travel and facilitating better transport access to healthcare and social networks.

The results of the initial assessment of compatibility indicated that the strategic themes can be anticipated to be broadly compatible with the aims of the ISA and will provide a firm underpinning, that will apply across the LTP and will help to ensure that the sustainability performance of the Plan can be maximised. Key elements of these strategic themes will be to develop an approach to the LTP that will include an approach to economic development that will enable access and overcome inequality, protect the environment, tackle issues relating to a changing climate and help to achieve better health outcomes by encouraging active and sustainable travel. These elements are in line with the general approach to sustainability that should aim for beneficial effects in respect of economy, environment and society.



3.3 Consideration of Strategic Alternatives

Previously, North East CA considered reasonable strategic alternatives for the LTP, including a range of travel scenarios that reflected those set out by Transport for the North for the Strategic Transport Plan for the north of England (and which therefore apply to the North East region). These scenarios were used to test the proposed areas of focus of the LTP, as well as proposed interventions. The scenarios considered four potential future outcomes as follows:

- **Just about managing** - This scenario sees a state of inertia, although this should not be taken as neutral. It sees a future where people do not alter their behaviours much from today, or give up certain luxuries, although there is a gradual continued trend towards virtual interaction. Economic growth continues at a moderate rate, but it is largely consumption-led and unequal, lacking agility and vulnerable to shocks. This scenario is led by markets, without much increase in political direction, with its biggest driver being economic.
- **Digitally distributed** - This scenario sees a future where digital and technological advances accelerate, transforming how we work, travel and live. In general, we embrace these technological changes and the move towards a distributed, service-based transport system. Long-term climate change targets are met, but there is slow progress in the short-term due to a general preference for individualised mobility over traditional public transport. This scenario is led by technology, with the biggest drivers being technical advances and a willingness to embrace mobility-as-a-service and shared mobility in the long-term.
- **Prioritised places** - This scenario sees a significant shift in political and economic direction to ensure that no place is left behind. Every area, including cities, towns, and rural and coastal areas, has a bespoke local economic strategy, supported by investment in local assets, specialisms, and economic and social infrastructure. Community, localism, and place-making across the North is applied to build a sense of local identity to improve local economies. There is a focus on work-life balance and social equity within and between places. This scenario is led by a change in priorities, with its biggest driver being the push for a fairer redistribution of economic prosperity.
- **Urban zero carbon** - This scenario sees a significant shift in public attitudes towards action on climate change, and a strong national Government response to meet it. There is a boost to economic productivity to levels consistent with the Northern Powerhouse Independent Economic Review, primarily through a combination of urban agglomeration and place-making. Transport users demand and embrace publicly available transit and active travel options, as there is a blurring of the line between 'public' and 'private' with increasing shared mobility systems online. This scenario is led by attitudes to climate action and urban place-making, with the biggest drivers being strong Government policy and trends of urban densification.

North East CA utilised a qualitative matrix to consider the above scenarios to test the strategic objectives of the LTP within the five areas of focus, against the Future Transport Scenarios using a Policy 'Stress Test' as defined the UK Government's Futures Toolkit. The results are presented in the LTP, with the analysis showing a general alignment to all future scenarios with a limited number of suggested modifications under certain scenarios. As there was no preferred scenario identified, there was a general conclusion that the LTP can withstand a variety of future trend changes. As the policy foundation was considered to be sound, interventions included within the delivery plan that deliver against the objectives of the LTP were therefore also considered to be sound. Nevertheless, it is the noted intention that North East CA will continue to test interventions against future scenarios. On the basis that consideration of future scenarios had been made (with no preferred scenario identified) and that there was a commitment to consider future scenarios on an ongoing basis, the ISA concentrated on strategic alternatives that reflected the number of challenges that were identified in relation to transport in the North East and which are outlined in the LTP.



Two alternative strategic scenarios were identified for the purpose of the assessment. 'Alternative 1: To continue under the present approach to planning and investment' and 'Alternative 2: To Implement the proposed LTP' were assessed against the ISA Framework. This assessment process concluded that the LTP represents a more favourable approach to transport planning across most ISA Objectives in comparison to continuing under the present approach. The detailed assessment of the alternatives is set out in Chapter 8 in the ISA Report.

3.4 Assessment of the final LTP

Prior to consultation, the ISA Report had found that in relation to assessment of the Policies within the North East LTP that the nature of the LTP will result in some adverse sustainability effects that will require mitigation (in short mainly due to the nature of developing large pieces of infrastructure). However, overall, it was considered that the policies within the LTP provided a robust framework to ensure the implementation of the LTP delivers a strong sustainability performance.

Similarly, in relation to schemes anticipated to be implemented, or considered for implementation through the LTP, the ISA showed that the schemes would bring a mix of effects on the ISA Objectives, ranging from potentially moderate adverse (due to New Infrastructure Projects) to potentially moderate beneficial.

Following consultation, the responses received and the analysis of the identified categories and key themes, allowed North East Combined Authority to consider how best to address concerns raised by stakeholders. While there were no major amendments to the LTP noted, this process resulted in parts of the LTP being clarified and strengthened. For example, in relation to the need to ensure the safety of vulnerable travellers, particularly women and girls, additional clarification is made on the need for close partnership working with the police. Other amendments provide clarity on barriers to travel for vulnerable travellers, such as anti-social behaviour, as well as the need for safety and security to be enhanced with measures such as lighting and CCTV. From a social perspective, further note is made that some people (such as those with certain disabilities, or children with special needs) rely on specific forms of transport such as taxis. Specific note is also made to recognise that horse riders and horse drawn vehicles are vulnerable road users.

Clarification is also provided that no single set of measures would apply across all areas and there is a recognition that different areas have different needs – it is noted that the challenges and needs in a rural former colliery village in County Durham differ to the those in a rural market town in Northumberland. As such, it is noted that the LTP has therefore taken the approach that there should be no “one size fits all” approach to creating the green, integrated transport network and the ISA considers this to be an important recognition, particularly in terms of rural and coastal areas. Similarly, it is now emphasised in the LTP of the need to strengthen coordination with strategic area planning and note is made of the need to ensure all new developments in the region are fully accessible by sustainable transport options from the start, rather than being dependent on private petrol and diesel vehicles. Similarly, it is recognised that transport accessibility plays a fundamental role in determining where businesses are physically located, with companies seeking to invest in sites with high quality sustainable transport links. In a competitive recruitment market, the ability for businesses to be able to offer a means of travelling to the workplace without relying on the car is particularly attractive to potential employees. The LTP also now recognises, due to consultation responses, that it can be difficult to access further education, college sites and training courses - students made clear that whether they can get to a site impacts their choice of course and where to go to study.

Further clarification is also provided on the need for prioritising buses and joined up public transport timetables to ensure buses reach destinations on time to create a faster, more reliable bus service allowing for better integration between each bus service and with other transport types such as rail and the Metro. Note is also made that there will be better public transport connections (through extended timetables) to important / key destinations.



Overall, it is considered that the clarifications made and amendments to strengthen elements of the LTP would be considered beneficial in terms of sustainability, although as noted in Section 2.2.2, there will remain an ongoing need for further work in relation to ensuring carbon emissions are understood and reduced as much as possible.

One area of particular note and which merits emphasis, is that the LTP sets out clearly the role of the ISA and how it made a series of recommendations. The LTP notes that arising from the recommendations of the ISA, the development of all interventions set out within the Delivery Plan will follow the action plan established. The Action Plan sets out what action is to be taken, who is responsible and the approximate timeframe. It is considered that this Action Plan demonstrates a clear commitment to undertaking further assessment during the design and planning phases of schemes and a strong commitment to ensuring that effects on the environment, as well as the health and wellbeing of the population are considered, with appropriate mitigation measures developed and implemented as required. Enhancement of beneficial effects will also be a key consideration.

The Action Plan is as follows:



Table 3-1 – LTP Sustainability Actions

| Action | Responsible Body | Approximate time period |
|--|------------------------------------|-------------------------|
| Environment | | |
| The North East CA and its constituent Local Authorities as scheme promoters will engage with statutory bodies including the Environment Agency, Natural England and Historic England in order to advance interventions and to understand, avoid or mitigate against any adverse impacts. | North East CA and Scheme Promoters | Lifetime of the plan |
| Scheme Promoters will be responsible for undertaking statutory assessments where required including Environmental Impact Assessments and Habitats Regulation Assessments. | Scheme Promoters | Lifetime of the plan |
| Infrastructure will be designed to be adaptative, responsive and resilient, for example, to mitigate against the impacts of climate change through design. | Scheme Promoters | Lifetime of the plan |
| To reduce flood risk, schemes will be designed with appropriate drainage or attenuation systems. Opportunities to improve sustainable drainage systems will be explored where possible. | Scheme Promoters | Lifetime of the plan |
| Efforts will be taken to enhance the natural environment where possible, this includes implementing Biodiversity Net Gain and enhancing green and blue infrastructure through scheme delivery. | Scheme Promoters | Lifetime of the plan |
| Interventions will recognise sensitive receptors to noise and light and will build in mitigations at the outset. | Scheme Promoters | Lifetime of the plan |
| Key habitat sites, protected landscapes and historic features will be preserved in the delivery of this plan through early engagement and design, where possible scheme promoters will seek to undertake enhancements. | Scheme Promoters | Lifetime of the plan |



| Action | Responsible Body | Approximate time period |
|---|------------------------------------|-------------------------|
| Air Quality and Carbon | | |
| Air Quality monitoring equipment will be used to define sensitive areas and data will be used to inform the development of subsequent actions and interventions. | Scheme Promoters | Lifetime of the plan |
| Carbon Management Plans aligned to the Quantification of Carbon Reduction assessment will be implemented. The approach will be designed to reduce embodied and operational carbon arising from the delivery of interventions. | North East CA and Scheme Promoters | Lifetime of the plan |
| Carbon outputs per capita will be monitored and reported on as part of the North East CA's performance management approach. | North East CA | Annually |
| Environmental impacts will continue to be considered in the identification of interventions over the lifetime of the Delivery Plan. | North East CA | Lifetime of the plan |
| The North East CA will share Construction and Environmental Management Plan best practice with scheme promoters, embedding this approach in scheme delivery as a means of improving the safety of delivery and mitigating against any adverse impacts of construction. | North East CA and Scheme Promoters | First six months |
| Population | | |
| Continued coordination on the development and delivery of interventions included within the Delivery Plan, alongside refreshing and updating the Delivery Plan on an annual basis, will provide opportunity to ensure interventions contained within the Delivery Plan secure connections to economic growth including housing delivery and job creation opportunities in the region. | North East CA | Annually |
| The region's cultural heritage sites will be protected and enhanced with sustainable access prioritised, bolstering the visitor and tourism sector and the economy of the region. | North East CA and Scheme Promoters | Lifetime of the plan |



| Action | Responsible Body | Approximate time period |
|---|------------------------------------|-------------------------|
| Health | | |
| Health Impact Analysis will be inbuilt into Transport Business Cases. | North East CA | Annual |
| Accessibility to healthcare facilities will be monitored. | North East CA | Annual |
| The uptake in travel on sustainable modes will be monitored and reported. | North East CA | Annual |
| Schemes will consider opportunities to improve healthier places and spaces in their design such as opportunities to enhance public realm, implementing planting and providing safe convenient and accessible walking routes, enacted through the application of Active Travel England's design tools. | Scheme Promoters | Lifetime of the Plan |
| Equalities | | |
| Equality Impact Assessments will be inbuilt into Transport Business Cases. | North East CA and Scheme Promoters | Lifetime of the Plan |
| Best practice relating to traffic management will be shared by the North East CA to ensure accessibility throughout construction works with viable alternative routes identified. | North East CA and Scheme Promoters | First six months |
| Monitoring will take place on an annual basis as to how the plan addresses Transport Related Social Exclusion through a range of metrics including accessibility to key services, employment opportunities and affordability of services. | North East CA | Annual |
| Measures within scheme design will be incorporated wherever possible to improve mobility, limit severance and initiate green infrastructure enhancements. | Scheme Promoters | Lifetime of the Plan |

| Action | Responsible Body | Approximate time period |
|-----------------------------|------------------|-------------------------|
| Rurality and Coastal | | |



| | | |
|---|------------------------------------|----------------------|
| Monitoring will take place on the effectiveness of measures to improve sustainable transport use in rural areas and the vitality of local places. | North East CA | Annual |
| Targeted approaches will be taken to improve public transport and active travel connectivity to visitor and tourist destinations. | North East CA and Scheme Promoters | Lifetime of the plan |



4. Monitoring Requirements

It is a requirement of the SEA Regulations (The Environmental Assessment of Plans and Programmes Regulations 2004) to describe the measures envisaged concerning how significant effects of implementing the LTP will be monitored. Section 17 (1) notes “the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action”. In addition, the Environmental Report should provide information on a ‘description of the measures envisaged concerning monitoring’ (Annex I (i))” (Stage E).

In line with the SEA Directive, ISA monitoring will cover significant social, environmental and economic effects and it will involve measuring indicators that will enable the establishment of a causal link between the implementation of the North East Local Transport Plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant positive and negative effects should be monitored with the implementation of Local Transport Plan. It can be used to answer questions such as:

- Were the assessment’s predictions of environmental effects accurate?
- Is the LTP contributing to the achievement of desired environmental objectives?
- Are mitigation measures performing as well as expected?
- Are there any adverse effects? Are these within acceptable limits, or is remedial action required?

A preliminary monitoring programme was proposed in the Draft Environmental Report. Following consultation and discussions with wider Combined Authority colleagues, it is proposed that the monitoring programme contained in the ISA will be used to inform a wider planning framework that is in development. In addition, at this stage, as the LTP is a high-level strategic document, it is the intention that the following series of monitoring indicators will be kept under review going forward. As such, it is to be noted that the following is not to be considered as an exhaustive list – it is likely that this list will be amended as further understanding of the LTP and Delivery Plan is gained as it is implemented, as well as the wider monitoring requirements of the Combined Authority.

Table 4-1 – Potential Monitoring Indicators for consideration

| ISA Objective | Indicators to be used | Direction of change | Suggested frequency |
|---|--|--|----------------------------|
| Protect and improve air quality | Area covered by AQMAs declared due to transport emissions | Reduce | Annual |
| | Levels / Concentration of transport related pollutants | Reduce | Annual |
| | LZEVs as a proportion of total fleet | Increase | Annual |
| | Development of active travel routes (measured in KM) | Increase | Annual |
| Reduce the impact on environmental noise from transportation sources | Number and area of Noise Important Areas | Reduce | Annual |
| Reduce carbon emissions from transport and contribute to meeting the UKs and North East CA's net zero carbon targets by 2050 | CO ₂ emissions from road transport | Reduce | Annual |
| | Per capita transport carbon emissions | Reduce | Annual |
| | Uptake of active travel modes | Increase | Annual |
| | Number of EV charging points across the North East (by rural / urban split) | Increase | Annual |
| | Number of rail passengers utilising rail stations in the North East region | Increase | Annual |
| Maximise adaptation and resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding | Number of bus passengers in the North East region | Increase | Annual |
| | Number of transport schemes (new or improved) incorporating SuDS or upstream Natural Flood Management | Increase | Annual |
| | Number of transport schemes (new or improved) that include as part of design measures to adapt to climate change | Increase | Annual |
| | Area of flood risk / floodplain constructed upon by transport schemes | Minimise / Reduce | Annual |
| Enhance biodiversity, promote ecosystem resilience and functionality and contribute to the achievement of Biodiversity Net Gain and the delivery of the Nature Recovery Network | Number of gully pots / culverts cleaned / maintained | Increase | Annual |
| | Net gain in Biodiversity (using Defra metric) due to transport schemes | Increase – target of minimum 10% BNG, where applicable | Annual |
| | Area of green infrastructure developed as part of transport scheme / improved public realm | Increase | Annual |



| ISA Objective | Indicators to be used | Direction of change | Suggested frequency |
|--|---|---------------------|---------------------|
| Protect and enhance sites designated for their international importance for nature conservation purposes | Number of transport schemes with recognised adverse effect on sites designated for nature conservation | Reduce | Annual |
| Protect, enhance and promote geodiversity | Number of transport schemes with recognised adverse effect on sites designated for geodiversity | Reduce | Annual |
| Protect and enhance the significance cultural heritage assets and their settings, and the wider historic environment | Number of historic assets and historic landscapes negatively impacted by transport schemes after all design solutions have been identified | Reduce | Annual |
| Conserve and enhance the natural beauty the North East's protected landscapes, seascapes and townscapes, protect wider landscapes, seascapes and townscapes and enhance visual amenity | Area covered by transport schemes within or in close proximity to National Landscapes (formerly AONB) designated areas | Reduce | Annual |
| | % area of transport schemes that incorporate improvements to public realm and sympathetic design | Increase | Annual |
| Protect and enhance the water environment | Number of transport schemes (new or improved) incorporating SuDS or upstream Natural Flood Management | Increase | Annual |
| | Number of pollution incidents attributable to transport | Reduce | Annual |
| Protect soil resources and avoid land contamination | Area (in hectares) of previously contaminated land included within or impacted by transport schemes that have been treated to remediate contamination | Increase | Annual |
| Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all | Transport improvements (e.g. service provision) in rural areas | Increase | Annual |
| | Provision of digital connectivity improvements | Increase | Annual |
| Support the wider coordination of land use and energy planning across the North East CA area | Number of new compact, higher density mixed use developments supported by sustainable transport modes | Increase | Annual |



| ISA Objective | Indicators to be used | Direction of change | Suggested frequency |
|--|--|----------------------------|----------------------------|
| Improve health and well-being for all citizens and reduce inequalities in health | Population within AQMAs | Reduce | Annual |
| | Population within Noise Important Areas | Reduce | Annual |
| | No. and length (Km) of Active travel schemes | Increase | Annual |
| | Crime / anti-social incidents associated with transport network | Reduce | Annual |
| Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society | Affordability of public transport | Increase | Annual |
| | Accessibility and public realm improvements in most deprived areas | Increase | Annual |
| | Accessibility improvements in public transport schemes | Increase | Annual |
| Promote fairness and equity in rural connectivity | Public transport passenger numbers in rural areas | Increase | Annual |
| | No. and length (Km) of Active travel schemes in rural or coastal areas | Increase | Annual |



5. Summary and Conclusions

North East Combined Authority’s Local Transport Plan (LTP) has been the subject of an Integrated Sustainability Appraisal (ISA) incorporating Sustainability Appraisal (SA)/ Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Rural proofing assessment. Habitats Regulations Assessment (HRA) was undertaken as a parallel process and is reported separately.

This Post Adoption Statement for the LTP should be read together with the final ISA Report published on adoption and it is the purpose of this Post Adoption Statement to detail the following:

Table 5-1 - How the Post Adoption Statement meets legislative requirements

| Purpose of the Post Adoption Statement | Where is this demonstrated in the Post Adoption Statement? |
|---|---|
| How environmental considerations have been integrated into the LTP | Section 3 provides an overview of the assessment of the final Reviewed LTP. |
| How the opinions expressed in consultation have been taken into account | Section 2 details the consultation process undertaken, with specific reference to the Scoping Report in Section 2.1 and the ISA Report in Section 2.2. Section 2.2.1 addresses comments received on the ISA Report, while Section 2.2.2 addresses comments received in respect of Carbon Assessment. Section 2.2.3 and Section 3.4 address wider comments received in respect of the LTP and discusses the amendments made that had potential implications for sustainability. Of particular note, as set out in Section 3.4, the LTP now sets out clearly an Action Plan that was developed following ISA Recommendations and consultation comments. |
| How the ISA Report has been taken into account in preparation of the LTP | Section 3 provides an overview of the ISA process and notes the role of SEA. |
| The reasons for choosing the Final LTP as adopted, in the light of other reasonable alternatives considered | Section 3.3 details consideration of Strategic Alternatives, while Section 3.4 discusses assessment of the final LTP. |
| The measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP | Section 4 provides detail on the Monitoring Requirements, with the final monitoring programme detailed as Table 4-1. |

In conclusion, the LTP development was informed iteratively by a robust ISA process, as well as an extensive consultation process across a range of stakeholders. Both the ISA and consultation processes resulted in amendments to the LTP, though for the most part, it was considered that these were minor and acted to strengthen and clarify key elements. From an ISA perspective, these clarifications and amendments will act to increase the sustainability performance of the LTP and as such, it is anticipated that the LTP will help to realise the vision for the North East in a sustainable and integrated fashion. More work is needed though, for example in developing a greater understanding of carbon emissions and how best to reduce these. There is also an ongoing commitment to undertake further assessment such as EIA, HRA,



HIA, EqIA and making sure the needs of vulnerable groups and communities such as those in rural or coastal areas are considered in the design and planning of any proposed transport scheme.



AtkinsRéalis



ISA team
AtkinsRéalis UK Limited
The Vantage
32-36 Great Victoria Street
Belfast
BT2 7BA

<contact info>

© AtkinsRéalis UK Limited except where stated otherwise