



Shropshire Council

Shropshire Local Transport Plan 2027-2037

Integrated Impact Assessment – IIA Report



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WSP

Kings Orchard

1 Queen Street

Bristol

BS2 0HQ

Phone: +44 117 930 6200

WSP.com



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Assessment of the Draft LTP

Abbreviations

Table 1 - Abbreviations

Abbreviation	Description
AQMA	Air Quality Management Area
BNG	Biodiversity Net Gain
BREEAM	Building Research Establishment Environmental Assessment Method
BSIP	Bus Service Improvement Plan
CEMP	Construction Environmental Management Plan
CO2	Carbon Dioxide
EqIA	Equalities Impact Assessment
ESHIA	Equality, Social Inclusion and Health Impact Assessment
EU	European Union
EV	Electric Vehicle
GVA	Gross Value Added
HIA	Health Impact Assessment
HiAP	Health in All Policies
HLE	Healthy life expectancy
HRA	Habitats Regulations Assessment
IIA	Integrated Impact Assessment
KSI	Killed or Seriously Injured
LCWIP	Local Cycling and Walking Infrastructure Plan
LFRMS	Local Flood Risk Management Strategy
LGS	Local Geological Site
LNRS	Local Nature Recovery Strategy
LSE	Likely Significant Effects

Abbreviation	Description
LTA	Local Transport Authority
LTDP	Local Transport Delivery Plan
LTP	Local Transport Plan
LWS	Local Wildlife Site
NO ₂	Nitrogen Dioxide
NPPF	National Planning Policy Framework
NSIP	Nationally Significant Infrastructure Project
NSN	National Site Network
ORVal	Outdoor Recreation Valuation
PAS	Post Adoption Statement
PM	Particulate Matter
PPPs	Policies, Plans, and Programmes
RBD	River Basin District
RBMP	River Basin Management Plan
ROWIP	Rights of Way Improvement Plan
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAMDev	Site Allocations and Management of Development
SC	Shropshire Council
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
UK	United Kingdom

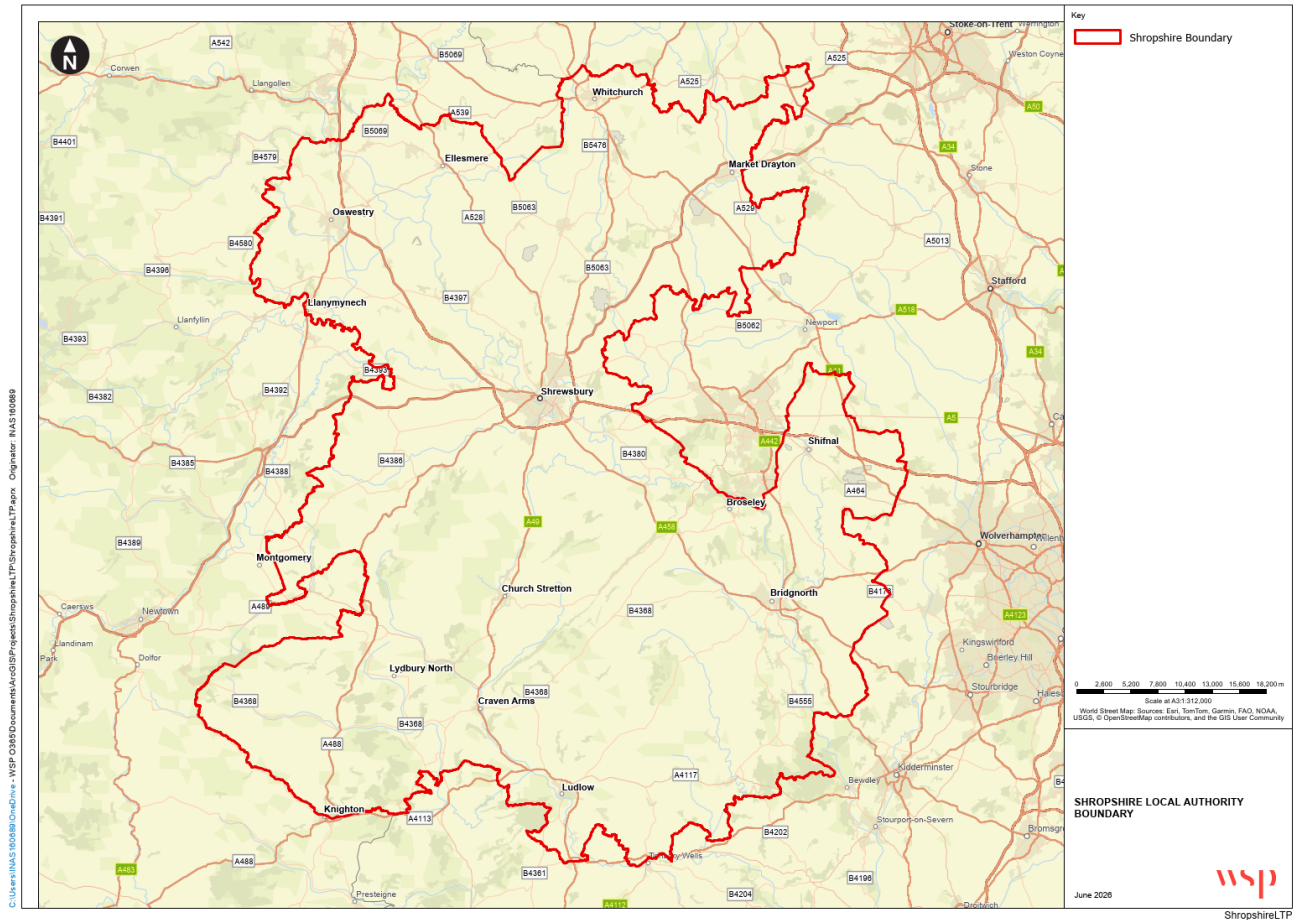
Abbreviation	Description
UNESCO	United Nations Educational, Scientific and Cultural Organization
WFD	Water Framework Directive
WRMP	Water Resources Management Plan

1 Introduction

1.1 Overview

- 1.1.1. WSP UK Ltd (WSP) has been commissioned to undertake an independent Integrated Impact Assessment (IIA) in support of Shropshire Council's (herein referred to as SC) Local Transport Plan (LTP). The IIA comprises a Sustainability Appraisal (SA) incorporating the requirements of Strategic Environmental Assessment (SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA), and Habitats Regulations Assessment (HRA).
- 1.1.2. Shropshire County is located in the West Midlands region, bordering Wales. It covers an area of 1,235 square miles, of which approximately 98% is classed as rural. The County is home to a range of natural, industrial and social heritage, including the Shropshire Hills National Landscape and the Ironbridge Gorge UNESCO World Heritage Site; it is also geologically diverse. Shropshire has a population of around 330,000 people across urban and rural areas, with Shrewsbury, the largest settlement, being home to 24% of the population. The County's boundary is outlined in **Figure 1-1**.
- 1.1.3. The LTP is a statutory, place-based holistic strategy that sets out a long-term vision for travel and transport across Shropshire over the period 2027 – 2037, responding to the County's character, changing demographics, economic priorities and need to create healthier, more inclusive and more sustainable places. The Draft LTP identifies five key transport challenges:
- Reduce the health and safety impacts of transport.
 - Make sure people can get to places and access services.
 - Reduce carbon emissions from transport.
 - Transport to be more reliable.
 - Keep Shropshire special.

Figure 1-1 - Shropshire Geographic Context



1.2 Local Transport Plans

- 1.2.1. The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'¹, introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000² (now amended by the Local Transport Act 2008³) made it a statutory requirement for local transport authorities outside of London to produce LTPs, having regard to Government guidance and policies on the environment. Part II, Section 108 sets out that a transport authority must prepare a document, or two or more documents, to be known as the local transport plan, that contains their policies for the promotion and encouragement of safe,

¹ Department for Transport (1998) A new deal for transport: better for everyone - White Paper. Available online: [A new deal for transport: better for everyone - white paper](#) [Accessed March 2026]

² HM Government (2000) Transport Act 2000. Available online: [Transport Act 2000](#) [Accessed March 2026]

³ HM Government (2008) Local Transport Act 2008. Available online: [Local Transport Act 2008](#) [Accessed March 2026]

integrated, efficient and economic transport to, from, and within their area, as well as their proposals for implementation of those policies⁴.

- 1.2.2. The more recent Local Transport Act 2008³ gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the strategy and implementation plan elements of the LTP. The Act allows the authority to replace their plan 'as they think fit', and to carry out the appropriate consultation in preparing a plan, and in keeping it under review.
- 1.2.3. The Local Transport Act 2008³ makes particular reference to climate change mitigation and adaptation, but states that authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.
- 1.2.4. Updated guidance on preparing Local Transport Plans was published by the Department for Transport in 2026, setting out the relevant statutory duties and the overall approach that local transport authorities are expected to follow. This outlines that an EqIA, SEA, and HIA should be carried out during preparation of an LTP⁵.

1.3 Integrated Impact Assessment Process

- 1.3.1. IIA incorporates SA, SEA, HIA, EqIA, and HRA. Each of these components are discussed in-turn below. The key stages of the IIA process are as follows:
 - **Stage A:** Setting the context and objectives, establishing the baseline and deciding on scope (completed in **Appendix B**);
 - **Stage B:** Developing and refining strategic alternatives and assessing their effects (completed in **Section 7**);
 - **Stage C:** Preparing the IIA Report (this report);
 - **Stage D:** Consulting on the draft plan or programme and the IIA Report and preparing a Post Adoption Statement (PAS); and
 - **Stage E:** Monitoring the significant effects of implementing the plan or programme on the environment.
- 1.3.2. SC often use a screening tool called the Equality, Social Inclusion and Health Impact Assessment (ESHIA) to aid in decision making processes and ensure that 'due regard' has been given to the likely negative, positive or neutral impacts of service change proposals, whether these are being put forward in response to changes to national legislation and guidance or as part of local policy or strategy development. This screening will be carried

⁴ HM Government (2000) Transport Act 2000. Available online: [Transport Act 2000](#) [Accessed March 2026]

⁵ Department for Transport (2006) Statutory Guidance: Local transport plans. Available online: [Local transport plans - GOV.UK](#) [Accessed June 2026]

out by SC prior to adoption of the LTP, and will seek to demonstrate due regard to the further additional local groupings of Carers, Social Inclusion, and Young People Leaving Care as well as the needs of veterans and serving members of the armed forces and their families, as per Armed Forces legislation.

Sustainability Appraisal and Strategic Environmental Assessment

- 1.3.3. SA and SEA are processes that are carried out during the preparation of local plans, spatial development strategies and other plans and programmes. Their role is to promote sustainable development by assessing the extent to which emerging plans and programmes will help to achieve relevant environmental, economic and social objectives.
- 1.3.4. SEA is enacted in law through the 'Environmental Assessment of Plans and Programmes Regulations 2004', as amended (known as the SEA Regulations)^{6,7}. It is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projected listed in the Town and Country Planning (Environmental Impact Assessment) Regulations⁸. SEA focuses on the environmental effects of a plan or programme whilst SA also considers wider economic and social effects.
- 1.3.5. For the IIA of the LTP, a SA approach is being applied in order to consider environmental and wider socio-economic effects. In this IIA process, this Report incorporates the SEA requirement for an Environmental Report.

Health Impact Assessment

- 1.3.6. HIA is a process to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative health impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level. Assessments of health can be undertaken as a discrete process within an HIA and can also be embedded within environmental assessments. Transport is a key wider determinant of health, particularly within a sparse and rural county such as Shropshire.

⁶ HM Government (2004) The Environmental Assessment of Plans and Programmes Regulations 2004. Available online: [The Environmental Assessment of Plans and Programmes Regulations 2004](#) [Accessed May 2026]

⁷ HM Government (2020) The Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020. Available online: [The Environmental Assessment of Plans and Programmes \(Amendment\) Regulations 2020](#) [Accessed March 2026]

⁸ HM Government (2017) Town and Country Planning (Environmental Impact Assessment) Regulations 2017. Available online: [The Town and Country Planning \(Environmental Impact Assessment\) Regulations 2017](#) [Accessed March 2026]

- 1.3.7. HIA is not a statutory requirement of the LTP preparation process. However, the National Planning Policy Framework states that “*planning policies and decisions should aim to achieve health, inclusive and safe places*”.⁹
- 1.3.8. An HIA has been undertaken for the Draft LTP due to its potential to affect the health of communities in Shropshire. The HIA allows potential effects to be identified and fully considered in the plan development process, and supports SC’s Health in All Policies (HiAP) approach as a corporate priority.
- 1.3.9. HIAs can be completed at any stage in the development process but are best undertaken at the earliest stage possible.

Equality Impact Assessment

- 1.3.10. The Equality Act 2010¹⁰ includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between groupings.
- 1.3.11. The EqIA process, as undertaken by WSP, focuses on assessing and recording the likely equality effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and sets out the following nine Protected Characteristics:
 - Age;
 - Disability;
 - Gender Reassignment;
 - Marriage and Civil Partnership;
 - Pregnancy and Maternity;
 - Race;
 - Religion or Belief;
 - Sex; and
 - Sexual Orientation.

⁹ Ministry of Housing, communities & Local Government (2024) National Planning Policy Framework. Available online: [National Planning Policy Framework](#) [Accessed May 2026]

¹⁰ HM Government (2010) Equality Act. Available online: [Equality Act 2010](#) [Accessed March 2026]

Habitats Regulations Assessment

- 1.3.12. Regulations 63 and 64 of the Habitats Regulations¹¹ apply to plans and projects in England that may have significant effects on nature conservation sites designated under the Habitats Directive (Council Directive 92/43/EEC) and the Wild Birds Directive (Council Directive 2009/147/EC). The 2017 Regulations have been amended by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 to reflect the UK's exit from the European Union. These sites include Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Government policy¹² states that Ramsar sites (internationally important wetland sites), potential SPAs, possible SACs and compensation sites should be given the same protections as SPAs and SACs. SPAs and SACs form part of the UK National Site Network (NSN) and the term 'National Network Sites' is used to refer collectively to all sites affected by the Habitats Regulations requirements in this Scoping Report.
- 1.3.13. Prior to authorising any plan or project, 'Competent Authorities' must consider the potential for Likely Significant Effects (LSE) on National Network Sites (either on its own or 'in combination' with other plans or projects), this is also referred to as 'screening' or the 'test of significance'. Should LSE be identified, it is necessary to further consider the effects by way of an 'appropriate assessment'. The appropriate assessment must consider whether identified LSE could lead to adverse effects on the integrity of any National Network Sites, this is also referred to as the 'integrity test'. Any plan or project leading to adverse effects on the integrity of National Network Sites can only be permitted if strict additional tests are met. Overall, this process of assessment is known as Habitats Regulations Assessment (HRA).
- 1.3.14. An HRA has been undertaken to determine whether the Draft LTP will lead to LSE on any National Network Sites and adverse effects on their integrity. The results of this are presented separately, in an HRA Report, but its findings have informed the IIA and are summarised in **Section 5.3**.

¹¹ HM Government (2017) The Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations'). Available online: [The Conservation of Habitats and Species Regulations 2017](#) [Accessed May 2026]

¹² Ministry of Housing, Communities and Local Government (2024) National Planning Policy Framework (Paragraph 194). Available online: [National Planning Policy Framework](#) [Accessed May 2026]

1.4 Purpose of this Report

- 1.4.1. Following consultation on the scope of the IIA (**Stage A** of the IIA process outlined above), this report presents the assessment of the Draft LTP 4 (**Stage B**) and fulfils **Stage C** of the IIA process. It is being issued alongside the Draft LTP for public consultation (**Stage D**).
- 1.4.2. The Report includes the following:
 - Assessment of draft visions, objectives, and action plan interventions;
 - Assessment of reasonable alternatives;
 - Assessment of cumulative effects;
 - Outline initial mitigation and enhancement measures;
 - Outline recommendations; and
 - Details relating to next steps.

1.5 Structure of this Report

- 1.5.1. This IIA Report is structured as follows:
 - **Non-Technical Summary** – This is provided separately and provides a summary of the IIA Report, including information on both the Draft LTP and the key findings of the assessment.
 - **Chapter 1: Introduction** - Provides an overview of the Draft LTP, IIA process and the purpose of this Report.
 - **Chapter 2: The Local Transport Plan 2027-2037** - Describes the purpose and scope of the Draft LTP and provides an overview of its structure and contents.
 - **Chapter 3: Scoping Information and Key Issues** – Summarises the environmental baseline and the key sustainability issues identified during the scoping stage.
 - **Chapter 4: IIA Scope and Methodology** – Provides an overview of the scope of the IIA and outlines the approach to the assessment of the Draft LTP and reasonable alternatives, including the IIA Framework.
 - **Chapter 5: Assessment of the Draft LTP** - Summarises the assessment and identified effects of the Draft LTP.
 - **Chapter 6: Cumulative Effects** - Presents the findings of the cumulative effects assessment for the Draft LTP in-combination with other plans, programmes and projects.
 - **Chapter 7: Assessment of Reasonable Alternatives** - Sets out the reasonable alternatives identified for the Draft LTP and presents the assessment findings.
 - **Chapter 8: Mitigation, Enhancement and Monitoring** - Sets out proposed measures for mitigating, enhancing, and monitoring the effects of the LTP.
 - **Chapter 9:** sets out the next steps for the IIA process.

1.6 How to Comment on this Report

- 1.6.1. This IIA Report is being issued for consultation alongside the Draft LTP for the period 5th October 2026 to 15th November 2026. We would welcome your views on any aspect of this Report. In particular, we would like to hear your views as to whether the effects which are



predicted are likely and whether there are any significant effects which have not been considered.

1.6.2. Please e-mail your response to: shropshireltp@shropshire.gov.uk

2 The Local Transport Plan

2.1 Introduction

- 2.1.1. The LTP is a statutory, strategic document that guides how SC will invest in and manage transport networks in Shropshire. It sets out a vision for how people and goods should move over a defined period, shaping decisions on highways, public transport, active travel, digital connectivity and wider transport services, as well as ensuring that investment into transport supports SC's social, economic and environmental objectives.

2.2 Vision and Objectives

- 2.2.1. The Vision Statement for LTP, as set out in the Draft LTP, is as follows:

“By 2036, an inclusive, safe and sustainable transport system will connect a healthy, productive and resilient Shropshire, supporting thriving urban and rural communities whilst protecting Shropshire’s unique natural, built and historic environment.”

- 2.2.2. This Vision is supported by five LTP Objectives:

- **Health and Wellbeing** - To ensure transport has a positive impact on people's health, wellbeing and social inclusion by making journeys safe and secure, facilitating active lifestyles and reducing harmful transport emissions.
- **Connecting to Opportunities** - To provide a user-friendly, affordable and accessible transport network and reliable digital connectivity that connects people and organisations to the amenities, services and opportunities that they need.
- **Decarbonisation** - To decarbonise transport in Shropshire by reducing the need to travel, achieving mode shift and adopting low carbon technologies.
- **Support Good Economic Growth** - To support good economic growth in the right places, by taking an integrated approach to transport and land use planning and providing a reliable transport network that is resilient to climate change.
- **Environmental Protection** - To support the protection of Shropshire's unique natural, built and historic environment that makes it a great place for people to live, work and visit.

- 2.2.3. Overall, the Draft LTP aims to achieve the following outcomes:

- A healthy, resilient natural environment;
- A stronger economy with higher productivity and output;
- A healthier population with increased life expectancy; and
- Strong socially cohesive communities.

2.3 Structure and Content

- 2.3.1. The LTP is a long-term strategy. The Draft LTP is comprised of 12 action areas, each supported by a number of short-term actions and longer-term aspirations, with further detail on these set out in the Implementation Plan accompanying the Draft LTP. The action areas are summarised below:

- Public Transport;
- Active Travel;
- Inclusive Accessibility;
- Rural Accessibility;
- Road Safety;
- Digitalisation and Digital Connectivity;
- Demand Management;
- Spatial Planning and Development;
- Freight and Logistics;
- Asset and Network Management;
- Protection of the Natural, Built and Historic Environment; and
- Climate Change, Decarbonisation and Air Quality.

2.4 Implementation Plan

- 2.4.1. The Implementation Plan forms part of the LTP and sets out the approach to deliver interventions in the LTP over the first five year period, 2027-2032. It sets out the principles and narratives of SC's approach to the LTP, how the LTP will be funded and delivered and the actions to be implemented in support of each action area.

3 Scoping Information and Key Issues

3.1 Introduction

- 3.1.1. A Scoping Report was produced as part of Stage A of the IIA process and consulted on. The Scoping Report presented the environmental and sustainability context for the LTP and IIA including a review of relevant plans and programmes and baseline information. Based on this contextual information, the Scoping Report detailed the proposed approach to the IIA including a draft IIA Framework (see **Section 4**).
- 3.1.2. The environmental and sustainability context was described for the following IIA topics, which reflect the topics identified in the SEA Regulations, and consider social, economic, health, and equality effects:
- Population and Equalities;
 - Economy and Employment;
 - Human Health;
 - Community Safety;
 - Biodiversity and Natural Capital;
 - Landscape and Townscape;
 - Historic Environment;
 - Water Environment;
 - Air Quality;
 - Climate Change and Greenhouse Gases;
 - Soils, Resources and Waste; and
 - Noise and Vibration.
- 3.1.3. The Scoping Report was consulted on for five weeks between September and October 2024. Responses were received from all statutory consultees (Historic England, Natural England, and the Environment Agency). These responses were reviewed and resulted in revisions to the Scoping Report.
- 3.1.4. A final, updated Scoping Report was produced to reflect the comments received and this is presented in **Appendix B**.

3.2 Policy Context

- 3.2.1. Schedule 2 of the SEA Regulations requires a report containing information on the following:
- ‘An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes’ (Schedule 2, Paragraph 1); and*
- ‘The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation’ (Schedule 2, Paragraph 5).*

- 3.2.2. **Stage A** of the IIA process therefore requires that analysis is undertaken to ‘Identify other relevant policies, plans and programmes, and sustainability objectives’. This is not only relevant to the IIA, but the preparation of the LTP in its entirety as it should reflect legislation, national policy objectives and relate to policy contexts and visions set by any relevant plans.
- 3.2.3. A review of policies, plans and programmes (PPPs) was completed during production of the IIA Scoping Report, which informed the identification of key issues as well as the development of the IIA Framework. This review was updated, following consultation, to take into account the responses received on the Scoping Report where appropriate. **Appendix B** sets out this review for each IIA topic, including relevant core principle(s) from the NPPF. It examines the LTP and IIA’s relationship to other PPPs, identifying objectives relevant to environmental protection and sustainability, as well as conflicts that may require addressing through the plan-making process. **Table 3-1** presents a summary of the key messages identified in the review.

Table 3-1 - Key Messages from the Policy Review

IIA Topic	Key Messages from Review
Population and Equalities	■ Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport; ■ The delivery of new developments should not be of detriment to the interests of existing communities; ■ There is a need to: – Reduce inequalities in care (both physical and mental) across and within communities; – Ensure fair and equal access to services and support irrespective of race, religion, sex, age, sexual orientation, disability, gender reassignment, marriage and civil partnership or pregnancy/maternity; – Plan for an aging population with complex needs, which will require inputs form all parts of the health and social case system; and – Ensure that there are appropriate facilities for people with disabilities and the elderly.
Economy	■ The National Planning Policy Framework (NPPF) states that planning policies should recognise and address the specific locational requirements of different sectors, which includes making provision for clusters or networks of knowledge and data-driven, high technology industries in suitably accessible locations; ■ Working with businesses and infrastructure owners is necessary to develop proposals that meet the needs of the freight and logistics sector; ■ Continued investment in the transport infrastructure is an essential part of post-pandemic economic recovery; ■ There is a need to: – Promote a low carbon economy; – Support the sustainable growth and expansion of businesses particularly within the science, research and innovation sectors;

IIA Topic	Key Messages from Review
	– Ensure that housing growth requirements are accommodated in the most sustainable way, whilst also delivering a mix of high-quality housing of varying size and tenure to meet local needs; and – Deliver increased economic growth and decreased emissions.
Health and Wellbeing	■ Good placemaking is linked to a wider set of positive social, economic and environmental outcomes; ■ Twenty-minute neighbourhoods can provide an effective way to create healthy and active communities whilst improving equality, inclusion and help tackle climate change; ■ Regular physical activity provides a range of physical and mental health and social benefits; ■ The Covid-19 pandemic will have significant consequences for people's health outcomes in the short and longer term. There is a need to level-up in the wake of the pandemic in order to create a level playing field for both life and job opportunities; ■ Transport plays a key role in improving access to health services particularly for vulnerable groups; ■ There is a need to: – Promote healthy standards of living; and – Prioritise walking, cycling and use of public transport; and enhance accessibility to key community facilities, services and jobs for all.
Community Safety	■ Safety is an important consideration for road users owing to the significant impact of serious and fatal accidents; ■ There is a need to: – Continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do; and – Reduce transport related crime and the fear of crime, as well as encourage reporting.
Biodiversity, Natural Capital and Ecosystem Services	■ Requirement for new developments to minimise adverse impacts on biodiversity and provide net gains in biodiversity where possible; ■ There is a need to: – Identify opportunities for green infrastructure provision, recognising the multiple functions that green infrastructure provides to the area and linking into regional and national green infrastructure networks; – Protect and enhance biodiversity, including designated sites, priority species, habitats and ecological networks; – Minimise the impact on biodiversity and ensure net gain wherever possible; – Maintain and enhance ecosystems and their services; and – Improve the long-term sustainability of ecological and physical processes that underpin the functioning of ecosystems.
Landscape and Townscape	■ The delivery of new developments should not have adverse impacts on the quality of the natural and built environment; ■ There is a need to:

IIA Topic	Key Messages from Review
	– Protect and enhance the quality and distinctiveness of natural landscapes in ways that allow them to continue to evolve; and – Provide greater access to greenspace, to help reconnect people to nature.
Historic Environment	■ The delivery of new developments should not harm the significance of heritage assets, including their setting; ■ There is a need to: – Conserve and enhance nationally and locally designated cultural and historical heritage assets as well as those which are undesignated; – Enhance the beauty of the natural scenery and improving its environmental value while being sensitive to considerations of its heritage encourage engagement with the natural environment; and – Ensure that transport development adjacent, or in close proximity to heritage assets including the local conservation areas, designated heritage assets, archaeological remains or listed buildings, respects their character and context, does not detract from the quality of the built environment and that proposals through the LTP do not harm the significance of heritage assets, including their setting .
Water Environment	■ Water resources in the county are under increasing pressure from a rapidly growing population, climate change and environmental needs; ■ Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest flood risk; ■ Any ‘essential infrastructure’ proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood; ■ There is a need to: – Protect and enhance surface and groundwater quality and ensure that water quality is improved or maintained where possible; and – Avoid development in areas prone to flooding.
Air Quality, Climate Change and Greenhouse Gases	■ Take all possible action to mitigate climate change, while adapting to reduce its impact; ■ Avoid increased vulnerability to the range of impacts arising from climate change; ■ There is a need to: – Ensure that air quality is maintained (through net maintenance) or enhanced and that emissions of air pollutants are kept to a minimum – Reduce emissions of greenhouse gases that may cause climate change; – Increase energy efficiency and move towards a low carbon economy; and – Support the transition to electric vehicles, especially in light of the ban on new petrol and diesel vehicles in the UK by 2030.
Soil, Land Use Resource and Waste	■ The delivery of new developments should not have adverse impacts on soils, land stability, or resources; ■ There is a need to: – Facilitate the sustainable use of minerals and minimise impacts on soil quality, considering any mitigation measures proposed; – Maintain and enhance geodiversity through the management of sites, areas and wider landscapes; and

IIA Topic	Key Messages from Review
	– Consider land stability in respect of new development; and encourage a circular economy.
Noise and Vibration	▪ Development must be undertaken in accordance with statutory requirements for noise; and ▪ There is a need to promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development.

3.3 Baseline Information

- 3.3.1. The SEA Regulations require a report containing ‘*the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme*’ (Schedule 2(2)), ‘*The environmental characteristics of areas likely to be affected*’ (Schedule 2(3)) and ‘*Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance*’ (Schedule 2(4)).
- 3.3.2. **Appendix B** sets out baseline data on current and future conditions within the SC area (and beyond where required) for each IIA topic relevant to the LTP, to aid identification and assessment of the effects of the Plan. Effects beyond the SC area have been considered in the assessment process where impact pathways are present and considered appropriate.
- 3.3.3. Data for the baseline analysis has been drawn from a variety of sources, including a number of the plans and programmes reviewed as part of the IIA process.

3.4 Key Issues

- 3.4.1. The review of PPPs and baseline analysis led to the identification of key issues and opportunities for each IIA topic that should be taken forward in the IIA, through the IIA objectives and guide questions. These are outlined in **Table 3-2**.

Table 3-2 - Key Sustainability Issues and Opportunities

IIA Topic	Key Sustainability Issues and Opportunities Identified
Population and Equalities	▪ The rural nature of large parts of the County could pose significant challenges in providing good services for all residents. There are opportunities to improve access to rural areas through transport services, digital services and bringing services to people; ▪ The population of Shropshire is increasing both in number and age profile. There will be a need for adequate support and greater access to services and facilities for the elderly population, families with young children and single parent families; and

IIA Topic	Key Sustainability Issues and Opportunities Identified
	Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand but may also increase social isolation.
Economy and Employment	- A high number of people commute out of Shropshire to access employment, particularly amongst higher earners; - The rural nature of the County makes accessing jobs and the provision of physical and digital infrastructure to support economic growth more challenging; - Improved connectivity between business clusters and housing markets (both planned and existing) in the County will improve access to the skills pool as well supporting improvements in productivity; - Shropshire has a traditional reliance on agriculture and related industries, where Gross Value Added (GVA) generation is low compared with other sectors; - If employment remains more concentrated in urban centres, this could put increased pressure on transport systems as commuting distances increase; - The impact of factors such as the UK's departure from the EU, Covid-19, new vehicle and energy technologies, disruptive digital technologies, changing working patterns and preferences and extreme climactic events will play a part in determining the types of transport investment which will most benefit the economy; and - An ageing population is exerting pressure on the labour market, as it may lead to a shortage in labour supply due to a smaller working age population (aged 16-64).
Health	- Shropshire's population is ageing and, therefore, there will be a greater need for inclusive services in order to meet the needs of older residents; - As the population ages, the rural nature of the County may lead to increases in social isolation and loneliness; - The increasing population and increased private car usage are resulting in a decrease in air quality. Poor air quality can have detrimental effects on human health; - There is an increasing prevalence of dementia; - There are disparities in health deprivation across the County; - Levels of obesity in adults is higher than the national average; - There are disparities in health across the County; - LTP could present opportunities to enhance walking and cycling routes and encourage the use of non-motorised forms of transport; - The LTP could present opportunities to improve access to healthcare facilities and services, as well as open space and recreational facilities; and - There will be a need to improve public transport users' confidence in returning to public transport post-Covid-19.
Community Safety	- On a number of roads the national average for both serious and fatal casualties is exceeded with pedestrians and cyclists particularly at risk; - There is a need to engage with communities and encourage the reporting of crimes as well as ensuring safety for all transport users; - There is an opportunity to increase the safety of active transport modes, such as cycling or walking; and - There are opportunities to introduce softer measures to encourage and improve community safety, such as increased training and awareness and incorporation of safety by design measures.

IIA Topic	Key Sustainability Issues and Opportunities Identified
Biodiversity, Natural Capital and Ecosystem Services	■ There are a wide range of statutory local, national and international sites designated for nature conservation in Shropshire, which may be affected by increased transport and transport infrastructure development; ■ The LTP presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale; ■ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision; ■ The LTP present opportunities to achieve biodiversity net gain (BNG) through the development of its policies and schemes; ■ The construction and operation of potential new transport infrastructure may have an effect on biodiversity including priority habitats, species and protected species; ■ Human health and quality of life can be improved by taking a natural capital approach to the LTP; ■ Enhancing the quality of transport 'soft estate' can help improve the resilience of the transport network to future climate change; and ■ Views of vegetation from other modes of transport (e.g. along roads and railways) can also enhance mental wellbeing, for example by reducing stress levels.
Landscape and Townscape	■ Transport infrastructure and vehicle movements have the potential to cause direct and indirect impacts on designated landscapes, whilst eroding the character and quality of the landscapes; ■ The design of transport infrastructure requires a landscape-led approach, to ensure the best placement and integration of the proposed development into the existing landscape, especially in sensitive locations; ■ Landscape-led designs can help contribute to the climate change agenda, health and wellbeing, and tackling pollution in all its forms (such as air, light and noise); ■ Significant future growth in some locations could risk compromising landscape and townscape quality, character and visual amenity; ■ The incorporation of 'Future Ready' Landscape principles into landscape-led designs would help ensure transport infrastructure is designed for longevity; ■ Increasing access to the countryside, whilst increasing pressure on those resources, can greatly improve health and wellbeing, help combat air pollution, provide storm water management and reduce flooding (contributing to climate change adaption) and provide connectivity through urban built form to the countryside for wildlife. It can also bring new audiences to tourist attractions and enable better appreciation of heritage assets through creating new views and vistas, providing information and enhancing access; ■ There is an opportunity for the LTP to contribute to the enhancement of landscapes through a reduction in traffic volume, and associated noise; and ■ There is potential for transport to improve access to the countryside, to promote sustainable tourism and to provide greater awareness for the UK's National Landscapes and other designated areas.
Historic Environment	■ There is a high number of statutory and non-statutory listed heritage assets within Shropshire, including the Ironbridge Gorge UNESCO World Heritage Site, 127 conservation areas and numerous listed buildings, scheduled monuments and registered parks and gardens;

IIA Topic	Key Sustainability Issues and Opportunities Identified
	■ The LTP presents opportunities for enhancing the understanding and appreciation of the significance of above ground heritage assets. This might be achieved for example, by reducing traffic volume, visibility and noise in the vicinity of a designated heritage asset and reducing existing detrimental effects on setting; ■ New and/or upgraded transport infrastructure across Shropshire has the potential to affect the survival, fabric, condition and setting of cultural heritage assets both above and below the ground; ■ There is potential for development to encroach on non-designated sites or areas of high archaeological value, this is particularly so for the Shropshire Hills National Landscape; ■ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments; and ■ Asset enhancement has the potential to lead to an increase in tourism and associated revenue, and education opportunities associated with the Shropshire's cultural heritage.
Water Environment	■ Water pollution from agricultural and rural land management as well as waste water and from towns, cities and transport is the primary cause for waterbodies falling short of the WFD objectives in the Severn River Basin District (RBD). Of the 119 waterbodies in the Severn RBD, just 4% are achieving 'good' status, falling far short of the WFD target of achieving 'good' status for all waterbodies; ■ There are large areas of the County at significant risk of flooding. New transport infrastructure could result in improved drainage, reducing surface water flooding; ■ Climate change is likely to increase the occurrence of flooding and hence raise the flood risk in Shropshire; ■ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale; and ■ Upgrading existing infrastructure provides the opportunity to improve pollution control on older drainage systems.
Air Quality	■ The number of vehicles on county roads is expected to increase, which can affect air quality. The UK Government's plan to end the sale of all new conventional petrol and diesel cars and vans by 2035 and support for work and home-based electric charging facilities, will promote use of hybrid and electric vehicles, with positive effects for air quality; ■ An improved highway network could result in higher usage thereby increasing emissions; however, improved traffic management can decrease congestion having a beneficial effect on air quality; ■ There are two AQMAs in Shropshire; ■ Air quality issues across Shropshire can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.); ■ Defra has reported non-compliance with the long-term objective (relating to human health) for ground level ozone across the Shropshire area; ■ There is the potential that improved transport links will facilitate traffic flows, reduce idling times and thus improving air quality locally; ■ There is an opportunity for the LTP to encourage take-up of electric vehicles, which could lead to reduced emissions of some pollutants, but increased PM_{2.5} emissions from tyre and break wear associated with heavier vehicles; and

IIA Topic	Key Sustainability Issues and Opportunities Identified
	It will be important to reduce PM_{2.5} in Shropshire as this will not only reduce levels in the County but also reduce impacts on other counties downwind which pick up a contribution of PM_{2.5} created in Shropshire.
Climate Change and Greenhouse Gases	- Transport is the largest contributor to greenhouse gas emissions in Shropshire; - There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding; - In rural areas of Shropshire, particularly where there are limited local facilities and fewer public transport services, many people are reliant on private transport, which leads to greater greenhouse gas emissions in comparison to public transport and active travel; - There is a need to reduce the environmental impact of prosperity and the provision of infrastructure and housing to accommodate it, and the need to address the vulnerability of Shropshire to ensure resilience; - The LTP presents opportunities to facilitate active travel options, car sharing, car clubs and public transport as alternatives to continued personal car ownership and use; and - There is a need to support the continued increase in infrastructure to support the demand for electric vehicles.
Soil, Land Use, Resource and Waste	- It is important that any future development of the transport network across Shropshire does not have adverse impacts, or lead to the degradation or sterilisation of, the best and most versatile land, as this is important for the UK's self-sufficiency in food production; - Minerals are a finite resource, and materials will be required for any new transport infrastructure, with subsequent waste produced; - There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change; - The LTP could promote opportunities to support a circular economy; - The LTP could work to minimise fuel use, through encouragement of active travel, public transport, and electric vehicles; and - Improvements to transport infrastructure will likely require land take.
Noise and Vibration	- Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels; - Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance; - Transport noise can adversely affect biodiversity including nesting and feeding habits of many species; - Increased noise exposure can have negative impacts on designated sites (in particular the Shropshire Hills National Landscape), and other designated sites with road, rail or air traffic noise reducing amenity and tranquillity within these areas; - The LTP presents an opportunity to reduce noise and vibration associated with transport through encouraging a modal shift towards active travel, sustainable transport, and electric vehicles; and - Opportunities exist to reforecast the understanding of transport noise profiles and exposure.

4 IIA Scope and Methodology

4.1 Introduction

- 4.1.1. This section describes the approach to the IIA of the Draft LTP. In particular, it sets out the assessment framework (the IIA Framework) and how this has been used to conduct an assessment of the key components of the Draft LTP. It also documents the difficulties encountered during the assessment process, including key uncertainties and assumptions.

4.2 IIA Framework

- 4.2.1. The topics listed in Schedule 2 of the SEA Regulations¹³, the baseline information gathered, and the review of plans and programmes informed the identification of a number of key issues (see **Table 3-2** and **Appendix B**). These were then used to develop an IIA Framework of objectives, which is presented in **Table 4-1** below. The purpose of the IIA Framework is to provide a way in which the effects of the plan can be described, evaluated, and compared. This process involves considering the content of the Draft LTP against the identified IIA objectives.
- 4.2.2. The IIA objectives are supported by a series of appraisal guide questions. The guide questions provide greater detail on the issues to consider during the assessment for each objective and reflect the key issues identified. The IIA framework was presented in the Scoping Report (**Appendix B**) and subject to consultation. Following receipt of consultation comments, the framework was revised where appropriate, as outlined in the comments presented in **Appendix C**.
- 4.2.3. The IIA Framework includes objectives that consider the requirements of the EqlA and HIA, with the outcomes of these assessments fully integrated within the IIA.
- 4.2.4. The IIA Framework has been used to appraise the:
- Draft LTP;
 - Intra-plan and inter-plan cumulative effects; and
 - Reasonable alternatives to the Draft LTP.
- 4.2.5. The findings of the appraisal are outlined in **Sections 4, 5, and 6**.

¹³ HM Government (2004) The Environmental Assessment of Plans and Programmes Regulations 2004. Available online: [The Environmental Assessment of Plans and Programmes Regulations 2004](#) [Accessed May 2026]

Table 4-1 – IIA Framework

IIA Topic	IIA Objective	Supporting Appraisal Questions
Population and Equalities	IIA1: To increase the capacity, connectivity and efficiency of the transport network to support demographic changes, including improving access for all groups inclusively and reduce inequalities across the plan area.	Will the policy or proposal: ■ Help to reduce inequalities, particularly for those people and communities most vulnerable? ■ Improve access to services, facilities and transport for all inclusively (including disabilities, hidden disabilities, dementia, and autism)? ■ Support diversity? ■ Provide social value? ■ Support people with protected characteristics?
Economy and Employment	IIA2: To provide greater connectivity across Shropshire to support greater access to employment, development in key sectors, attract inward investment and support economic growth.	Will the policy or proposal: ■ Support economic growth? ■ Support access to jobs and training opportunities? ■ Support regeneration of town and district centres?
Health	IIA3: To protect and enhance both physical and mental health and wellbeing through better access to public transport, supporting active travel and encouraging healthy lifestyles.	Will the policy or proposal: ■ Promote healthier lifestyles? ■ Increase walking and cycling? ■ Promote health enhancing environments, behaviours and activities for local communities? ■ Help prevent risks to human health, which arise from noise and air pollution?
Community Safety	IIA4: To improve the overall safety of the transport network, reduce crime and the fear of crime and ensure all transport users feel safe.	Will the policy or proposal: ■ Improve safety? ■ Support designing out crime principles? ■ Reduce levels of crime deprivation?

IIA Topic	IIA Objective	Supporting Appraisal Questions
		Support a safe system approach?
Biodiversity, Natural Capital and Ecosystem Services	IIA5: To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Shropshire. IIA6: To maintain and enhance the provision of ecosystem services from the County's natural capital and support biodiversity net gain.	Will the policy or proposal: - Cause damage to locally and nationally designated sites through infrastructure provision, traffic or maintenance? - Maintain and enhance biodiversity in the region? - Seek opportunities for biodiversity net gain through green infrastructure? - Increase provision of ecosystem services from the County's natural capital? - Prevent fragmentation of habitats and promote ecological networks?
Landscape and Townscape	IIA7: To protect and enhance Shropshire's townscapes and landscapes, including both the rural environment and town centres.	Will the policy or proposal: - Respect, maintain and strengthen local character and distinctiveness? - Improve the quality and condition of the townscape and landscape?
Historic Environment	IIA8: To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.	Will the policy or proposal: - Conserve and/or enhance heritage assets, their setting and the wider historic environment? - Improve the quality and condition of the historic environment? - Respect, maintain and strengthen local character and distinctiveness?
Water Environment	IIA9: To protect water quality and manage and reduce the risk of pollution from the transport network. IIA10: To reduce the risk and vulnerability to flooding.	Will the policy or proposal: - Reduce the risk of flooding? - Increase surface runoff?

IIA Topic	IIA Objective	Supporting Appraisal Questions
		- Result in the reduction of water quality? - Support the protection and enhancement of water bodies, including improving the WFD status of water bodies?
Air Quality	IIA11: To protect and enhance air quality by reducing transport related emissions.	Will the policy or proposal: - Support measures to reduce levels of air pollution? - Support measures for the reduction of congestion and traffic levels, particularly in AQMAs and congestion hotspots?
Climate Change and Greenhouse Gases	IIA12: To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience.	Will the policy or proposal: - Support low carbon and energy efficient design? - Increase the resilience of infrastructure and material assets to the impacts of climate change (including flood risk, extreme weather, heat and cold)? - Minimise inappropriate development within flood zones?
Soil, Land Use, Resource and Waste	IIA13: To ensure the efficient use of land, promote sustainable use of resources and seek opportunities to promote a circular economy. IIA14: To protect Shropshire's geological and agriculturally important land.	Will the policy or proposal: - Support the use of brownfield land? - Support the use of sustainable materials? - Minimise the amount of waste? - Support the use of renewable energy?
Noise and Vibration	IIA15: To reduce exposure to transport related noise and vibration, including noise pollution and annoyance.	Will the policy or proposal: - Support measures to reduce levels of noise pollution? - Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?

4.3 Methodology

Assessment of the Draft LTP and Reasonable Alternatives

- 4.3.1. The IIA process has sought to identify, describe and evaluate the significant effects of the Draft LTP as a whole, as well as its reasonable alternatives. Effects are described (where possible) in terms of scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, likely or unlikely, frequent or rare. Where numerical information was not available, the appraisal has been based on professional judgement and with reference to relevant legislation, regulations and policy. More specifically, in undertaking the appraisal, consideration has been given to:
- baseline information including key issues;
 - the likely activities and potential sources of effects associated with the construction and operation of transport infrastructure;
 - the regulatory framework; and
 - the IIA objectives and guide questions (see **Table 4-1**).
- 4.3.2. The Draft LTP as a whole and its reasonable alternatives have been assessed against the IIA objectives on a topic-by-topic basis to identify likely significant environmental, social and economic effects using an appraisal matrix, as outlined in **Table 4-2**. One matrix has been completed for each IIA topic, considering all IIA objectives under that topic. In this report, effects have been presented and summarised by IIA topic.

Table 4-2 – Example Assessment Matrix

Description of Potential Effects	Effect Significance
<i>Commentary summarising effects on IIA Objective</i>	++

- 4.3.3. In line with the SEA Regulations, the IIA must detail which of the identified effects are likely to be significant (whether this is significantly positive or negative). The scoring system used in the appraisal and guidance on determining significant effects is summarised in **Table 4-3** below.

Table 4-3 –Key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.
--	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective, or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Mixed effects	The proposed measure/ action plan/ plan has the potential for both a positive and negative effect. The magnitude of these effects can be a combination of minor and/or significant, indicated by a combination of '-' or '--' and '+' or '++', as outlined in the descriptions above.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

- 4.3.4. The assessment has been undertaken using expert judgement. All evidence/ assumptions that have been used to make these judgements is documented.

Geographic Scope

- 4.3.5. The spatial scope for the assessment is predominantly local, across the SC area; however, the assessment also considers potential cross-boundary effects, as well as regional effects (e.g. those relating to water supply). National effects have also been identified where appropriate. For example, the effect on carbon dioxide (CO₂) emissions is likely to have national implications as any reduction will contribute to national targets, whereas effects on surface water quality may be most relevant to the regional water bodies as well as local water bodies, depending on presence of any such water features and their existing quality.

Temporal Scope

4.3.6. In terms of the temporal scope of assessment, the IIA examines effects across three temporal scales:

- Short term effects: effects expected in the next 1-10 years;
- Medium term effects: effects expected in the next 11-20 years; and
- Long term effects: effects expected in the next 20+ years (after the life of the LTP)

4.4 Appraisal of Secondary, Cumulative and Synergistic Effects

4.4.1. The SEA Regulations require that secondary, cumulative and synergistic effects are considered as part of the SEA process (and, therefore, the IIA). These terms are not mutually exclusive, often the term cumulative effects is taken to include secondary and synergistic. The terms are defined as follows:

- **Secondary (or indirect):** Effects that do not occur as a direct result of the LTP's implementation but occur at distance from the direct impacts or as a result of a complex pathway.
- **Cumulative:** Effects that occur where several individual activities which each may have an insignificant effect, combine to have a significant effect. Examples of a cumulative effect resulting from the implementation of the LTP could include potential effects on a National Network Sites where a habitat or species is vulnerable and the cumulative effects of disturbance and pollutant emissions arising from development and operation causes a significant impact. Cumulative effects also include the potential effects (if any) of a proposed plan or activity under the plan and any other proposed plan and/or consented developments.
- **Synergistic:** Effects that interact to produce a total effect that is greater than the sum of the individual effects.

4.4.2. Through the appraisal of the Draft LTP, using the methodology outlined in this chapter, the cumulative effects of the Draft LTP as a whole (intra-plan) and in-combination with other plans and programmes (inter-plan) have been considered. This has been appraised on a topic-by-topic basis to identify likely significant cumulative effects using an appraisal matrix and the scoring system as outlined in **Table 4-3**.

Mitigation, Enhancement, and Monitoring Measures

4.4.3. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment as a result of implementing a plan or programme. Mitigation measures have been identified as part of the assessment of the Draft LTP. These include both proactive avoidance of adverse effects and actions taken after potential effects have been identified. These are set out in **Section 8** of this report. **Section 8** also includes enhancement measures, which aim to optimise positive effects and enhance sustainability.

- 4.4.4. Delivery of appropriate mitigation and enhancement will ensure the prevention, reduction and offset of any significant adverse effects and promotion of enhancement opportunities for the environment, as well as the economy and social receptors.

4.5 Technical Difficulties

- 4.5.1. The following uncertainties have been noted when completing this IIA Report and are material to the appraisal:
- the precise location of new development is unknown at this stage;
 - the timing and delivery of new development is unknown at this stage;
 - the detailed design, including materials and embodied carbon, of any infrastructure is unknown; and
 - future changes to the social, economic and environmental baseline beyond those outlined are difficult to predict in light of the length of the plan period and lifespan of development.

5 Assessment of the Draft LTP

5.1 Introduction

- 5.1.1. The Draft LTP is a long-term strategy, comprised of 12 action areas, each supported by a number of individual actions. These action areas are summarised earlier in this report (see **Section 2.3**). An assessment of the plan against the objectives and guide questions that comprise the IIA Framework has been carried out, and the findings summarised below. The detailed assessment of the Draft LTP is presented in **Appendix D**.

5.2 Assessment of the Draft LTP

- 5.2.1. **Table 5-1** summarises the findings of the assessment of the Draft LTP. The detailed assessment can be found in **Appendix D**.

Table 5-1 – Draft LTP Assessment Summary

IIA Topic	Effect Significance
Population and Equalities	++/-
Economy and Employment	++/-
Health	++/-
Community Safety	+
Biodiversity, Natural Capital and Ecosystem Services	+/-/?
Landscape and Townscape	+/-/?
Historic Environment	+/-/?
Water Environment	+/-/?
Air Quality	+/-
Climate Change and Greenhouse Gases	+/-
Soil, Land Use, Resource and Waste	-/?
Noise and Vibration	+/-

- 5.2.2. Significant positive effects were identified against the Population and Equalities, Health, and the Economy and Employment IIA objectives. Minor positive effects were identified for all the other IIA objectives, other than Soil, Land Use, Resource and Waste. This is largely

due to the Draft LTP Vision and Objectives, as well as action areas and actions focusing on improving the transport network for the community, supporting a modal shift towards sustainable transport and active travel, improving the local economy and reducing negative environmental impacts from the transport network. In the long-term, measures seek to improve access to sustainable transport modes, including active travel, along with a range of other measures that will have long-term minor positive (direct and indirect) effects on the IIA objectives.

- 5.2.3. No significant negative effects were identified against any of the IIA objectives. Minor negative effects were identified for all of the IIA objectives, however, other than Community Safety. These adverse effects mostly derive from increased noise and air pollution, as well as increased traffic causing disruption to transport routes potentially impacting access to services, facilities, heritage assets and employment, during the construction stage of new and enhanced transport infrastructure. In line with national and local planning policies, however, it has been assumed that individual proposals would seek to reduce negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a significant negative effect during construction or operation. Despite this, taking a precautionary approach, the potential for a minor negative effect has been identified against most of the IIA objectives. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.
- 5.2.4. Uncertainty has been identified for the Biodiversity, Natural Capital and Ecosystem Services, Landscape and Townscape, Historic Environment, and Water Environment IIA objectives. This is because the Draft LTP does not detail the location, timescale, or scale of specific interventions, therefore the effects of these cannot be certain. Although, it is expected that project level assessments will be undertaken to ensure appropriate mitigation is identified where necessary, and no significant negative effects occur, some uncertainty remains.

5.3 Habitats Regulations Assessment

- 5.3.1. **Section 1.3** sets out the requirement to carry out an HRA of the Draft LTP. The results of this assessment have been set out in the Shropshire Local Transport Plan 2027-2036 – Habitats Regulations Assessment report, that has been published for consultation alongside this IIA Report.
- 5.3.2. The HRA aims to identify the potential for the Draft LTP to cause Likely Significant Effects (LSE) on National Network Sites. The HRA report comprises stages 1 and 2 of the HRA process, as outlined in **Section 1.3**; Screening and Appropriate Assessment.
- 5.3.3. This section refers to screening of 43 policies in the Draft LTP. These policies refer are the individual actions, under each action area, in the Draft LTP.

- 5.3.4. The HRA Screening identified 18 National Network Sites within 10km of the Shropshire Council boundary; 15 SACs, one SPA and two Ramsar sites. A total of 26 of the 43 Draft LTP policies were screened out from appropriate assessment for a combination of the following reasons:
- The policy will not result in any development that could cause direct or indirect adverse impacts on a National Network Site; and/or
 - The policy will not affect the frequency, quantum or geographic distribution of road traffic, and thus is not capable of affecting air pollution and causing negative consequences for a National Network Site; and/or
 - The policy concerns generating better evidence, information, funding/financing or engaging stakeholders about various transport issues.
- 5.3.5. The remaining 17 policies were screened in, based on a combination of the following reasons:
- The policy specifies a desire or intention to bring forward new/improve/replacement transport infrastructure at one or more locations. The development proposed could result in direct or indirect impacts on one or more National Network Site. The identified impact pathways relate to construction phase impacts (e.g. land take, water quality, water availability, dust, noise and vibration or lighting) or operational phase impacts (e.g. increased numbers of visitors in proximity to a National Network Site resulting in disturbance); and/or
 - The policy could result in alternations to the quantity, frequency of spatial distribution of road traffic which could result in changes to emissions of air pollutants (e.g. nitrogen oxides, ammonia) that could adversely impact a National Network Site.
- 5.3.6. For the sites that were screened in, in no case was a policy detailed enough, in terms of the type or location of development, to confirm the precise nature of an impact pathway. However, key impact pathways triggering a possible LSE include:
- Direct habitat loss or physical damage;
 - Species disturbance (including effects from noise, vibration, visual disturbance or lighting);
 - Changes to water quality;
 - Changes to air quality;
 - Changes to surface and groundwater hydrology;
 - Introduction or spread of invasive non-native species; and/or
 - Increased recreational pressure.
- 5.3.7. An Appropriate Assessment was therefore carried out for the 17 policies that may lead to an adverse effect on the integrity of National Network Sites, where the potential effects of the above impact pathways were considered further, together with the availability and effectiveness of avoidance, mitigation and control measures. The Appropriate Assessment focuses on whether, with the application of appropriate safeguards/established mitigation

measures at the project level, the LTP can be implemented without adverse effects on the integrity of National Network Sites.

- 5.3.8. The Appropriate Assessment concludes that, subject to the application of appropriate avoidance, mitigation and control measures and compliance with the Habitats Regulations at a project level, the LTP can be implemented without adverse effects on the integrity of any National Network Sites, either alone or in-combination with other plans and projects.

6 Cumulative Effects

6.1 Introduction

- 6.1.1. The SEA Regulations require that the cumulative effects of the LTP are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan).
- 6.1.2. Cumulative effects can arise when:
- Several individual policies and proposals have a combined effect on an IIA objective; or
 - Several policies and proposals have insignificant effects individually but when combined, lead to significant effects.
- 6.1.3. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.
- 6.1.4. The effects of the Draft LTP as a whole (intra-plan effects) have been assessed in **Appendix D** and summarised in **Section 5**. This section therefore presents the consideration of how the policies and interventions within the LTP may interact with proposals in other plans, programmes and projects (inter-plan effects).

6.2 Inter-plan Cumulative Effects

- 6.2.1. **Table 6-1** identifies the plans, programmes and projects that could result in interactions and therefore cumulative effects with the LTP.

Table 6-1 – Sources of inter-plan cumulative effects

Summary of Plans, Programmes and Projects
Regional and Sub-Regional
<u>Strategic Transport Plan for the Midlands¹⁴</u> This strategy is set out by Midlands Connect, the sub-national Transport Body for the Midlands, and outlines its strategic priorities for the area to 2030 and beyond. It covers the Midlands region, including Shropshire.

¹⁴ Midlands Connect (2022) Fairer, greener, stronger. A Strategic Transport Plan for the Midlands. Available online: [MC - STP Doc_Digital](#) [Accessed March 2026]

Summary of Plans, Programmes and Projects

This Strategy builds on Midlands Connect's 2017 strategy and is not intended to be a holistic regional transport strategy but does aim to strengthen the pan-regional strategic transport network and provide a consistent framework for its partners to plan their own investments.

The Strategy sets out a number of commitments to help the region and the country to level up, decarbonise transport and build a resilient economy. These are:

- Decarbonising transport and adapting to climate change
- Improving rail and public transport
- Developing our future road network
- Moving goods across the Midlands
- Maximising opportunities for technology and the future of mobility
- Working with partners

The efforts to improve regional connectivity are focussed on five areas:

- Aspirations for rail
- The development of a future road network that is reliable, resilient and efficient for all
- Helping to move goods
- Responding to the unique transport challenges in rural areas
- Maximising technology-related opportunities to improve connectivity

Water Resource Management Plans (WRMPs)

WRMPs are statutory documents that are required to be produced by water companies at least once every five years. WRMPs set out how a company will ensure that a secure supply of water is maintained for businesses and homes, while protecting the natural environment. Severn Trent's WRMP24 is most likely to interact with the SC LTP.

Severn River Basin District River Basin Management Plan (RBMP)¹⁵

RBMPs describe the pressures facing the water environment and the actions that will address them, particularly in relation to water quality. The environmental objectives covered by the Severn River Basin District RBMP are:

- preventing deterioration of the status of surface waters and groundwater
- achieving objectives and standards for protected areas
- aiming to achieve good status for all water bodies
- reversing any significant and sustained upward trends in pollutant concentrations in groundwater
- cessation of discharges, emissions and losses of priority hazardous substances into surface waters

¹⁵ Environment Agency (2022) Severn River Basin District River Basin Management Plan. Available online: [Severn river basin district river basin management plan: updated 2022 - GOV.UK](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/114444/severn_river_basin_district_river_basin_management_plan_updated_2022.pdf) [Accessed March 2026]

Summary of Plans, Programmes and Projects

- progressively reducing the pollution of groundwater and preventing or limiting the entry of pollutants

County Level Plans

Shropshire Local Plan¹⁶

Planning authorities within England are required to prepare a Local Plan to guide decision-making on future development proposals. Plans seek to identify the needs and opportunities of the area; identifying the scale and location of growth to be delivered across their respective administrative area.

Shropshire Council is currently preparing the next Local Plan, covering the period 2025-2045, having withdrawn the previous draft Local Plan for 2016-2038, in 2025. The current adopted Local Plan consists of the Core Strategy (2011) and Site Allocations and Management of Development (SAMDev) Plan (2015), covering the period 2006 – 2026.

The Core Strategy set out the Council's vision, strategic objectives, broad spatial strategy, and strategic policies to guide future development. The SAMDev Plan provides detailed 'development management' and 'settlement' policies to guide future development and identifies specific locations for development.

Shropshire Economic Growth Strategy 2022- 2027¹⁷

SC has worked alongside the Economic Taskforce and other partners and stakeholders to establish ambitions, focus and values to drive economic growth and prosperity in Shropshire. The key values identified are resilience, inclusivity, sustainability, wellbeing, and health, and the key strategic themes are supporting local businesses, strategic locations, and employment and skills.

The Vision of the Strategy is '*Working together with our business communities and stakeholders, and by utilising our unique environment and high-quality assets, we will co-create a connected, competitive, sustainable and inclusive economy; one that is nationally recognised where businesses and residents are thriving, healthy and resilient.*'

Targets include:

- Close the productivity gap by at least 50%
- Close the wage gap by at least 50%
- Increase investment to £350 million over the period 2022 – 2027
- Build 1,400 additional homes per annum

¹⁶ Shropshire Council (2011) Adopted Local Plan. Available online: [Adopted Local Plan | Shropshire Council](#) [Accessed March 2026]

¹⁷ Shropshire Council & Economic Taskforce (2022) Shropshire's Economic Growth strategy. Available online: [economic-growth-strategy-2022-2027.pdf](#) [Accessed March 2026]

Summary of Plans, Programmes and Projects

- Increase job by at least 5,000 by 2027

Zero Carbon Shropshire Plan¹⁸

This Plan sets out SC's target to become net zero carbon by 2030. The Plan addresses five areas that make the greatest contribution to CO₂ emissions and biodiversity loss in Shropshire:

- Energy, through its generation and use
- Buildings
- Transport
- Stuff we buy and use... then throw away
- Land use and biodiversity

For each of these areas, the Plan sets out the necessary actions to address the relevant challenges.

Shropshire Hills National Landscape Management Plan¹⁹

National Landscapes are required to publish a management plan and promote its implementation by a range of organisations, including local authorities, government agencies, community groups, and landowners.

The Management Plan for the Shropshire Hills was adopted in 2025, and aims to influence and guide landowners, organisations and individuals on how to best manage the landscape. The overall Vision for the Plan is for the Shropshire Hills to be thriving in balance with nature.

The key issues identified in the plan are:

- Climate change mitigation and adaptation
- Nature recovery
- Agriculture transition
- Priorities set out in the Landscapes Review
- The Government's Environmental Improvement Plan 2023
- Natural capital assets and the ecosystem services
- Local authority policies

Shropshire Local Flood Risk Management Strategy (LFRMS)²⁰

¹⁸ Shropshire Climate Action Partnership (2021) Zero Carbon Shropshire Plan. Available online: [The Zero Carbon Shropshire Plan](#) [Accessed March 2026]

¹⁹ Shropshire Hills National Landscape (2025) Shropshire Hills National Landscape: An Area of Outstanding Natural Beauty Management Plan 2025-2030. Available online: [Thriving in Balance with Nature final draft for approval Dec 25 \(low res\).pdf](#) [Accessed March 2026]

²⁰ Shropshire Council (2015) Shropshire Local Flood Risk Management Strategy. Available online: [Microsoft Word - Shropshire LFRMS Summary December 2015](#) [Accessed March 2026]

Summary of Plans, Programmes and Projects

LFRMS are used to help manage flood risk in England. They must reflect the national flood and coastal erosion risk management strategy, wider current policy, and the aspirations and priorities of other partners with interest.

The LFRMS for Shropshire was adopted in 2015 and outlines the strategy for flood risk management in the area. The Strategy sets out:

- Which organisations have responsibility for flood risk management in Shropshire
- Partnership arrangements to ensure co-ordination between responsible organisations
- Actions for all organisations managing flood risk
- How SC prioritise where to take action so that the greatest benefits for those who flood can be realised
- Where funding comes from
- How SC can enhance the environment

Vibrant Shropshire – Cultural Strategy²¹

This document sets out SC's ambition and priorities for the cultural sector over the period 2021 – 2031 and was developed in partnership with a range of stakeholders through the Cultural Strategy Working Group. It sets out Shropshire's cultural offering and the importance of the cultural sector.

The Strategy outlines the following vision:

'By 2031, Shropshire's vibrant culture will be inspiring more people, both local communities and visitors alike, to explore, create, be active and enjoy themselves. It will enhance lives and nurture the environment for all our futures.'

The four overarching themes of the Strategy are:

- Climate and environmental change mitigation
- Developing volunteers
- Young people's skills and learning
- Marketing and communication

Its key priorities are:

- Using culture to support people to be active, happy, healthy and connected
- Culture better supports the growth of the local economy and creates more opportunities to earn a living
- Delighting and surprising visitors and residents with independent, authentic experiences
- Harnessing 'ownership' and pride in local places for the benefit of all

²¹ Shropshire Council (2021) Vibrant Shropshire. Available online: [Vibrant Shropshire, Cultural Strategy for Shropshire 2021-2031](#) [Accessed March 2026].

Summary of Plans, Programmes and Projects

- Shropshire’s high-quality natural landscapes are valued and enhanced for future generations
- Driving innovation, including digital development, to enhance cultural experiences, improve physical and intellectual access and tackle social isolation
- Forge strong partnerships to drive forward our shared cultural ambition

Shropshire Bus Service Improvement Plan (BSIP)²²

SC’s BSIP sets out the vision for bus travel in Shropshire, outlining a programme of investment to transform the current bus service offering in the County. The BSIP was published in 2024 and is split into three key phases:

- Phase one – current bus offer
- Phase two – network improvements (2024/25)
- Phase three – vision for buses 2025 & beyond

Shropshire Local Cycling and Walking Infrastructure Plan (LCWIP)²³

Local Cycling and Walking Infrastructure Plans are 10-year, focused plans for developing a cycling and walking network within the local area.

The Shropshire LCWIP was published in 2023 and aims to improve the safety, comfort and attractiveness of walking and cycling in the County, by setting out a prioritised list of schemes to be delivered over the period, that will improve walking and cycling infrastructure, covering the following towns:

- Shrewsbury
- Oswestry/Gobowen
- Church Stretton
- Market Drayton
- Bridgnorth
- Ludlow
- Whitchurch

Shropshire and Telford & Wrekin Local Nature Recovery Strategy (LNRS)²⁴

Local Nature Recovery Strategies (LNRS) set out priorities for nature recovery in a given location and identify actions to work towards achieving these priorities.

²² Shropshire Council (2024) Shropshire Bus Service Improvement Plan (BSIP). Available online: [Bus Service Improvement Plan](#) [Accessed March 2026]

²³ Shropshire Council (2023) Local Cycling and Walking Infrastructure Plan. Available online: [LCWIP Full Report](#) [Accessed March 2026]

²⁴ Nature Recovery Shropshire and Telford & Wrekin (2025) Shropshire and Telford & Wrekin Local Nature Recovery Strategy. Available online: [Local Nature Recovery Strategy](#) [Accessed May 2026]

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The LNRS was published in April 2026 and aims to be a tool to assist people, communities and organisations taking actions to benefit nature, supporting nature recovery and delivering wider environmental benefits.

The Strategy identifies 16 priorities and 51 actions for Shropshire and Telford & Wrekin to align local needs with national targets, and highlights important species and species assemblages. The priorities are broad and relate to creation, management or restoration of habitat, and increasing access to and connection with nature, they are:

- Enhance nature alongside food production
- Restore, enhance, expand and appropriately manage the hedgerow network
- Re-naturalise rivers and stabilise flows
- Restore peatland and wetland mosaics
- Create, restore and manage ponds, glacial pools and meres
- Enhance canals for wildlife and people
- Safeguard and enhance veteran trees
- Restore and expand nature-rich woodlands
- Restore and expand nature-rich woody habitats
- Restore, connect and expand species-rich grasslands across the county
- Restore, connect and expand heathland sites
- Increase the area of fridd habitat
- Enhance the wildlife value of open mosaic habitats
- Bring nature into towns, villages and amenity spaces
- Reduce invasive non-native species across whole catchments
- Enable more access to and connection with nature for health and wellbeing

The actions are specific and are broken down into activities, some of which are location specific, as outlined in the LNRS map.

Shropshire Green Infrastructure Strategy²⁵

This Strategy will be used to inform land use planning and policy, by identifying ways in which existing Green Infrastructure can be protected and enhanced, as well as identifying opportunities to create new green infrastructure. The Strategy focusses on Green Infrastructure opportunities in:

- Strategic settlement: Shrewsbury;
- Principal Centres: Bridgnorth, Ludlow, Market Drayton, Oswestry and Whitchurch;
- Key Centres: Albrighton, Bishop's Castle, Broseley, Cleobury Mortimer, Craven Arms, Ellesmere, Highley, Much Wenlock, Shifnal, Wem and Church Stretton; and

²⁵ Shropshire Council (2020) Shropshire Green Infrastructure Strategy. Available online: [Green Infrastructure Strategy Main Report](#) [Accessed March 2026]

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- Three Strategic Sites proposed in the latest Local Plan consultations on strategic sites (2019): Clive Barracks, Ironbridge Power Station and RAF Cosford.

The Strategy identifies the following vision:

‘By 2038 the Green Infrastructure network in Shropshire is being actively maintained and extended to provide multiple benefits for both people and the natural environment.

The Green Infrastructure network is contributing towards climate change adaptation and mitigation, enhancing health and wellbeing, improving air and water quality, increasing opportunities for active travel and providing recovery of ecosystems.’

The Strategy also identifies three main Objectives:

- *‘To identify the existing Green Infrastructure assets and networks at a Shropshire-wide scale;*
- *To identify the existing Green Infrastructure context within the main settlements within Shropshire including Shrewsbury as the Strategic Settlement, the Principal and Key settlements and the Strategic Sites as identified in the emerging Local Plan Review*
- *To identify opportunities to protect, strengthen and enhance existing assets, and deliver new Green Infrastructure in Shrewsbury, the Principal and Key Settlements and the Strategic Sites as identified in the emerging Local Plan Review in a manner which:*
 - *conserves, maintains and enhances existing natural features and networks;*
 - *addresses identified health and well-being needs;*
 - *supports adaptation to, and mitigation of, climate change in areas identified as being vulnerable;*
 - *improves air and water quality in areas where relevant limit values or national objectives are not being met;*
 - *respects and enhances historic environment assets;*
 - *increases opportunities for active travel, walking and cycling.’*

Shropshire’s Strategic Infrastructure and Investment Plan 2024²⁶

This Plan is owned and updated by Shropshire’s Strategic Infrastructure and Investment Network, and aims to provide a framework for long-term, joint working by investment and delivery partners to enable communities to thrive and improve the resilience of Shropshire to future challenges.

The Plan has been established to support delivery of Shropshire’s Economic Growth Strategy and Local Plan, seeking to do this by:

- Summarising the growth ambition

²⁶ Shropshire Strategic Infrastructure and Investment Network (2024) Shropshire’s Strategic Infrastructure and Investment Plan 2024. Available online: [Strategic Infrastructure and Investment Plan 2024 Update](#) [Accessed March 2026]

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- Setting out an understanding of current capacity within infrastructure to achieve this ambition
- Setting out priority investment needs to achieve this ambition.
- Providing an overview of partner investment pipelines which could support this ambition.
- Highlighting gaps in current knowledge of delivery options and funding to meet needs.

The Plan outlines a number of strategic infrastructure and investment projects identified to take place within Shropshire.

Draft Shropshire Housing Strategy 2025-30²⁷

This Strategy outlines how SC will ensure that all residents have access to safe, secure and affordable homes. It outlines how SC will respond to the challenges currently facing housing. This Strategy builds on the previous Housing Strategy and outlines how SC will deliver its housing responsibilities out to 2030, sitting alongside the Shropshire Local Plan.

The priorities highlighted by the Strategy are:

- Meeting Housing Needs
- Affordable and Accessible Housing
- Preventing Homelessness and Supporting Resettlement
- Access to Diverse Housing Options
- Improving Housing Quality and Tackling Climate Impact
- Supporting Economic Growth and Key Workers

Shropshire's Great Outdoors Strategy 2018 – 28²⁸

This Strategy sets out the strategic direction for the management and development of publicly accessible greenspace, Public Rights of Way, and other access in Shropshire. Its aim is to inspire action to improve health, prosperity and happiness by cherishing Shropshire's Great Outdoors. The Strategy fulfils the statutory requirements of a Rights of Way Improvement Plan (ROWIP).

The Vision of the Strategy is as follows:

'By the end of 2028, people will be happier, healthier and more prosperous by being better connected to Shropshire's Great Outdoors through safe and cherished publically accessible outdoor assets.'

The Strategy also sets out the following targets:

²⁷ Shropshire Council (2025) Draft Housing Strategy 2025-2030. Available online: [Appendix 1 Draft Housing Strategy 2025 to 2030.pdf](#) [Accessed March 2026]

²⁸ Shropshire Council (2018) Shropshire's Great Outdoors 2018 – 2028. Available online: [Shropshire's Great Outdoors](#) [Accessed March 2026]

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- Increase economic return by 25% (to £125m).
- Increase the amount of accessible natural greenspace from 1.66ha/ 1,000 population to 2.0ha.
- Create four new visitor facilities across the County.
- Increase visits to the natural environment from 57% to 65% of the population.
- Increase users of the Shropshire's Great Outdoor website from 135,000 to 200,000.
- Ensure the Best Value Performance Indicator for the Rights of Way network at or above 70%.
- Increase the ORVal Welfare Value of sites by 10% from £43,882,000.

Local Plans

Place Plans

There are 18 place plan areas in Shropshire, each with its own plan, which is a document focussing on local infrastructure needs in communities across Shropshire. Infrastructure in this context includes utilities such as electricity, gas, and water, as well as roads, schools, open spaces, flood defences, broadband, health facilities, leisure facilities, and more. The Plans are usually focussed on a market town and its surrounding rural area and are managed by SC, detailing a number of projects. They aim to enable SC and its partners, working with local elected members and town and parish councils, to deliver the infrastructure needs of our communities.

The objectives of the Plans are:

- To develop a clear picture and understanding of the Place Plan area
- To identify and prioritise infrastructure needs within the Place Plan area
- To identify lead partners, supporting partners, and funding opportunities (where possible) to deliver those infrastructure needs
- To feed in to the Strategic Infrastructure Implementation Plan for the County as a whole
- To feed in to our corporate and service plans
- To feed in to the Shropshire Plan

The Place Plan areas are:

- Albrighton and surrounding area
- Bishop's Castle and surrounding area
- Bridgnorth and surrounding area
- Broseley and surrounding area
- Church Stretton and surrounding area
- Cleobury Mortimer and surrounding area
- Craven Arms and surrounding area
- Ellesmere and surrounding area
- Highley and surrounding area
- Ludlow and surrounding area
- Market Drayton and surrounding area
- Minsterley and Pontesbury and surrounding area

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- Much Wenlock and surrounding area
- Oswestry and surrounding area
- Shifnal and surrounding area
- Shrewsbury and surrounding area
- Wem and surrounding area
- Whitchurch and surrounding area

Neighbouring Local Plans

Adopted and emerging Local Plans neighbouring Shropshire are:

- Wrexham Local Plan
- Cheshire West and Chester Local Plan
- Cheshire East Local Plan
- Telford and Wrekin Local Plan 2011-2031
- Worcestershire
- Herefordshire Local Plan 2011 - 2031
- Powys Local Development Plan 2011 – 2026
- Newcastle-Under-Lyme Local Plan 2020 - 2040
- Stafford Borough Local Plan 2020 – 2040
- South Staffordshire Local Plan
- Wyre Forest District Local Plan (2016 – 2036)

Neighbourhood Plans

Neighbourhood Plans set out planning policies for a specific area and are written by the local communities that they represent, formalising the communities wishes for development of their neighbourhood in the planning system. They form part of the Development Plan. Neighbourhood Plans must address development and use of land and conform with Local Plans.

There are nine completed Neighbourhood Plans in the SC area²⁹:

- Bishops Castle
- Broseley
- Cleobury Mortimer
- Pontesbury
- Shifnal
- Stoke Upon Tern
- Three Parishes
- Woore

²⁹ Shropshire Council (Undated) Neighbourhood and community-led plans. Available online: [Neighbourhood and community-led plans | Shropshire Council](#) [Accessed March 2026]

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■ Much Wenlock

There are 14 emerging Neighbourhood Plans in the SC area:

- Bashchurch
- Bayston Hill
- Bicton
- Church Stretton
- Clive
- Conover
- Longden
- Market Drayton
- Much Wenlock
- Oswestry
- Sherrifhales
- Tasley
- Tenbury and Burford
- West Felton

Nationally Significant Infrastructure Projects (NSIPs)

At the time of writing, there are 11 nationally significant infrastructure projects (NSIPs) in the West Midlands region; one at pre-application and nine decided. The projects, their respective developers, and their status at the time of writing are outlined below:

- A46 Coventry Junctions (Walsgrave) - National Highways – Decided
- Arrow Valley Solar – Arrow Valley Solar Limited – Pre-application
- M42 Junction 6 Improvement - Highways England - Decided
- M54 to M6 Link Road - Highways England - Decided
- Meaford Energy Centre - Meaford Energy Limited - Decided
- Redditch Branch Enhancement Scheme - Network Rail - Decided
- Reinforcement to North Shropshire Electricity Distribution Network - SP Manweb - Decided
- Stafford Area Improvements - Norton Bridge Railway - Network Rail - Decided
- The Grand Union Canal Transfer - Affinity Water and Severn Trent Water - Pre-application
- West Midlands Interchange - Four Ashes Limited - Decided
- Willington C Gas Pipeline - RWE npower – Decided

Of these, the Redditch Branch Enhancement Scheme, Reinforcement to North Shropshire Electricity Distribution Network, and Stafford Area Improvements schemes have been completed and therefore form part of the baseline. The remaining NSIPs in the West Midlands are of sufficient distance to limit any cumulative effects.

At the time of writing, there are also 22 NSIPs in Wales, two of which are near to the Shropshire Council administrative area. These are:

- Green Gen Vyrnwy Frankton – Green Gen Cymru – Pre-application
- Mid Wales Electricity Connection – National Grid – Withdrawn

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As the Mid Wales Electricity Connection has been withdrawn, the Green Gen Vyrnwy Frankton application is the only NSIP with the potential to result in cumulative effects with the LTP.

- 6.2.2. **Table 6-2** presents an assessment of the likely significant effects of the identified plans, programmes and projects in-combination with the LTP against each of the IIA objectives.
- 6.2.3. The effects of the assessment are presented for each IIA Topic.

Table 6-2 – Assessment of inter-plan cumulative effects

IIA Topic	Effect Significance	Description of potential cumulative effects
Population and Equalities	++/-/?	Proposals in the Draft LTP and other plans and projects, such as the Shropshire Local Plan, Neighbourhood Plans and Place Plans, and the Green Gen Vyrnwy Frankton NSIP, have the potential to interact and have cumulative effects on populations and equalities. In line with national and local planning policy, it is assumed that there is suitable mitigation available to address any negative interactions between the Draft LTP and other plans during the construction phase, including the phasing of developments to ensure that no significant negative effects arise during construction. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of actions aiming to improve accessibility for different genders, age groups and ethnicities could have positive cumulative effects on populations and equalities. The Draft LTP's Health and Wellbeing Objective aligns with the vision of the Strategic Transport Plan for the Midlands; to achieve a fairer, greener, stronger Midlands, as well as other plans that support improved access to services, facilities and transport for all, such as the Economic Growth Strategy, LCWIP, Strategic Infrastructure and Investment Plan, Place Plans and Neighbourhood Plans. This improved access to services could work to reduce inequalities and deprivation across Shropshire. Cumulative effects may be significant if plans are coordinated to maximise benefits to the population, though as the precise location, scale and design of development and implementation of mitigation at the project level is currently unknown, uncertainty has been identified in the assessment of this topic.
Health	++/-/?	There is potential for interactions between the Draft LTP and other plans and programmes, especially those involving new or improved infrastructure, such as the Green Gen Vyrnwy Frankton NSIP, to result in travel

IIA Topic	Effect Significance	Description of potential cumulative effects
		disruption and increased air and noise pollution, which may have a negative effect on human health. In line with national and local planning policy, however, it is assumed that there is suitable mitigation available to address any negative interactions between the Draft LTP and other plans, including the phasing of developments to ensure that no significant negative effects arise during construction and operation. Enhanced access to sustainable transport modes and active travel routes alongside the delivery of sustainable development that improves access to green infrastructure and greenspace could have positive cumulative effects on human health, both physical and mental. Other plans and programmes such as the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP, LCWIP, the Green Infrastructure Strategy, and Shropshire's Great Outdoors Strategy will also encourage a modal shift towards active travel and sustainable transport and improve access to green spaces, leading to potential for significant positive effects in combination with the Draft LTP, through reduced health impacts due to transport emissions, and encouragement of healthy and active lifestyles. The Shropshire LCWIP and Green Infrastructure Strategy both contain reference to health deprivation and the health and wellbeing benefits that could be experienced through improving walking and cycling routes and access to nature and green spaces. This could lead to significant positive cumulative effects in combination with the LTP, as the LTP aims to strengthen and support the LCWIP, and will further improve access to nature and green space. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level, as well as the level of uptake of active travel, increase in use of green space, and reduction in transport emissions. Due to this, uncertainty has been identified in the assessment of this topic.

IIA Topic	Effect Significance	Description of potential cumulative effects
Economy and Employment	++/-/?	The Draft LTP has the potential to interact with the other plans to have both negative and positive cumulative effects on economy and employment. There is potential for temporary negative cumulative effects during the construction phase of new or improved infrastructure associated with the LTP, in combination with other plans and projects proposing new infrastructure such as the Green Gen Vyrnwy Frankton NSIP, the Shropshire Local Plan, the WRMP24, Strategic Transport Plan, If multiple developments take place in proximity to each other, with overlapping construction periods, this may lead to increased congestion and therefore cause access issues to key economic sites. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and timing of developments. There may also, however, be positive cumulative effects during construction, as investment may lead to employment opportunities for local contractors and have wider supply chain benefits. The impact of this may be significant, though is dependent on the precise level of investment. Over the longer term, improvements to local infrastructure should have a positive impact on the economy and employment as access to sustainable transport improves, granting easier access to education, training and employment opportunities, as well as facilities and services. The Draft LTP is likely to lead to positive cumulative effects, in combination with other plans, policies and programmes such as Shropshire's Economy Growth Strategy and the Strategic Transport Plan for the Midlands, as they have shared objectives to support economic growth and establish a sustainable, resilient and inclusive economy.
Community Safety	+/-/?	Short term, temporary, negative cumulative effects on safety could be experienced during the construction period if Draft LTP proposals and other developments such as the Green Gen Vyrnwy Frankton NSIP and

IIA Topic	Effect Significance	Description of potential cumulative effects
		proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, take place in close proximity to each other, with overlapping construction periods. Increased construction traffic and congestion in a concentrated area could increase the risk of accidents on the road network. In the longer term, cumulative positive effects could also be experienced, as a number of other plans and programmes, including the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP and LCWIP, will, alongside the Draft LTP, encourage a modal shift towards active travel and sustainable transport, contributing towards making a more reliable transport network and increase use of active travel routes and sustainable transport, reducing the number of private cars on the road and associated road traffic accidents. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
Biodiversity, Natural Capital and Ecosystem Services	+/-/?	Proposals in the Draft LTP and other plans and projects such as the Green Gen Vyrnwy Frankton NSIP, the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, have the potential to interact and have cumulative effects on biodiversity, particularly if they are constructed in proximity to one another, with overlapping construction periods, and have impacts pathways to the same receptors. However, national and local planning policies, the Shropshire Local Plan, Zero Carbon Shropshire Plan, the Green Infrastructure strategy and the LNRS seek to protect and enhance biodiversity and, as a result, it is considered that significant negative cumulative effects are unlikely. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.

IIA Topic	Effect Significance	Description of potential cumulative effects
		There are likely to be opportunities for these plans and programmes and the Draft LTP to result in positive cumulative effects through delivering a net gain for biodiversity and contributing towards protection and restoration of the natural environment through opportunities to incorporate green infrastructure and habitat enhancements, as the Protection of the Natural, Built and Historic Environment action area states that the LTP will contribute to biodiversity and natural environment protection, and deliver biodiversity net gain where possible, and other action areas include actions such as implementing SuDS to benefit flood management and biodiversity, delivering biodiversity upgrades, and utilising natural land management techniques. The Draft LTP, and plans and programmes such as the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP, LCWIP will also encourage a modal shift towards active travel and sustainable transport and a subsequent reduction in noise and air pollution. This may result in less disturbance and damage to habitats, having a positive cumulative effect on biodiversity.
Landscape and Townscape	+/-/?	Actions in the Draft LTP have the potential to interact with other plans, programmes and projects, and have cumulative effects on landscape and townscape. There is potential for negative cumulative effects on landscape and townscape from the Draft LTP in combination with other plans, programmes and projects such as the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, if multiple developments were to be constructed in proximity to each other. However, national and local planning policies require proposals for development to protect and enhance landscape and townscape, and it is assumed that development will be phased appropriately to avoid significant effects. As a result, it is considered that significant negative cumulative effects are unlikely.

IIA Topic	Effect Significance	Description of potential cumulative effects
		There is potential for cumulative positive effects between the Draft LTP and other plans, programmes and projects including the Green Infrastructure Strategy, Shropshire's Great Outdoors Strategy, and the National Landscape Management Plan for the Shropshire Hills, if appropriate design is utilised in proposals arising from the LTP to improve the setting of, and access to green space, townscapes, and designated landscapes. The Draft LTP Spatial Planning and Development action area references sustainable access principles in the Local Plan, which aim to guide developers on issues including location and land use integration, people centred urban design, public realm and placemaking, sustainable access to services and employment, and construction and impact mitigation. The Protection of the Natural, Built and Historic Environment action area aims to ensure that transport schemes respect local character and are well designed, protecting the natural, built and historic environment. In combination with other plans, programmes, and projects, this is expected to lead to positive cumulative effects through supporting consideration of sustainable access, and impacts on landscape, in development. The Draft LTP, and plans and programmes such as the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP and LCWIP will also encourage a modal shift towards active travel and sustainable transport, reducing the number of cars on the road and leading to a subsequent reduction in noise pollution. A modal shift would generally improve sustainable access to landscapes and enhance a reduction in pollution would improve the setting of landscapes by improving tranquillity and supporting the aims of the Shropshire Hills Management Plan. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level, therefore effects are considered uncertain.

IIA Topic	Effect Significance	Description of potential cumulative effects
Historic Environment	+/-/?	Proposals in the Draft LTP have the potential to interact with other plans, programmes and projects such as the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies including the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, and have cumulative effects on the historic environment, particularly if developments are constructed at the same time and/or are within the setting of the same heritage asset (designated or non-designated). In line with national and local planning policy, however, any proposal would be required to conserve and enhance the historic environment, including designated and non-designated heritage assets, and it is assumed that development will be phased appropriately to avoid significant effects. As a result, it is considered that significant negative cumulative effects are unlikely. The Draft LTP, and plans and programmes such as the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP, LCWIP will also encourage a modal shift towards active travel and sustainable transport, causing a reduction in the number of cars on the road and leading to a subsequent reduction in noise and air pollution. A modal shift would generally improve sustainable access to the historic environment and a reduction in pollution would enhance the setting of heritage assets through improving the quality of the surrounding environment. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level.
Water Environment	+/-/?	Proposals in the Draft LTP have the potential to interact with development proposed through other plans, programmes and projects such as the Green Gen Vyrnwy Frankton NSIP, the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, leading to both negative and positive cumulative effects on the water environment.

IIA Topic	Effect Significance	Description of potential cumulative effects
		There is potential for negative cumulative effects on water quality during construction if multiple developments were to take place in proximity to one another or are hydrologically connected to one another. Increased construction activity associated with multiple sites could lead to increased risk of pollution and negative effects on water quality through waste, dust, and runoff from construction sites. This could negatively impact both surface water and groundwater. However, national and local planning policies require that any new development will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate, and it is assumed that development will be appropriately phased to avoid significant effects. There is potential for positive cumulative effects during operation of the Draft LTP, in combination with water focussed plans, including the LFRMS, Severn Trent WRMP and the Severn River Basin District RBMP, as these plans will work towards reducing flood risk and maintaining water quality. The Draft LTP will support these goals through implementing flood management measures including SuDS, as well as reducing pollution. The Draft LTP, and plans and programmes such as the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP, LCWIP will also encourage a modal shift towards active travel and sustainable transport, causing a reduction in the number of cars on the road and leading to a subsequent reduction pollution load in runoff over the long term, benefitting water quality. The Draft LTP may also have positive cumulative effects on water quality in combination with other plans and programmes that contribute towards traffic reduction, through reducing pollution load in surface water runoff over the longer term. There is also potential for negative cumulative effects during operation of the Draft LTP, in combination with other plans, policies and programmes that would lead to new infrastructure, as this may lead to increased

IIA Topic	Effect Significance	Description of potential cumulative effects
		impermeable surface area in the county, leading to increased surface runoff. It is assumed that this would be considered during design of schemes, and natural flood management and SuDS will be utilised where appropriate, but a minor negative uncertain effect has been assessed due to the lack of detailed location and design information at this stage.
Air Quality	+/-	If the construction of Draft LTP proposals and development associated with other plans and projects, including the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, Strategic Transport Plan and the LNRS amongst others, takes place in close proximity to one another, there is the potential for temporary negative cumulative effects as a result of increased dust and particulate matter as well as traffic, which could negatively impact air quality. The appropriate phasing of development would help to avoid the potential for cumulative negative effects during construction. In line with national and local planning policies, it can also be assumed that the negative impacts as a result of construction would be mitigated to ensure that there are no significant negative effects. Improvements to the transport infrastructure network and services under the Draft LTP could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. This is line with other plans including the Strategic Transport Plan for the Midlands, the Shropshire Local Plan, Zero Carbon Shropshire Plan and Neighbourhood Plans that seek to deliver sustainable development with good access to homes, employment opportunities and facilities by sustainable transport modes. This could result in a minor positive cumulative effect on air quality through a long term reduction in traffic emissions.

IIA Topic	Effect Significance	Description of potential cumulative effects
		As part of a modal shift towards sustainable transport and active travel, the Draft LTP, Strategic Transport Plan, and the Zero Carbon Shropshire Plan will support increased uptake of electric vehicles, with the Draft LTP aiming to expand electric vehicle charging across the County. Whilst this will support an overall reduction in pollutant emissions and improvement in air quality, electric vehicles can lead to increased particulate emissions in comparison to internal combustion engine vehicles from increased tyre and brake wear due to vehicles generally being heavier, which may lead to some negative cumulative effects during operation. Negative cumulative effects could be seen in the long term, if infrastructure arising from other plans, programmes, and policies leads to increased traffic in or near to AQMAs or congestion hotspots, leading to a reduction in air quality. However, it is assumed that the actions included in the LTP and project level mitigation will avoid significant effects, thus minor negative uncertain effects have been assessed.
Climate Change and Greenhouse Gases	+/-	The Draft LTP has the potential to interact with the other plans to have both negative and positive cumulative effects on climate change. There is potential for temporary negative cumulative effects with other plans programmes, and projects including the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, during the construction phase, if multiple developments take place with overlapping construction periods. This could result in increased greenhouse gas emissions from increased traffic and operation of machinery, and from embodied carbon associated with construction materials. However, in line with national and local planning policy, it is assumed that any proposals will be required to provide appropriate mitigation to ensure that construction related activities do not result in a significant effect.

IIA Topic	Effect Significance	Description of potential cumulative effects
		Improvements to the transport infrastructure network and services could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys. Other plans and programmes such as the Strategic Transport Plan for the Midlands, Zero Carbon Shropshire Plan, BSIP, LCWIP, will also encourage a modal shift towards active travel and sustainable transport and a subsequent reduction in greenhouse gas emissions, leading to positive cumulative effects. As part of a modal shift towards sustainable transport and active travel, the Draft LTP, Strategic Transport Plan, and the Zero Carbon Shropshire Plan will support increased uptake of electric vehicles, with the Draft LTP aiming to expand electric vehicle charging across the County, helping to further reduce greenhouse gas emissions during operation. Positive cumulative effects may also be seen in combination with the Green Infrastructure Strategy and the LFRMS, as these will work towards improving resilience to the impacts of climate change, and the Draft LTP will support use of SuDS and aim to mitigate flood risk, whilst establishing a transport network that is resilient to climate change. There is also potential for negative cumulative effects arising from the Draft LTP in combination with other plans, programmes and projects proposing additional infrastructure, including the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others. If development leads to increased surface runoff this could lead to increased flood risk and decreased resilience to climate change.

IIA Topic	Effect Significance	Description of potential cumulative effects
		Overall, due to the assumed scale of emissions reduction, it is considered that there is the potential for a minor long-term positive cumulative effect. A minor negative effect has been identified due to the potential for emissions during construction, and increase to flood risk if appropriate measures are not utilised.
Noise and Vibration	+/-	There is potential for temporary negative cumulative effects on noise during the construction phase, if Draft LTP proposals and other developments from plans, programmes and projects including the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, take place in proximity to each other, with overlapping construction periods. This could result in increased noise pollution from construction activities as well as increased traffic noise. In line with national and local planning policies, however, it is assumed that any proposals for development would seek to minimise impacts of noise pollution and effects would therefore not be significant. Improvements to transport network infrastructure and public transport services arising from the Draft LTP could lead to increased utilisation of public transport and active travel routes, leading to a reduced number of cars on the road and related noise. The Draft LTP could have positive cumulative effects with other plans, programmes and projects that support a modal shift towards sustainable transport and active travel, such as the Strategic Transport Plan for the Midlands, and the Zero Carbon Shropshire Plan, as this would lead to a reduction in traffic related noise. If new travel routes are located in areas that were previously tranquil or undisturbed, there may be negative cumulative effects during operation through introducing traffic noise, or noise associated with active travel, to new areas.

IIA Topic	Effect Significance	Description of potential cumulative effects
		Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of policies at the project level.
Soil, Land Use, Resource and Waste	-/?	In the short-term, the delivery of proposals associated with the Draft LTP, and other plans, programmes, and projects that require construction, including the Green Gen Vyrnwy Frankton NSIP and proposals arising from other plans and strategies such as the WRMP24, Shropshire Local Plan, and the Strategic Transport Plan amongst others, will require the use of resources such as materials and fuel and result in generation of waste, during construction. This could lead to negative cumulative effects, though in line with national and local planning however, it is assumed that any proposals would seek to encourage the efficient and appropriate use of resources, including the use of secondary or recycled materials where appropriate. Cumulative negative effects could also arise from the Draft LTP, in combination with other plans, programmes and projects, due to new infrastructure that would require land take. Depending on location, this could result in the permanent loss of best and most versatile agricultural land and negatively impact Local Important Geological Sites. It is assumed that potential developments will all seek the efficient use of land, utilising brownfield land where available, in line with national planning policies, though as this is currently unknown, uncertainty has been identified in the scoring.

- 6.2.4. The assessment of cumulative effects has identified that positive and negative cumulative effects are likely against all the IIA topics, other than Soil, Land Use, Resource and Waste, where minor negative uncertain cumulative effects have been assessed.
- 6.2.5. Significant positive cumulative effects have been identified against the Population and Equalities, Health, and the Economy and Employment IIA topics due to improved access to services and facilities and transport opportunities, including health services, green spaces, employment and training opportunities, and active travel infrastructure.
- 6.2.6. Minor positive cumulative effects have been assessed for all the other IIA topics, other than Soil, Land Use, Resource and Waste.
- 6.2.7. Overall, there is potential for long-term positive cumulative effects through the LTP and other plans, programmes and projects delivering a more reliable and sustainable transport network and supporting a modal shift towards sustainable transport and active travel leading to improved access and a reduction in pollution and greenhouse gas emissions. Short term positive cumulative effects are also anticipated through increased investment.
- 6.2.8. Minor negative cumulative effects were assessed for all the IIA topics.
- 6.2.9. In the short-term, the delivery of proposals set out in the Draft LTP and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and developments are in proximity to one another. These mostly derive from potential disruption caused during the construction stage of new and enhanced infrastructure development. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise negative impacts. On this basis, significant adverse effects are considered unlikely and have not been assessed against any of the IIA topics.
- 6.2.10. Some minor negative cumulative effects have been identified during operation, due to a modal shift towards active travel, and the subsequent potential to introduce or increase noise pollution in localised areas, as well as the potential for increased surface runoff this could lead to increased flood risk and decreased resilience to climate change.
- 6.2.11. Some uncertainty has been identified in the assessment for a number of the IIA topics. This is because the nature and significance of effects will ultimately be determined by the precise location and design of infrastructure associated with proposals in the Draft LTP and other plans and projects, including the implementation of mitigation measures. However, it is expected that project level assessments will be undertaken and measures identified to ensure no significant negative cumulative effects occur.

7 Assessment of Reasonable Alternatives

7.1 Introduction

- 7.1.1. The SEA Regulations require an assessment of the plan and reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, only those that are realistic.

7.2 Identifying Reasonable Alternatives

- 7.2.1. As stated above, for any alternatives to be reasonable, they need to meet the objectives of the plan, which are set out in **Section 2**. Individual interventions/ measures cannot be considered a reasonable alternative in and of themselves, as they would not meet the objectives for the plan as a whole.
- 7.2.2. Two reasonable alternatives to the preferred approach adopted in the Draft LPT4 have been identified and assessed, in line with the requirements of the SEA Regulations. These are '*business as usual/do nothing*' and '*more ambitious*'.
- 7.2.3. **Table 7-1** provides a summary of the reasonable alternative options identified for the Draft LTP, alongside the preferred approach (the Draft LTP). The options outlined in the table have been taken forward for assessment.

Table 7-1 – Reasonable Alternatives for the Draft LTP

Reasonable Alternative	Impact on Health and Wellbeing Objective	Impact on Connecting to Opportunities Objective	Impact on Decarbonisation Objective	Impact on Support Good Economic Growth Objective	Impact on Environmental Protection Objective
Option 1 (<i>business as usual/ do nothing</i>) A Business as Usual or Do Nothing scenario would see continuation of the current transport policy landscape. This would result in a lack of strategic priorities and long-term plan for the highways and transport service at Shropshire. It is a statutory requirement for a Local Transport Authority (LTA) to have a Local Transport Plan (LTP). This scenario will become increasingly difficult to maintain due to a range of national policy and guidance changes and expectations placed on LTAs. In particular, there is an increased focus on enhancing growth and place, improving the safety, integration, reliability and accessibility of journeys for people and delivering greener, healthier and more resilient transport. This scenario would negatively impact investment in the service and the Authority's ability to meet the objectives of LTP due to a new funding regime set out by the Department for Transport. Local Transport Authorities (LTAs) in England must submit a Local Transport Delivery Plan (LTDP) outlining investment programmes to access consolidated grant funding. The LTDP is expected to be consistent with the priorities in the Authority's LTP. Failure to do so may result in a reduction in investment in the future.	No strategic mandate within the Authority to prioritise active travel. Funding limited to opportunities through Active Travel England. No demonstrable strategic link with other public health initiatives at Shropshire Council to derive joint benefits / outcomes. Investment in accident reduction sites would continue in line with statutory duties but reduced scope to look at wider perceived	Reduced potential to promote modal shift to more sustainable / active travel choices leading to increased congestion and greater difficulty in reaching key destinations. Limited viable alternatives to private motorised transport. Limited opportunity to inform development site choices and appropriate interventions through missed opportunity to work alongside Shropshire's new Local Plan.	Limited focus on carbon reduction / air quality improvements with reduced ability to meet County wide targets.	Declining journey reliability meaning potential difficulties in attracting economic growth opportunities. Decreased footfall due a lack of focus on non-motorised users affecting vitality and viability of Shropshire towns.	Inconsistent and inappropriate interventions that are not reflective of place types and the characteristics that make Shropshire special.

Reasonable Alternative	Impact on Health and Wellbeing Objective	Impact on Connecting to Opportunities Objective	Impact on Decarbonisation Objective	Impact on Support Good Economic Growth Objective	Impact on Environmental Protection Objective
This scenario is likely to result in a declining level service which focuses on statutory duties only and does not meet wider national objectives. Retention of a steady state of activity would require additional investment outside of central government funding streams.	safety risks and road safety education.	Inconsistent interventions that are not reflective of place types.			
Option 2 (the preferred approach) The Local Transport Plan for Shropshire (LTP) 2027-2037 outlines the preferred approach. The LTP vision and objectives focus on the provision of an inclusive, safe and sustainable transport system that supports thriving urban and rural communities, driving improved health and wellbeing, better connectivity, good economic growth and a decarbonised transport network, as well as the wider protection of Shropshire's unique natural, built and historic environment. The LTP has been informed by a robust evidence base and a detailed understanding of transport challenges and opportunities and how these might change in the future and link to wider Council aspirations. The LTP evidences an investment and delivery plan that will help people and goods get to the places they need, safely, securely and affordably. This is based on what can realistically be achieved through central government Local Transport funding with some degree of aspiration should other funding streams become available.	More people travelling actively. Fewer road casualties. Increased personal security.	People being able to reach key destinations more easily. More people choosing walking, cycling and public transport. Public transport journeys meeting passengers' expectations. Older and disabled people being able to travel more independently. People having the information they need to use the	Increased digital connectivity. Reduced transport emissions. More zero emission buses. Increase in electric vehicle use and charging points.	People being able to reach key destinations more easily. More reliable journeys. Better maintained and more resilient roads.	Shropshire remaining a great place to live, work and visit.

Reasonable Alternative	Impact on Health and Wellbeing Objective	Impact on Connecting to Opportunities Objective	Impact on Decarbonisation Objective	Impact on Support Good Economic Growth Objective	Impact on Environmental Protection Objective
		transport system confidently.			
Option 3 (more ambitious) A more ambitious LTP would require a number of changes, principally underpinned by greater funding availability (from Shropshire Council, central Government or third party) for interventions (both capital and resource) but also more staff resource at Shropshire Council with the necessary technical skills to drive delivery and monitor success across the range of work streams / specialist areas. It is likely that more tactical and operational policies and strategies would need to be developed to effectively manage and deliver the key aims of the LTP and its associated interventions. There would be improved strategic intelligence and data gathering to determine and prioritise interventions. The Authority would be well placed to bid for any potential external funding. The monitoring indicators would need to be reviewed and increased which would require a more in-depth understanding on what could realistically be achieved in a scenario of increased funding and associated staff resource. The LTP has been developed using a place-based approach centred upon tailoring interventions to what is appropriate in different place types across Shropshire. It is therefore unlikely that an enhanced LTP would cover a larger area; however,	Demonstrable modal shift to active travel choices with clear link to improvements in the health of Shropshire's population. More residents are choosing active travel as a first choice. Safer roads and active travel networks leading to minimal instances of road safety related incidents.	Active and sustainable transport choices are viable for more people across Shropshire to reach key destinations. People across more age groups and abilities have the ability and information to enable them to travel independently and with confidence.	The uptake of zero emission vehicles is maximised through the provision of associated infrastructure. Opportunities for the local highway and transport network to protect and enhance the local environment, biodiversity and air quality are maximised. Digital opportunities are maximised to widen choice in how services are accessed and reduce the need to travel.	There is potential that more infrastructure improvements could be delivered which would result in a more resilient transport network where the management and maintenance of the highway asset is maximised and disruption to users is minimised. Effective and sustainable movement of freight and deliveries across the County making it an attractive place to locate and conduct business.	Shropshire widely recognised as a great place to live, work and visit with high quality interventions and public realm based on best practice for preserving and enhancing Shropshire's natural and historic assets.

Reasonable Alternative	Impact on Health and Wellbeing Objective	Impact on Connecting to Opportunities Objective	Impact on Decarbonisation Objective	Impact on Support Good Economic Growth Objective	Impact on Environmental Protection Objective
interventions could be delivered across the County more quickly. Political direction would be required to determine the key areas to focus an increase in funding on.					

7.3 Assessment of Reasonable Alternatives

7.3.1. **Table 7-2** below sets out the findings of the assessment for the reasonable alternatives identified, alongside the preferred approach (the Draft LTP) for comparison. The results of the assessment are presented for each IIA topic.

Table 7-2 – Assessment of reasonable alternatives

IIA Topic	Option 1 Busin ess as Usual	Option 2 Prefer red Appro ach	Option 3 More Ambiti ous	Description of potential effects
Population and Equalities	+/-	++/-	++/-	In the short-term, the construction phase of such projects may negatively impact access to the transport network for some demographics, as works may result in temporary diversions, and increased traffic. As a result of greater funding and staff resource, as well as more tactical and operational policies and strategies, Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater magnitude than Options 1 and 2. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. It is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible. Therefore, a minor negative effect has been identified for all options. All three of the options could, at varying scales, result in the delivery of new infrastructure. This will help to reduce inequality and improve accessibility of the transport network, whilst supporting diversity and providing social value. At this stage, the precise scale and location of proposed infrastructure development is unknown for all three options.

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Option 2 is likely to have a positive effect during operation. Actions in the Preferred Approach include measures to remove barriers to transport networks and improve infrastructure and safety to ensure that all members of the community feel safe and supported when accessing the transport network or using it to access other services, as well as providing online access to service and support in accessing services digitally. Option 3 would result in greater funding and resource, along with more tactical and operational policies and strategies, than Option 2. This provides more certainty in terms of the delivery of improvements to the transport network, which will help to improve inclusivity for all demographics, including disabled individuals and the elderly, as well as new accessible public realm and transport network infrastructure. This would likely result in a positive impact on populations and equalities by providing a high-quality transport system for all to access services and greenspace, supporting diversity and reducing inequalities. It is likely that Option 3 would have a positive effect of greater magnitude than Options 1 and 2 due to increased funding and strengthened policy wording. However, a significant positive effect has been identified for both Options 2 and 3 due to the alignment of the Draft LTP action areas with inclusivity. Option 1 would result in limited change to the accessibility of the transport network as funding and strategic direction of policies would be limited. Some new improvements, and maintenance of infrastructure would be implemented, but it is unlikely that Option 1 would result in a significant change to the accessibility of the existing transport network in Shropshire. Therefore, a minor positive effect has been identified.

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Overall, the potential for minor positive and negative effects has been identified for Option 1 and both a significant positive and minor negative effect for both Options 2 and 3. An element of uncertainty remains for all the options, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Health	+/-	++/-	++/-	In the short-term during construction, the delivery of new or enhanced infrastructure could result in disturbance to communities with a negative effect on health. This is likely to be temporary and, in line with national and local planning policies, it is assumed that any proposals would seek to avoid or minimise disturbance to the local population. As a result of increased funding, Option 3 is likely to result in the delivery of more infrastructure and is therefore likely to have a negative effect of greater magnitude than Options 1 and 2. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. All three of the options could, at varying scales, result in the delivery of new infrastructure. This may help to promote healthier lifestyles and health enhancing environments, behaviours, and activities, though at this stage the precise scale and location of proposed infrastructure developments and improvement is unknown. Positive effects are likely from Options 2 and 3 as new and improved sustainable transport measures and active travel routes are taken up by the community. Both Options will encourage increased utilisation of sustainable transport, which would lead to reduced traffic and associated air pollution, which will benefit human health. An increase

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				in active travel would lead to improvements to both the physical and mental health of those who utilise the travel network by walking or cycling. Option 3 would result in greater infrastructure improvements and a greater modal shift to active travel choices compared to Option 2. Therefore, Option 3 is likely to have a positive effect with greater magnitude, though both Options are likely to have a significant positive effect. There is uncertainty around whether the community would engage in proposed schemes within the County, therefore there is an element of uncertainty. Option 1 is likely to result in the smallest beneficial effects on health, as its relatively lower investment is expected to result in the smallest improvements to the transport network and subsequently on health. Despite this, over time, national and local transport policy has increased its focus on decarbonisation with greater emphasis placed on sustainable planning and policy interventions. The Option would therefore still support a modal shift towards active travel and sustainable transport, thus having health benefits. However, funding for transport improvements and strategic direction of policy would be limited, which would likely limit health benefits. As a result of this, a minor positive effect is identified for Option 1. Overall, the potential for minor positive effects has been identified for Option 1 and significant positive effects for Options 2 and 3. Minor negative effects have been assessed for all three options. An element of uncertainty remains for all the options,

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Economy and Employment	+/-	++/-	++/-	All three options are expected to require investment, which would positively affect the economy in the short term through potential provision of construction jobs and subsequent supply chain benefits associated with the purchase of materials and resources. The level of investment is likely to be greatest for Option 3, and lowest for Option 1. As funding for Option 1 is noted as being limited, and little new or improved infrastructure is anticipated, a minor positive effect has been assessed, as opposed to a significant positive effect for Options 2 and 3. In the short-term during construction, the delivery of new or enhanced infrastructure could result in disruption to the transport network and negatively affect access to employment as well as services and facilities. This is likely to be temporary, and in the longer term, measures are likely to improve overall access to employment areas and promote more sustainable transport use. Option 3 is likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater magnitude than Options 1 and 2. However this negative effect is still identified as minor due to the temporary nature of construction related disruption. As a result of increased funding and transport improvements from Option 1 to Option 3, positive effects of greater magnitude are expected. Greater improvements to the transport network would result in increased efficiency for commuters and improved access to services and facilities, as well as employment opportunities. Maintenance and

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				operation of some interventions are also likely to require investment. This would have long term economic benefits. Overall, the potential for minor negative effects has been identified for all of the Options, due to the potential for disruption during construction. Positive effects have been assessed for all three options, with these being minor for Option 1 and significant for Options 2 and 3, reflecting the anticipated scale of investment associated with each option. An element of uncertainty remains for all the options, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Community Safety	+/-	+	++	All three of the options could, at varying scales, result in an increase in investment in public, shared and active transport, which would improve the consistency and reliability of the public transport network, quality and uptake of active travel routes, and contribute to the reduction of traffic on the roads. Therefore, all three Options are likely to improve community safety at different scales during operation, depending on the level of improvements proposed. Options 2 and 3 are likely to result in a positive effect of greater magnitude for community safety due to increased investment in improving the transport network, and a greater associated reduction in use of private vehicles during operation, compared to Option 1. This is likely to include projects focused on community safety such as safe crossings and reducing overall traffic on the road. Option 1 would lead to limited investment in accident reduction sites in line with statutory duties and there would be reduced scope in addressing wider perceived safety risks and

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				road safety education. In the long term, Option 1 may lead to increased congestion due to limited investment in active travel and declining reliability of public transport. This would result in both minor positive and negative effects against this IIA objective. Option 2 is likely to have a positive effect on this IIA objective, as the Preferred Approach includes a Road Safety action area, as well as various others that would directly and indirectly aim to improve community safety. This is through a mixture of new infrastructure and behaviour change, and includes measures such as upgrading bus stops, train stations and active travel routes, and focussing safety improvements in areas where serious incidents occur most often. The Draft LTP also includes a number of action areas and actions that would work to reduce the number of private vehicles on the road network. Option 3 would result in a greater level of funding and more tactical and operational policies and strategies. This is likely to result in a greater scale of improvements, including to traffic safety measures, to the existing transport network than Option 2. This would potentially further reduce the number of vehicles on the road than would be seen with Options 1 and 2, and lead to improved safety on roads and active travel routes, leading to minimal instances of road safety incidents. Improved digital access to services and facilities would also lead to a reduced need to travel. This would result in a significant positive effect for community safety. Overall, a minor positive effect has been identified for Options 1 and 2, and a significant positive effect for Option 3, reflecting the anticipated levels of investment and

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				improvements to community safety for each option. A minor negative effect has also been identified against Option 1, as it may lead to increased congestion and reduced road safety in the long term.
Biodiversity, Natural Capital and Ecosystem Services	+/-/?	+/-/?	+/-/?	It is assumed that all three of the options could, at varying scales, result in the delivery of new infrastructure, though at this stage the precise scale and location of this is unknown. There are a number of sensitive receptors in the County including National Network Sites, Sites of Special Scientific Interest (SSSI), Local Nature Reserves and National Nature Reserves that have the potential to be affected negatively by disturbance from proposed infrastructure, during construction. Development may also have impacts on non-designated habitats and species, through increased light, noise and air pollution and potential habitat loss during construction. In line with national and local planning policies, it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. As a result, it is considered unlikely that the proposed options would result in a significant negative effect during construction or operation. Options 2 and 3 propose increased infrastructure investment compared to Option 1, with investment in public, shared, and active transport increasing from Option 1, to Option 2, and then Option 3. Option 3 is therefore likely to result in the delivery of more infrastructure and therefore is likely to have a negative effect of greater magnitude than Options 1 and 2. In the short-term increased infrastructure development could result in increased levels of disturbance to species through increased light, noise, vibration, and

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				air pollution, as well as potential habitat loss, during the construction phase; however, it is likely that there is suitable mitigation to ensure that any effects are not significant. In the longer-term, Options 2 and 3 are expected to result in fewer and less polluting vehicles on the roads, which would have indirect positive effects on the IIA objectives under this topic, through reduced noise and air pollution associated with the transport network. Conversely, enhanced and/ or additional walking and cycling routes could result in increased physical disturbance if they pass through or improve access to sensitive receptors. New and improved transport infrastructure could also lead to permanent habitat loss, depending on its location. Option 1 is likely to result in less new and improved infrastructure compared to Options 2 and 3. However, the Option will still involve some, but limited, investment in public, shared and active transport with similar, but reduced effects compared to Options 2 and 3. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, it is difficult to identify any significant differences between the options in terms of the nature and scale of effects. At this stage, the potential for minor positive and negative effects has been identified for all the options with an element of uncertainty, though the magnitude of both positive and negative effect is expected to increase associated with the investment and level of infrastructure provided, from Option 1, to Option 3.

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
Landscape and Townscape	+/-/?	+/-/?	+/-/?	It is assumed that all of the options could, at varying scales, result in the delivery of new or improved infrastructure, though at this stage the precise scale and location of this is unknown. The construction stage of proposed infrastructure may negatively impact townscape and landscape character which could include designated landscapes, as works may result in temporary disturbances to land, as well as increased traffic. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise impacts on townscape and landscape and provide enhancements where possible. Option 3 is likely to result in the delivery of more infrastructure and, therefore, is likely to have a negative effect of greater magnitude than Options 1 and 2 during construction. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. In the longer-term, all three options are likely to improve the public realm and access to sustainable transport modes, to different scales. This will help to reduce the number of vehicles on the road with minor positive effects on landscape and townscape, and improve access to landscapes for residents and visitors. Option 2 is likely to have a positive effect on this IIA objective as many of the action areas in the Preferred Approach will provide opportunity to improve the public realm through people centred urban design and maintain local character. The Preferred

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Approach incorporates landscape and townscape into the vision and objectives of the Draft LTP, and includes action areas that will work to respect, maintain and strengthen local character and distinctiveness as well as improving the quality and condition of townscape and landscape. Option 2 is also expected to lead to a reduction in private vehicles, which could lead to a reduction in air and noise pollution, resulting in less degradation to townscapes and landscapes and less disturbance from traffic. Option 3 would result in increased funding and more tactical and operational policies and strategies than Option 2, which is likely to result in greater improvements to the existing transport network and access to landscapes, and a greater reduction in private vehicles, which would therefore likely lead to a greater magnitude of positive effect than that seen with Option 2. Conversely, Option 1 would entail reduced promotion of a modal shift towards active travel and sustainable transport. Some infrastructure improvements and maintenance are expected which could still lead to increased use of active travel networks and sustainable transport leading to improved access to landscapes, but the option may lead to increased congestion in the long term as other routes become less reliable. Due to this, a positive effect of less significance is expected. New and improved transport infrastructure may also have negative effects on landscape and townscape in the longer term, depending on its location. If new routes impact landscape character, or existing routes see more frequent use and increased noise and light pollution, there could be negative effects on landscape and townscape. Due to this,

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Option 3 is expected to have the greatest magnitude of negative effect, followed by Option 2 and then Option 1. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, at this stage, the potential for minor positive and negative effects have been identified for all the options with an element of uncertainty. Despite this, it is expected that the magnitude of both positive and negative effects would increase with more additional infrastructure, and a greater shift towards active travel and sustainable transport.
Historic Environment	+/-/?	+/-/?	+/-/?	It is assumed that all three of options could, at varying scales, result in the delivery of new infrastructure though at this stage the precise scale and location of this is unknown. In line with national and local planning policy, it is assumed that the proposals would seek to conserve and enhance the historic environment, including heritage assets (designated and non-designated) and their setting. Option 2 and 3 are expected to result in more significant infrastructure improvements and developments than Option 1. In the short term, during the construction phase, this could result in increased levels of disturbance to heritage assets; however, it is likely that there is suitable mitigation to ensure that any negative effects are not significant. In the longer-term, Options 2 and 3 could result in fewer vehicles on the roads and improvements to the public realm, having a positive effect on the historic environment through reduced disturbance and atmospheric emissions from road vehicles. This effect is likely to be of greater magnitude for Option 3 compared to Option 2, as Option 3 would

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				lead to greater investment and resource, as well as more tactical and operational strategies and policies in support of a shift towards active travel and sustainable transport. Option 1 would entail reduced promotion of a modal shift towards active travel and sustainable transport. Some infrastructure improvements and maintenance are expected which could still lead to increased use of active travel networks and sustainable transport, but the option may lead to increased congestion in the long term as other routes become less reliable. Due to this a positive effect of less significance is expected. New and improved transport infrastructure may also have negative effects on the historic environment in the longer term, depending on its location. If new routes are in proximity to heritage assets, or existing routes see more frequent use, there could be negative effects on the settings of heritage assets. Due to this, Option 3 is expected to have the greatest magnitude of negative effect, followed by Option 2 and then Option 1. Overall, the potential for minor positive and negative effects has been identified for all the options with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Water Environment	+/-/?	+/-/?	+/-/?	It is assumed that all three of options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of it is unknown. Where new development is proposed in close proximity to a waterbody or is hydrologically connected to one, it could have impacts on the water environment. In the short-term, this could indirectly impact waterbodies and could have temporary negative

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				effects on water quality through construction related waste or runoff entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. Option 3 is likely to result in the delivery of more infrastructure and, therefore, is likely to have a negative effect of greater magnitude than Options 1 and 2. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. In line with national and local planning policies, it is assumed that any proposals will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate, which will work to reduce flood risk. New developments may also be at risk of flooding during operation, depending on their location; however, it is assumed that new infrastructure would be directed away from high flood risk areas. Therefore, a minor negative effect has been identified during both construction and operation for all three options with some uncertainty due to a lack of information in terms of location and scale of infrastructure. Option 2 is likely to have a positive effect on the water quality IIA objective, as many of the action areas in the Preferred Approach aim to encourage active and sustainable transport and reduce overall traffic on the road. Option 3 would result in increased funding and resource, as well as more tactical and operational policies and strategies wording. This could result in a greater scale improvement to the existing transport network compared to Option 2. This may result in a decrease in vehicles on the road,

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				which could have indirect positive effects for the water environment, through reduced pollutants such as waste and contaminated surface runoff entering watercourses. There is also the potential for positive effects through the incorporation of sustainable drainage measures into new infrastructure which could contribute to the sustainable management of water. Options 2 and 3 will involve increased new and enhanced infrastructure that is likely to include SuDS; this could benefit the water environment by providing flood risk management, suitable drainage, and appropriate filtering of pollutants. Due to the greater investment and potential for further new and improved infrastructure associated with Option 3, it is likely that this will lead to a greater positive effect than Option 2 due to more opportunity to incorporate sustainable design measures. New and improved infrastructure could lead to increased coverage of impermeable surface, which could lead to increased surface run off and flood risk. As infrastructure to be delivered increases, so does the risk of negative effects associated with increasing surface runoff. Therefore, the negative effect is of greatest magnitude for Option 3 and lowest for Option 1. Overall, the potential for negative effects against the water environment IIA objectives increase as more infrastructure is built. However, this also provides more opportunity to incorporate sustainable design measures such as SuDS that will work to reduce the risk of flooding and support the protection and enhancement of water bodies, resulting in positive effects. As the level of infrastructure anticipated increases from Option 1 to Option 2 and then Option 3, so does the potential for greater negative and positive

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				effects. There is an element of uncertainty, due to the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Air Quality	+/-	+/-	++/-/?	It is assumed that all three of options could, at varying scales, result in the delivery of new infrastructure, though the precise scale and location of this is unknown. There could be temporary negative impacts on air quality during the construction phase of proposals from dust and increased traffic emissions. It is expected that best practice construction measures will be used to avoid or mitigate negative effects. Option 3 is likely to result in the delivery of more infrastructure and, therefore, is likely to have a negative effect of greater magnitude than Options 1 and 2. However, this negative effect is still identified as minor due to the temporary nature of construction related disruption. In line with national and local planning policies, it is assumed that in the long term, any proposals would minimise impacts on air quality and seek to improve it where possible. Option 1 is anticipated to have a minor positive effect on this IIA topic during operation. It is expected that it would support a shift towards active travel and sustainable transport, though as this would not be a mandated priority and the option would lack strategic direction, it is not expected that this would lead to significant air quality improvements. Option 2 is likely to have a positive effect of a greater magnitude on this IIA topic during operation, as many of the action areas in the Preferred Approach (the Draft LTP as proposed) aim to encourage active and sustainable transport and reduce overall traffic on the road. An increase in active and sustainable travel could also lead to a reduction in vehicles on the road, which is also likely to improve air quality in the County.

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Option 3 would result in increased funding and more tactical and operational policies and strategies. This would likely result in a greater scale of improvement to the existing transport network, and a greater reduction in the number of vehicles on the road due to an enhanced and demonstrable modal shift towards active travel and sustainable transport, which may result in a greater reduction of air pollutants during operation compared to Option 2. Depending on the extent of air quality improvements, and if they were to impact AQMAs or congestion hotspots, this could result in a significant positive effect. Option 1 would not contain a strategic mandate to support uptake of electric vehicles, but it is expected that an increase would be seen. A greater uptake would be seen with Option 2, and Option 3 would lead to a maximised uptake of zero emission vehicles through increased provision of infrastructure. This would lead to a positive effect of greater magnitude for Option 3, as although electric vehicles may lead to increased particulate emissions, the reduction in other emissions would have long term positive effects on air quality. At this stage, the potential for minor positive and negative effects has been identified for all options with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure. These effects have been identified as minor for Options 1 and 2; the assessment has noted the potential for significant positive effects for Option 3, depending on the extent and location of air quality improvements which is uncertain.

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
Climate Change and Greenhouse Gases	+/-/?	+/-/?	+/-/?	It is assumed that all three options could, at varying scales, result in the delivery of new infrastructure though at this stage, the precise scale and location of this is unknown. This could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions in the short-term. Embodied carbon in construction materials and emissions from the operation of machinery will also contribute to negative impacts on climate change. As Options 2 and 3 are likely to result in delivery of more infrastructure than Option 1, the negative effects from construction on climate change and greenhouse gas emissions are likely to be more significant in the short term. Due to this, Option 3 is anticipated to have the greatest negative effect, followed by Option 2, and then Option 1. However, there is an element of uncertainty to the scale/ extent of these negative effects, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure. In the long term, the implementation of the infrastructure is likely to have a positive effect on climate change and greenhouse gas emissions; by providing improved infrastructure for sustainable and active travel, encouraging use of electric vehicles and reducing congestion on the road network, this will likely lead to reduced carbon emissions over time. Option 1 would result in a more limited change to the existing transport network in comparison to Option 2 and Option 3. There would be limited focus on carbon reduction

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				and a reduced potential for a modal shift towards active travel and sustainable transport choices due to a lack of strategic direction and funding associated with Option 1. Options 2 and 3 are therefore likely to have a positive effect of greater magnitude as they would deliver greater improvements to sustainable transport modes and access to opportunities for active travel than Option 1. Option 3 would include increased funding and resource that would support a demonstrable shift towards active travel choices, greater improved infrastructure and congestion reduction, and a maximised uptake of zero emission vehicles and would therefore result in a larger reduction in vehicles on the road and a more significant reduction in greenhouse gas emissions in the long term. Despite this, a minor positive effect has been identified for all three options due to the scale of anticipated emission reductions. More infrastructure delivery could lead to increased impermeable surface coverage. This would increase surface runoff and flood risk, reducing resilience to climate change. As Option 3 is anticipated to include the greatest amount of new/improved infrastructure, it would lead to the greatest negative effect in the long term, followed by Option 2 and then Option 1. Overall, the potential for minor positive and negative effects has been identified for all the options with an element of uncertainty, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure.
Noise and Vibration	+/-/?	+/-/?	+/-/?	It is assumed that all three options could, at varying scales, result in the delivery of new infrastructure and at this stage, the precise scale and location of is unknown. This could

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased noise pollution during construction. However, in line with national and local planning policy, it is expected that any proposals would be designed and built to minimise noise pollution. Construction noise from operation of machinery will also contribute to negative impacts on this IIA topic. As Options 2 and 3 are likely to result in the delivery of more infrastructure compared to Option 1, there is likely to be more noise pollution associated with these options (with Option 3 likely to have a negative effect of greater magnitude compared to the other options in the short term). There is an element of uncertainty to the extent of these negative effects, given the strategic nature of the options and lack of information in terms of location and scale of infrastructure. However, in line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise pollution therefore a minor positive effect has been identified. Option 1 would result in a more limited change to the existing transport network. There would likely be some improvements, and maintenance of infrastructure could be implemented, but there would be no strategic mandate within the Local Authority to prioritise active travel and funding would be limited. This would lead to a reduced potential to promote a modal shift towards more sustainable / active travel choices, and it is therefore unlikely that Option 1 would result in significant positive effects on noise pollution.

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				Option 2 is likely to have a positive effect on this IIA topic, as many of the action areas in the Preferred Approach (the Draft LTP as proposed) aim to encourage active and sustainable transport and reduce overall traffic on the road network. This could have a positive effect on noise pollution in the long term. Option 3 would result in a more ambitious approach, which would result in more viable active travel and sustainable transport choices as well as a maximised uptake of zero emission vehicles, which would result in a greater reduction in noise than Option 2 and Option 1. During operation, all three options could lead to negative effects against this IIA topic through potential increases in noise pollution in previously quiet or undisturbed areas, associated with new or improved transport routes. New active travel or sustainable transport routes, as well as new roads, could lead to negative effects on new receptors. The magnitude of this impact is expected to increase from Option 1, to Option 2 and then Option 3, as greater investment leads to greater infrastructure improvement. Given the strategic nature of the options and lack of information in terms of location and scale of infrastructure at this stage, minor positive and minor negative effects with an element of uncertainty have been identified for each option.
Soil, Land Use, Resource and Waste	-/?	-/?	-/?	It is assumed that all three options could, at varying scales, result in the delivery of new infrastructure though, at this stage, the precise scale and location of it is unknown. Construction associated with all three options, and maintenance of schemes during operation, is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious	Description of potential effects
				which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been predicted for all three options. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste and recycled and recyclable materials will be used where possible during construction. Construction of new infrastructure would increase pressure on, and could result in the permanent loss of, agricultural land, depending on its location. Increase in impermeable land surface could increase flood risk which could lead to damage to soils. Though it is expected that best practice construction techniques and sustainable design measures such as SuDS will be utilised to mitigate any negative impacts, a minor negative effect has been assessed for all three options due to the potential for impacts Though all three options have been assessed as having a minor negative effect, as funding and scale of new infrastructure and improvements to existing infrastructure increase, so does the magnitude of effect, due to the potential amount of resource and land required to facilitate new and improved infrastructure. Due to this, Option 3 is anticipated to have the greatest negative effect against this objective, followed by Option 2, and with Option 1 having the smallest effect. Overall, due to an element of uncertainty and given the strategic nature of the options and lack of information in terms of location and scale of infrastructure, a minor positive and minor negative effect have been identified for all three options.

7.4 Outline Reasons for the Selection of the Preferred Approach and Rejection of Alternatives

- 7.4.1. Whilst Options 1 and 3 both represent reasonable alternatives to the Preferred Approach, they have not been selected as the preferred approach. This is primarily because Option 2 optimises the potential benefits of the Draft LTP with regard to the expected, and realistic funding for implementing the policies and actions in the plan.
- 7.4.2. Option 1 is unlikely to have a significant positive or negative effect against any of the IIA Objectives. Minor positive effects have been identified for all IIA Objectives other than Soils, Land Use, Resources and Waste. Minor negative effects have been assessed against all of the IIA Objectives.
- 7.4.3. Option 2 and 3 are likely to have a significant positive effect on the Populations and Equalities, Health, and Economy and Employment IIA objectives, with Option 3 also assessed as having a significant positive effect on the Community Safety IIA Objective.
- 7.4.4. Option 1 may result in the least cost plan; though is not expected to result in the best outcomes for the community, and likely would not have as significant a positive impact overall in comparison to the preferred approach.
- 7.4.5. Similarly, whilst Option 3 would result in greater positive effects in comparison to the preferred approach, it would also result in greater negative effect.

8 Mitigation, Enhancement, and Monitoring

8.1 Introduction

- 8.1.1. This chapter sets out proposed mitigation, enhancement and monitoring measures for the effects of the Draft LTP.

8.2 Mitigation and Enhancement

- 8.2.1. The identification of measures to mitigate any significant negative effects of the Draft LTP and enhance positive effects is a key purpose of IIA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.
- 8.2.2. The mitigation measures proposed in **Table 8-1** are designed to avoid or reduce the effects identified as potentially negative through the assessment of the Draft LTP against the IIA objectives, noting that no significant negative effects have been identified. The effects principally relate to the construction and operation of new/enhanced transport infrastructure with measures proposed for implementation at the project level. The table also identifies enhancement measures that aim to optimise positive impacts and enhance sustainability.

Table 8-1 – Proposed Mitigation / Enhancement Measures

IIA Topic	Mitigation / Enhancement
1. Population and Equalities	■ Provide alternative, temporary access routes where appropriate during construction ■ Undertake engagement with protected characteristic groups to identify and understand specific needs ■ Where public transport developments are proposed, consideration should be given to the accessibility of vulnerable groups, to ensure they are able to access public transport and services are inclusive ■ Costs of active travel and public transport schemes should be kept low to ensure accessibility ■ Digital literacy training should be accessible and targeted in order to be effective, helping vulnerable groups access services, facilities, and the transport network
2. Health	■ A construction environmental management plan (CEMP) should be utilised to minimise air and noise pollution that may impact negatively on health

IIA Topic	Mitigation / Enhancement
	■ Active travel routes should be accessible to all, including those using hand cycles and adapted cycles, and low income groups ■ Undertake engagement to identify and understand specific needs relating to active travel and access to services and facilities in order to maximise health and wellbeing benefits
3. Economy and Employment	■ Local contractors and suppliers should be used where possible and appropriate to maximise economic benefits ■ Actions should remain accessible to all to ensure connectivity with employment centres and support economic growth ■ Any construction should be timed and located so as to minimise disruption to local businesses and negative effects on the economy
4. Community Safety	■ Mechanisms for designing out crime on the transport network should be incorporated where possible and appropriate ■ Lighting and signage could be bolstered through public realm improvements in order to boost overall community safety, perceived and real
5. Biodiversity, Natural Capital and Ecosystem Services	■ In order to maximise sustainability benefits and compliance with national biodiversity legislation, transport interventions (where appropriate) must commit to at least 10% biodiversity net gain. ■ A CEMP should be utilised to minimise vibration, and air, noise and light pollution that may impact negatively on biodiversity ■ Infrastructure should incorporate design measures such as green infrastructure, and apply the Mitigation Hierarchy, to minimise biodiversity impacts ■ Green infrastructure should be incorporated into the public realm where possible and appropriate to encourage biodiversity and bring health and wellbeing benefits, whilst making transport offerings more attractive to users ■ All sites should be surveyed prior to development, and project-level HRA carried out where required ■ A Lighting Strategy should be prepared to minimise light spill onto retained and newly created habitat features

IIA Topic	Mitigation / Enhancement
	■ Works should be timed to avoid sensitive periods such as breeding, wintering or migration ■ Noise and vibration should be limited through appropriate plant selection and working methods ■ Buffer zones and stand-off distances from sensitive features should be established ■ Visual screening and careful site layout should be utilised ■ Sensitively designed lighting should be designed to be directed away from habitats, with lighting kept to the minimum required ■ Workforce induction and environmental awareness measures should be implemented ■ Biosecurity risk assessments and method statements; should be carried out ■ Survey and monitoring for invasive species should be carried out where relevant ■ Appropriate control and containment measures should be utilised ■ Good practice guidance should be adhered to during construction
6. Landscape and Townscape	■ A CEMP should be utilised to minimise the potential for any negative effects associated with construction on landscape and townscape ■ Where transport infrastructure is being built and/or improved within, or within the zone of influence of a designated landscape, a landscape and visual impacts assessment should be undertaken to determine the magnitude of impact and possible mitigation ■ Sensitive design should be considered for any new developments to ensure positive effects on landscape and townscape ■ Where access to designated landscapes may be impacted by construction or operation of the LTP and its proposals, alternative access routes should be provided
7. Historic Environment	■ A CEMP should be utilised to minimise the potential for any negative effects associated with construction on the historic environment ■ Where transport infrastructure is being built and/or improved within, or within the zone of influence of a designated heritage asset, a visual effects assessment

IIA Topic	Mitigation / Enhancement
	should be undertaken to determine magnitude of impact and possible mitigation ■ Sensitive design should be considered for any new developments to ensure positive effects on local heritage assets ■ Where development is located within, or near, designated assets and areas, the Council should work alongside Historic England ■ Where access to heritage assets may be impacted by construction or operation of the LTP and its proposals, alternative access routes should be provided
8. Water Environment	■ A CEMP should be utilised to minimise the potential for any pollution associated with construction on the water environment ■ Any new or improved physical infrastructure should incorporate flood defence opportunities or benefit where reasonable and practicable ■ Sustainable drainage solutions should be incorporated into design to increase resilience to flooding ■ Green infrastructure and sustainable drainage should be utilised where possible to minimise increases in surface runoff ■ Works near to, or crossing, waterbodies should be avoided where possible. Where this is not possible, measures should be incorporated into design to enhance watercourses ■ Drainage systems should be designed to avoid or minimise direct discharges ■ Sustainable drainage systems and attenuation features should be utilised ■ Good practice pollution prevention measures should be adopted ■ Appropriate bunding and storage of fuels and hazardous materials should be implemented ■ Siting and design of works should take care to avoid sensitive hydrological features ■ Hydrological assessment or modelling should be carried out where required ■ Flood risk assessments should be carried out ■ Measures to maintain existing drainage patterns and flows should be incorporated
9. Air Quality	■ A CEMP should be utilised to minimise air pollution associated with construction machinery and traffic

IIA Topic	Mitigation / Enhancement
	▪ Reductions in traffic and improvements to the transport network could be strategically located in or near to AQMAs in order to improve air quality in priority areas ▪ Good practice dust suppression measures should be applied ▪ Plant and machinery should be appropriately managed ▪ Low-emission construction practices should be considered ▪ Operational emissions should be assessed where schemes are close to European sites, supported by modelling if required
10. Climate Change and Greenhouse Gases	▪ Low carbon and energy efficient design, along with sustainable and recycled materials should be utilised in development where practicable and appropriate ▪ Development should ensure design that is resilient to the current and future risks of climate change i.e. flooding, extreme heat, cold and precipitation ▪ Development within areas of flood risk should be limited ▪ Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy, and BREEAM where appropriate and practicable
11. Noise and Vibration	▪ A CEMP should be utilised to minimise noise pollution and vibration associated with construction machinery and traffic ▪ Noise Important Areas should be considered during location of transport improvements ▪ Acoustic assessments should be undertaken to establish baseline noise ▪ Noise and vibration should be limited through appropriate plant selection and working methods
12. Soil, Land Use, Resource and Waste	▪ Where land take is required, preference should be given to brownfield land/ previously developed land and avoidance of the best and most versatile agricultural land ▪ Works should avoid areas that are safeguarded for mineral extraction ▪ Infrastructure proposals should be accompanied by a Soil Resource Plan where appropriate ▪ Sustainable materials, including re-used materials, should be utilised where appropriate and practicable

IIA Topic	Mitigation / Enhancement
	- Interventions should consider waste generation and resource use in planning and design to increase resource efficiency and improve operational efficiency - Opportunities to support and incorporate renewable energy sources into the transport network should be realised where possible

8.3 Monitoring

8.3.1. The SEA Regulations require the significant environmental effects of plans and programmes to be monitored. The monitoring should help to:

- Monitor the significant effects of the LTP's implementation;
- Track whether the LTP has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP.

8.3.2. It is not necessary to monitor everything or monitor an effect indefinitely. Instead monitoring should be focussed on:

- Significant effects that may give rise to irreversible damage, with a view to identifying trends before such damage is caused; and
- Significant effects where there was uncertainty in the IIA and where monitoring would enable preventative or mitigation measures to be undertaken.

8.3.3. **Table 8-2** below sets out some potential monitoring measures for each IIA topic. This list is provisional and indicative only; monitoring proposals will be considered further and a final monitoring framework that satisfies the requirements of the SEA Regulations will be presented in the PAS.

8.3.4. A Monitoring and Evaluation (M&E) Plan has been produced for the LTP, which sets out proposed metrics aligned to the draft Department for Transport Local Transport Outcomes Framework. These measures have been included in **Table 8-2**, along with further suggestions. The monitoring framework presented in the PAS will be consistent with the Shropshire LTP M&E Plan.

Table 8-2 – Potential Indicators for Monitoring Effects

IIA Topic	Key Performance Indicators
1. Population and Equalities	- Passenger journeys on buses - Passenger journeys by rail - Public transport connectivity score to key services - Number of elderly and disabled concessionary passenger journeys on local buses

IIA Topic	Key Performance Indicators
	■ Number of elderly and disabled concessionary passenger journeys on local trains ■ Affordability of public transport
2. Health	■ Percentage of residents commuting to work by bicycle or on foot ■ Adult physical activity levels ■ Percentage of adults who walk or cycle for travel purposes at least once per week ■ Proportion of children and adults meeting CMO physical activity recommended levels
3. Economy and Employment	■ Unemployment rate of the working age, economically active population ■ Gross Value Added (GVA) per head ■ Average travel to work time ■ Percentage of people travelling to work by bike or on foot ■ Percentage of people travelling to work via public transport ■ Percentage of roads where maintenance should be considered (local A roads and motorway, B&C roads, and unclassified)
4. Community Safety	■ Killed or Seriously Injured (KSI) per billion vehicle miles ■ Number of road traffic collisions ■ Level of crime deprivation ■ Crime rate per 1,000 people
5. Biodiversity, Natural Capital and Ecosystem Services	■ Change in area of Local Wildlife Sites (LWS) and Local Geological Sites (LGS) each year ■ Condition status of SSSIs ■ Number of new schemes achieving biodiversity net gain ■ Area of compensatory habitat created
6. Landscape and Townscape	■ Number of transport related infrastructure permissions granted contrary to advice from Natural England. ■ Area of sites designated for landscape character lost or damaged
7. Historic Environment	■ Number of transport related infrastructure permissions granted contrary to advice from Historic England. ■ Number of heritage assets included on the Heritage at Risk Register.

IIA Topic	Key Performance Indicators
	Number of heritage assets negatively impacted during construction
8. Water Environment	- Overall WFD status of water bodies - Number of flood incidents
9. Air Quality	- Number of AQMAs - Number of new EV charging stations built - Annual average concentration of nitrogen dioxide (NO₂) and particulates (PM_{2.5} and PM₁₀)
10. Climate Change and Greenhouse Gases	- Number of transport related infrastructure permissions granted contrary to advice from the Environment Agency - Carbon emissions from transport - Public EV charging devices per 100,000 population - Vehicle kilometres on local bus services - Passenger journeys on buses - Number of flood incidents
11. Noise and Vibration	- Level of road traffic noise - Number of new Noise Important Areas designated - Number of noise complaints related to transport
12. Soil, Land Use, Resource and Waste	- Area of mineral safeguarding area lost - Area of best and most versatile agricultural land lost - Area of brownfield land developed - Quantity of sustainable materials used - Quantity of waste produced

9 Next Steps

- 9.1.1. This Report is presented for public consultation alongside the Draft LTP. The representations received will be documented and considered in reviewing the proposals for the LTP. Following this, a Post Adoption Statement will be produced that summarises how the IIA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP. The PAS will be issued as soon as is reasonably practicable after adoption.

Appendix A

Quality Assurance Checklist



The Government's Guidance on SEA³⁰ contains a quality assurance checklist to help ensure that the requirements of the SEA Directive are met. Those requirements relevant to the IIA Report of the LTP have been set out in **Table A-1** to **Table A-10**.

Table A-1 - SEA Quality Assurance Checklist - Objectives and Context

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
The plan's or programme's purpose and objectives are made clear.	The plan's purpose and objectives are set out in Section 2 .
Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets.	Key environmental issues identified through a review of relevant plans and programmes (see Section 3 of this Report and Appendix B) and analysis of baseline conditions have informed the development of the IIA Framework presented in Section 4.2 .
SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate.	Section 4.2 presents the IIA objectives and guide questions.
Links with other related plans, programmes and policies are identified and explained.	A review of related plans and programmes is contained in Appendix B and summarised in Section 3.2 .
Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described.	The plan's purpose and objectives are set out in Section 2 .

Table A-2 - SEA Quality Assurance Checklist - Scoping

³⁰ Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive. Available online: [A Practical Guide to the Strategic Environmental Assessment Directive](#) [Accessed May 2026]

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report.	The IIA Scoping Report was consulted upon and responses to this are included in this Report (see Appendix C).
The assessment focuses on significant issues.	Environmental issues have been identified in the baseline analysis contained in Section 3.4 of this Report on a topic-by-topic basis.
Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	General limitations and assumptions are set out in 4.5 of this report.
Reasons are given for eliminating issues from further consideration.	The proposed scope of the assessment is set out in Section 4 . In this instance none of the topic areas identified in Schedule 2 of the SEA Regulations have been scoped out of the assessment.

Table A-3 - SEA Quality Assurance Checklist - Alternatives

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.	All options were assessed as set out in Section 7 of this report.
Alternatives include ‘do minimum’ and/or ‘business as usual’ scenarios wherever relevant.	A ‘business as usual / do nothing’ scenario has been assessed as an alternative.
The environmental effects (both adverse and beneficial) of each alternative are identified and compared.	This is included in Section 7 of this report.
Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.	No inconsistencies were identified.

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Reasons are given for selection or elimination of alternatives.	This is set out in Section 7.4

Table A-4 - SEA Quality Assurance Checklist – Baseline Information

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described.	The Scoping Report (Appendix B of this Report) characterises the current environmental baseline conditions, along with how these are likely to change in the future.
Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan.	The Scoping Report (Appendix B of this Report) identifies areas likely to be significantly affected. No areas wider than the physical boundary of the plan area were identified.
Difficulties such as deficiencies in information or methods are explained.	Section 4.5 details limitations of the Report and assumptions made.

Table A-5 - SEA Quality Assurance Checklist - Prediction and Evaluation of Likely Significant Environmental Effects

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant; other likely environmental effects are also covered, as appropriate.	The potential effects of the plan are identified in Section 5 and Appendix D .
Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.	The nature and duration of potential effects has been set out in the detailed assessment contained in Appendix D of this report.

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Likely secondary, cumulative and synergistic effects are identified where practicable.	Information on secondary, cumulative and synergistic effects is set out in Section 6 .
Inter-relationships between effects are considered where practicable.	These relationships are identified where appropriate in the detailed assessment contained in Appendix D of this report.
The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds.	Relevant standards have been used where appropriate in undertaking the assessment.
Methods used to evaluate the effects are described.	Information on the methods used for evaluation of potential effects is included in Section 4 .

Table A-6 - SEA Quality Assurance Checklist - Mitigation Measures

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated.	Mitigation measures for potential negative effects have been identified in the table presented in Section 8.2 , and the detailed assessments contained in Appendix D of this report.
Issues to be taken into account in project consents are identified.	Issues to be taken into account in project consents have been identified in the table presented in Section 8.2 , and the detailed assessments contained in Appendix D of this report.

Table A-7 - SEA Quality Assurance Checklist - The Environmental Report

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Is clear and concise in its layout and presentation.	The report is clear and concise.
Uses simple, clear language and avoids or explains technical terms.	The report uses accessible language wherever possible.

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Uses maps and other illustrations where appropriate.	Maps and illustrations have been utilised where appropriate in the report.
Explains the methodology used.	The method used is set out in the report in Section 4 .
Explains who was consulted and what methods of consultation were used.	Section 3.1 of this report outlines the consultation that has been carried out to-date.
Identifies sources of information, including expert judgement and matters of opinion.	Sources of information are included throughout the report.
Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA.	A Non-Technical Summary has been included as a separate document to the report.

Table A-8 - SEA Quality Assurance Checklist - Consultation

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
The SEA is consulted on as an integral part of the plan-making process.	The previously issued IIA Scoping Report was consulted upon and responses are included in this Report (see Appendix C).
Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report.	Consultation on the Draft LTP and this Report will be undertaken.

Table A-9 - SEA Quality Assurance Checklist - Decision-making and Information on the Decision

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
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The Environmental Report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme.	This will be incorporated following consultation on Draft LTP and IIA Report.
An explanation is given of how they have been taken into account.	This will be provided following consultation on the Draft LTP and IIA Report.
Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered.	This will be set out following consultation on the Draft LTP and IIA Report.

Table A-10 - SEA Quality Assurance Checklist - Monitoring Measures

SEA Quality Assurance Checklist	How the IIA Meets the Requirements
Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA.	The report sets out the proposed approach to monitoring measures that SC could use in Section 8 .
Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA.	The suggestions for monitoring are included in Section 8 .
Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.)	The suggestions for monitoring made in Section 8 are for SC to act on, with monitoring taking place following implementation of the LTP.
Proposals are made for action in response to significant adverse effects.	Mitigation measures for potential negative effects have been identified in the table presented in Section 8.2 , and the detailed assessments contained in Appendix D of this report.

Appendix B

Scoping Information





The IIA Scoping Report has been amended following statutory consultation and is provided as a separate appendix to this Report.

Appendix C

Consultation Responses





Table C-1 sets out the responses received from statutory consultees during the Scoping consultation, and a summary of the actions taken in response.

Table C-1 – Scoping Consultation Responses

ID	Date	Consultee	Comment	Summary Action Taken/ Required
1	15/11/2024	Natural England	Thank you for your email on the above dated and received by Natural England on 26 September 2024. Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. We have the following comments to make on the SEA Scoping report:	General comment - no action required

ID	Date	Consultee	Comment	Summary Action Taken/ Required
2	15/11/2024	Natural England	The SEA document should include an up to date review of all policies, plans and programmes, which are relevant to the SEA. Natural England welcomes the review of the following policies relating to: Encouraging healthy lifestyles, protecting natural habitats, natural capital, biodiversity net gain, water quality, air quality, climate change adaption, sustainable use of resources and the protection of best and most versatile agricultural land: • IIA3: To protect and enhance both physical and mental health and wellbeing through better access to public transport, supporting active travel and encouraging healthy lifestyles. • IIA5: To protect and enhance protected habitats, species and valuable ecological networks that contribute to ecosystem functionality in Shropshire. Natural England would like to see reference made to the connectivity between designated sites and priority habitats. • IIA6: To maintain and enhance the provision of ecosystem services from the county's natural capital and support biodiversity net gain. Natural England are pleased to see reference to net gain and further consideration will need to be given to how this will be achieved/measured. • IIA7: To protect and enhance Shropshire's townscapes and landscapes, including both the rural environment and town centres. • IIA9: To protect water quality and manage and reduce the risk of pollution from the transport network. This policy should be strengthened by a reference to sustainable drainage systems SUDs and consideration of runoff from both a quantity and quality perspective. • IIA11: To protect and enhance air quality by reducing transport related emissions. • IIA12: To reduce greenhouse gas emissions, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience.	WSP have reviewed all relevant policies, plans and programmes as part of the IIA Scoping Report. Any updates to policies will be considered within the next stage of the IIA Assessment.



ID	Date	Consultee	Comment	Summary Action Taken/ Required
			• IIA13: To ensure the efficient use of land, promote sustainable use of resources • IIA14: To protect Shropshire's geological and agriculturally important land.	

ID	Date	Consultee	Comment	Summary Action Taken/ Required
3	15/11/2024	Natural England	Baseline/evidence The National Planning Policy Framework 2023 states that “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) the potential impacts of development on transport networks can be addressed; b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated; c) opportunities to promote walking, cycling and public transport use are identified and pursued; d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.	WSP have considered the NPPF guidance within the Scoping Report, through the development of the baseline. Any transport issues will be considered within the IIA assessment to ensure that environmental issues are identified and assessed, mitigating any adverse effects, and informing the development of the LTP.

ID	Date	Consultee	Comment	Summary Action Taken/ Required
4	15/11/2024	Natural England	Biodiversity and Geodiversity Natural England Welcome the Biodiversity and Natural Capital baseline information in section 5.6. Natural England note that there is limited detail provided on the features of the designated sites and which activities resulting from the LTP may cause damage to them and recommend strengthening this section. Further consideration of the key issues for biodiversity and geodiversity is also needed in the full SEA. Issues like air and water quality impacting on designated site features and severing connectivity between designated sites and other ecological assets should be considered. With regard to levels of disturbance to species/habitats, the full SEA Framework will need to identify the species/habitats in Shropshire that are sensitive to disturbance. In relation to protecting/enhancing corridors and linking routes, the full SEA will need to map and identify the existing corridors/routes in question.	WSP will further consider key issues for biodiversity and geodiversity within the IIA assessment, particularly in relation to biodiversity and geodiversity, as well as water quality impacts on these sites. Any designated sites, habitats or species that may be disturbed as a result of the LTP will be noted within the IIA assessment.

ID	Date	Consultee	Comment	Summary Action Taken/ Required
5	15/11/2024	Natural England	Natural England welcomes the plans consideration of future trends including but not limited to the recognition that: 5.6.10. Development of greenbelt land in areas outside of existing towns and with limited transport connections may result in greater reliance on private car use. This may have knock-on effects on habitats sensitive to air quality and disturbance. 5.6.12. An increase in the number of private vehicles on the roads and associated increases in noise pollution, air pollution, and contaminated surface water run-off, could restrict the ability of existing roadside habitats (including trees) to reduce these impacts. Even with the transition towards electric vehicles, particulate emissions are predicted be problematic into the future due to the impacts of non-exhaust emissions. 5.7.15. Similarly, pressures from expanding populations put more strain on existing systems, and more pressure on recreational landscapes and tourist attractions.	General comment - no action required
6	15/11/2024	Natural England	In table 5.14 relating to the water environment in Shropshire the “River Clun” is referred to as the Culn river and should be amended.	WSP will amend the reference to the Culn River to state "River Culn".

ID	Date	Consultee	Comment	Summary Action Taken/ Required
7	15/11/2024	Natural England	AIR QUALITY Natural England welcomes the plans recognition that “There is a need to plan for and implement/ facilitate climate change adaptation, in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/ flooding; The LTP presents opportunities to facilitate active travel options, car sharing, car clubs and public transport as alternatives to continued personal car ownership and use; and i There is a need to support the continued increase in infrastructure to support the demand in electric cars. It is however worth noting that despite lowering emissions, electric vehicles do have a carbon footprint,	General comment - no action required
8	15/11/2024	Natural England	Further Information on Key Sustainability Issues <i>Accessibility</i> Natural England encourages any Plan to incorporate measures to help encourage people to access the countryside for quiet enjoyment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways are to be encouraged. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate. We advise that the Plan seeks opportunities to maximise opportunities to incorporate green infrastructure during the development of the LTP. Multi-functional green infrastructure can perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement.	Shropshire Council will consider the incorporation of footpaths and bridleways, links to other green networks and urban fringe areas within the development of their LTP and developments arising from the LTP. In addition, WSP will include relevant green

ID	Date	Consultee	Comment	Summary Action Taken/ Required
				infrastructure strategies within the Scoping Report. This will be considered within the assessment of the LTP.
9	31/10/2024	Historic England	Many thanks for consulting Historic England on the Shropshire Local Transport Plan Integrated Assessment Framework (IIA). We have limited comments to raise at this stage, however, we look forward to being consulted on the Local Transport Plan (LTP), during the next stage of its development.	General comment - no action required
10	31/10/2024	Historic England	Section 3 – It would be anticipated that additional heritage impact assessment will be undertaken, if there are likely to be impacts for the historic environment, as a result of the LTP proposals. At this stage it is unclear what is likely to be proposed and so it is unknown what additional assessment may be required to ensure that harm to the significance of heritage assets, including their settings, is avoided or mitigated.	Shropshire Council will be responsible for any heritage impact assessment that may be required for developments arising as a result of LTP Proposals
11	31/10/2024	Historic England	Table 4-1 Key messages from the Policy Review • Amend the wording to read ‘delivery of new developments should not harm the significance of heritage assets, including their setting’. • Reference should be made to heritage assets within the wording. • Re-phrase last paragraph to ensure that all heritage asset types are referenced,	WSP will amend the wording within Table 4-1 to align with this comment.

ID	Date	Consultee	Comment	Summary Action Taken/ Required
			and the purpose is to ensure that proposals through the LTP do not harm the significance of heritage assets, including their setting.	
12	31/10/2024	Historic England	Paragraph 5.8.2 would further benefit from a reference to Pontcysyllte Aqueduct World Heritage Site, of which part of this heritage asset lies within Shropshire.	WSP will update Paragraph 5.8.2 to include reference to the Pontcysyllte Aqueduct World Heritage Site.
13	31/10/2024	Historic England	Paragraph 5.8.4, we welcome reference to the Heritage at Risk (HAR). Are there strategies within the LTP which can address some of this identified risk?	Shropshire Council will consider this comment and the inclusion of any strategies within the LTP which can address heritage at risk. WSP will consider heritage at risk and any impacts that LTP policies may have on these

ID	Date	Consultee	Comment	Summary Action Taken/ Required
				assets during the IIA Assessment.
14	31/10/2024	Historic England	Under the 'Future Trends' section it will be helpful to understand how the LTP can respond to these challenging circumstances and ensure that the historic environment is fully considered in any proposals at the outset. This will help to ensure that any transport proposals considered by the Council are only taken forward if there is no harm to the historic environment.	WSP have included opportunities for the LTP within Table 5-13, including how the LTP can help to shape the historic environment in the future.
15	31/10/2024	Historic England	Table 5-13 Sustainability Issues – • Reference should be made to 'heritage assets' throughout the document. • Where it mentions vehicle movements and emissions, this could also be relevant to other heritage asset types. • Additional information should be included about the direct and indirect affects for all heritage assets, including the setting of heritage assets and how this can be overcome through appropriate location and design. Sustainability opportunities – • Reference should be made to 'heritage assets' throughout the document. • Is an intention of the LTP to reduce traffic within Shropshire? • Are there any enhancement opportunities for other heritage assets such as archaeology?	WSP have referred to heritage assets throughout the Scoping Report. WSP have also included mention to other heritage asset types and the opportunities to improve setting, as well as opportunities for enhancing archaeology.

ID	Date	Consultee	Comment	Summary Action Taken/ Required
16	31/10/2024	Historic England	Table 6-1 IIA Appraisal Framework Under the historic environment section, ensure that all heritage asset types are referenced within each relevant section. The IIA Framework should be able to ensure that any adverse effects are overcome and harm to heritage assets is avoided. We welcome having a specific sustainability objective and supporting appraisal questions.	WSP have considered heritage assets within the IIA Appraisal Framework. Additionally, this framework will be used to assess any adverse effects to heritage assets within the IIA Assessment. The main IIA report will propose mitigation measures to address any harm to heritage assets.

ID	Date	Consultee	Comment	Summary Action Taken/ Required
17	31/10/2024	Historic England	Table A-1 Relevant legislation, policies, and plans • We welcome the inclusion of relevant plans and programmes at a national and international level for the historic environment. • We consider it would be beneficial to include a list of Historic England advice notes that provide further information, on how to achieve the aims set out in the IIA Framework Scoping Report. I include a link below to our Planning page on our website, which contains an up to date list of relevant national advice documents. https://historicengland.org.uk/advice/planning/planning-system/	WSP will review and consider Historic England Advice Notes when undertaking the IIA Assessment.
18	31/10/2024	Historic England	We hope that you find the above comments useful in the preparation of your Local Transport Plan. We would welcome the opportunity to meet virtually with the Council and to discuss how we may assist you as the Local Transport Plan develops, and to ascertain how specific proposals may impact the historic environment. Please contact us if you would like a meeting.	General comment - no action required
19	Sep-24	Environment Agency	Environmental Themes The themes presented appear to incorporate the 'SEA topics' suggested by Annex I(f) of the SEA Directive and appear reasonable to reflect the purpose of the plan review and its potential environmental effects. The themes include Biodiversity, Climate change (incorporating mitigation and adaptation) and water environment.	General comment - no action required
20	Sep-24	Environment Agency	Biodiversity We understand that you have consulted Natural England (NE) for comments and as the lead on SSSI/SAC areas, within Shropshire, they will offer you some advice on the options to protect and enhance such designations etc and to help deliver Biodiversity Net Gain.	General comment - no action required



ID	Date	Consultee	Comment	Summary Action Taken/ Required
			The SEA objectives and questions look to secure biodiversity protection and enhancement, to secure Biodiversity Net Gain.	

ID	Date	Consultee	Comment	Summary Action Taken/ Required
21	Sep-24	Environment Agency	Climate Change The climate change adaptation section is welcomed. The National Planning Practice Guidance (NPPG) refers to Environment Agency guidance on considering climate change in planning decisions which is available online: https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances We have produced Climate Change Guidance for our local area. This is attached for your consideration / reference. You could refer to the Shropshire Council climate emergency / strategy framework. For fluvial risk, it should be noted that there is a need to include a different climate change allowances for climate change (peak river flows) to inform the location, impacts and design of a scheme depending on development vulnerability. We note that the SEA questions already identify the sequential test approach in relation to aiming to facilitate new development in areas at lower risk of flooding and the sequential approach/NPPG policy aims in terms of avoiding inappropriate development in areas subject to flood risk (applications granted in flood risk areas). Like the above (flood risk), we advise development proposals/policy must 'avoid impact upon water resources' (controlled waters - including Source protection Zones). The SA should look at 'ensuring flood risk reduction/improvement to the flood regime'. For example, options to look at strategic flood risk management and	WSP have considered the climate change guidance attached. Additionally, WSP have included an additional supporting question within Table 6-1 to address inappropriate development within floodplains.

ID	Date	Consultee	Comment	Summary Action Taken/ Required
			reduction measures could be incorporated, for example flood storage improvements, which can often be linked to other wider environmental benefits, or biodiversity enhancement, if planned. Alternatively, options to look at flood alleviation scheme improvements could be explored. Questions should include – Will the proposal/policy avoid inappropriate development in the floodplain.	
22	Sep-24	Environment Agency	Water Within the policy context/baseline data section of the report, there is a reference to groundwater vulnerability, source protection zones (SPZs) and we note the WFD comments. Our current Severn River Basin Management Plan should be	WSP have included reference to the Severn River

ID	Date	Consultee	Comment	Summary Action Taken/ Required
			referenced/included and we would recommend that options are considered to help deliver the environmental objectives to improve the water environment. Groundwater Vulnerability is an important consideration in Shropshire. We would expect Shropshire Council to help address WFD failures through its role as planner, issuing ordinary watercourse consents and as land manager. All watercourses in the County (and UK) are duty bound to reach Good Ecological Status or Potential (GES/GEP) by 2027. It is essential that WFD is fully integrated into the Local Plan process and that all future development helps to avoid and address the issues that currently prevent the watercourse from achieving GES/GEP. WFD data is available from our Catchment Data Explorer tool at: http://environment.data.gov.uk/catchment-planning/RiverBasinDistrict/9 In addition to 'avoidance', we acknowledge the SEA objective and questions which seek to 'protect and enhance water quality and the condition of water resources'. Future development should help to facilitate the restoration of watercourses, such as deculverting of any watercourse within or on the boundary of a site, naturalising artificially engineered river bank or beds, and providing an adequate riparian corridor in meeting flood risk, linked to RBMP Severn river basin district river basin management plan: updated 2022 - GOV.UK and WFD objectives. The objective could include an indicator on water quality levels within the County's main watercourses. This could be linked to the status and/or potential of waterbodies under WFD objectives.	Basin Management Plan within the IIA Scoping Report. WSP have also included additional reference to WFD status within Table 6-1 Water Environment Supporting Questions.

Appendix D

Assessment of the Draft LTP



Table D-1 - Assessment of the Potential Effects of the Draft LTP on Population and Equalities

Description of Potential Effects	Effect Significance
The Draft LTP includes a number of action areas that would work to reduce inequalities, improve access to services, facilities and transport, support diversity, and provide social value, through improvements to the transport network and transport offering across the SC area. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may in-turn lead to infrastructure works in the future. Where delivered, transport infrastructure improvements would require construction, which may negatively impact access to the transport network, as well as services and facilities, for some demographics in the short-term, as works may result in temporary diversions, as well as increased traffic. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible. Despite this, taking a precautionary approach, a minor negative effect has been identified. There is an element of uncertainty regarding adverse effects due to the strategic nature of the actions, as the current location, nature and scale of development is unknown. Population and Equalities are inherently considered in the Draft LTP's vision, which aims to provide an inclusive, safe and sustainable transport system, which supports thriving urban and rural communities. This IIA topic is also reflected in the Draft LTP's objectives as the LTP aims to ensure transport has a positive impact on people's health, wellbeing and social inclusion, and providing a user-friendly, affordable and accessible transport network, as well as reliable digital connectivity that allows access to the amenities, services and opportunities that they need. The Draft LTP also specifies an aim to achieve strong, socially cohesive communities within Shropshire.	++/-

Description of Potential Effects	Effect Significance
Many of the Draft LTP's action areas would contribute to the improvement of inclusivity and access for all users of the transport network. The Public Transport action area will create a more convenient, integrated and dependable public transport network, by improving the quality, reliability and accessibility of public transport services, and making journeys easier and more attractive. Actions will increase and improve bus connectivity and services, increase park and ride services, continue support of community transport operations, and develop a shared transport strategy, improving access to services and facilities through providing greater flexibility to choose between transport opportunities to suit individual needs, working to reduce inequalities. The Active Travel action area will improve walking, cycling and wheeling across Shropshire, making routes safer, more direct and more attractive, making active travel the easiest choice for short journeys. This will improve access by strengthening links between communities, facilities, and key destinations and encouraging sustainable transport, and improve inclusivity by improving ease of access for all. The Inclusive Accessibility action area aims to ensure that Shropshire's transport system is accessible and usable to all. The action area will utilise targeted interventions to make public transport and taxi services available to all. The action area includes reference to those with mobility issues, hidden disabilities, and those on lower incomes or seeking employment who may struggle to access transport or services. The action area will focus on providing access to education, healthcare, employment and essential shops. The Rural accessibility action area aims to provide sustainable transport that meets local needs to rural areas and ensure that people are not excluded or disadvantaged compared to those in urban areas. This includes development of a Rural Access Strategy to ensure inclusivity. The Road Safety action area will lead to improvements to road safety which may encourage more people to utilise various transport methods, improving inclusivity of the transport network. The Digitalisation and Digital Connectivity action area considers how technology can reduce need to travel and improve access to digital tools, particularly for those in rural areas, or lacking internet access or digital literacy. The Digital Access Strategy will promote access to virtual healthcare by SC and healthcare providers and employ digital skills programmes to ensure residents have the skills required to access	

Description of Potential Effects	Effect Significance
services. This would reduce inequalities and improve access by increasing the number of residents able to access services and facilities online for all residents. The Demand Management, Spatial Planning and Development, Asset and Network Management action areas will provide benefits by generally improving the transport network, and therefore accessibility to services and facilities. These action areas are expected to have positive impacts on this IIA Objective. There is an ageing population in Shropshire, and the population is growing faster than the national average, which has potential to increase strain on services and facilities. The Draft LTP identifies this as an issue and the action areas outlined above will work to alleviate this strain. The Draft LTP's Implementation Plan includes a number of actions that will positively affect Population and Equalities. SC aim to enhance and develop the public, on demand, and shared transport offering as well as park and ride services, including offering discounted bus travel for younger people and those not in education, employment or training. This will improve access for all users, including elderly and disabled people, as well as those on low incomes. The Draft LTP actions will improve the quality of bus stops and bus services, frequency of inter urban buses, as well as improving rail access, park and ride services, and walking and cycling routes, making public transport safer and easier to use, as well as improving connectivity within and beyond the SC area. This will help to reduce inequalities through improving connectivity to neighbouring counties and regions by public transport, enabling older and disabled people to independently travel further and more confidently. The Draft LTP actions will also support community transport providers through expanding on demand offering and piloting an on demand service in rural areas. Improvements such as these may improve confidence and feelings of safety for service users as services are of higher quality and reliability, as well as allowing those with access issues to access vital services including healthcare. Use of the Rural Proofing Toolkit will also ensure equitable transport outcomes for those living in rural areas, improving inclusivity. Other actions that will work to reduce inequalities and encourage inclusivity in the Draft LTP include development of an inclusive service plan for taxis and private hire vehicles, working with local people and	

Description of Potential Effects	Effect Significance
disability groups to design transport options, working closer with the Local Access Forum, and working with communities to design improvements to existing and new neighbourhoods. These actions will support inclusivity and diversity through ensuring that voices are heard during development of transport options, and communities are developed with the needs of their residents in mind. Whilst the Draft LTP contains specific references and actions to support older, younger, and disabled users of the transport network, which would have a positive effect on protected characteristics, there are no references to the other protected characteristics within the plan; gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. The Draft LTP contains actions that would benefit all users of the transport network; however, without specific reference and actions there is a risk of negative effects on protected characteristics, if the needs of all users are not appropriately considered. Overall, a positive effect has been identified. Due to the number of action areas and actions that are likely to have a positive impact, individually and cumulatively, on Population and Equalities, a significant positive effect has been identified. The Draft LTP is expected to improve access to community facilities including healthcare, and employment opportunities, and provide improved access to employment and healthcare for all residents, including the elderly and those with disabilities. Overall, a significant positive and minor negative effect have been identified against this IIA Objective.	

Table D-2 - Assessment of the Potential Effects of the Draft LTP on Economy and Employment

Description of Potential Effects	Effect Significance
The Draft LTP includes a number of action areas that would support economic growth, access to jobs and training opportunities, and regeneration of town and district centres, through improvements to the transport network and subsequent access to employment and training opportunities. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. Where delivered, transport infrastructure improvements would require construction and investment which may positively impact the economy and employment in the short term. The delivery of new or enhanced infrastructure could also, however, result in disruption to the transport network and negatively affect existing businesses and access to employment during construction. This is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use. This IIA Objective is inherently reflected in the Draft LTP's Vision and Objectives, as the Vision aims to establish a productive and resilient Shropshire, supporting thriving urban and rural communities. The Draft LTP contains an objective to Support Good Economic Growth – by taking an integrated approach to transport to provide a reliable transport network that is resilient to climate change. The Draft LTP also aims to achieve the outcome of 'A stronger economy with higher productivity and output'. Many of the Draft LTP's action areas would contribute positively to the economy and employment in SC. The Public Transport, Active Travel, Inclusive Accessibility, and Rural Accessibility action areas will improve access to employment and training opportunities, and support economic growth by improving ease of travel across Shropshire. Improved public transport provision may provide a small number of employment opportunities if enough additional services and/or routes are implemented.	++/-

Description of Potential Effects	Effect Significance
The Digitalisation and Digital Connectivity and Demand Management action areas would result in a reduction in the number of journeys required, which in turn would work to reduce congestion and associated delays. This could lead to economic benefits through reducing travel time, which could lead to increased productivity and lower transport costs. The Asset and Network Management would also contribute to this through maintaining and investing in the transport network, increasing resilience and further reducing congestion and delays. Improving digital connectivity could also work to improve access to employment and training opportunities for those experiencing physical accessibility constraints, due to location or disability, enabling more residents to access employment, benefitting the economy. The Spatial Planning and Development action area will support regeneration of town and district centres through its sustainable access principles which include people-centred urban design and public realm and placemaking guidance, and ensure that development includes sustainable transport choices and appropriate infrastructure, which will enable access to employment and training opportunities. The Draft LTP's Implementation Plan indicates a significant amount of investment over the plan period. The Draft LTP will also support accessibility to jobs and training opportunities, subsequently helping to support the growing population in SC, and mitigate pressures on the labour market caused by ageing. Due to the anticipated scale of investment, a significant positive effect has been assessed. Actions that would work to positively impact this IIA Objective include reviewing the bus network to ensure access to jobs and services. Overall, a significant positive and minor negative effect have been assessed against this IIA Objective.	

Table D-3 - Assessment of the Potential Effects of the Draft LTP on Health

Description of Potential Effects	Effect Significance
The Draft LTP includes a number of action areas that would work to promote healthier lifestyles, increase walking and cycling, promote health enhancing environments and behaviours, and help to prevent risks to human health from noise and air pollution, through improvements to the transport network and transport offering across the SC area. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. Where delivered, transport infrastructure improvements would require construction, which may negatively impact human health in the short-term as works may result in temporary diversions and increased traffic, as well as noise and emissions from construction associated machinery, which would lead to additional noise and air pollution. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise these impacts, and the Draft LTP Implementation Plan contains an action stipulating that all new transport and land use actions would undergo an HIA to identify any health impacts. Despite this, taking a precautionary approach, a minor negative effect has been identified. There is an element of uncertainty regarding adverse effects due to the strategic nature of the actions, as the current location, nature and scale of development is unknown. Human Health is inherently considered by the Vision of the Draft LTP through its aim to achieve an 'inclusive, safe and sustainable transport system' that 'will connect a healthy, productive and resilient Shropshire'. Health and Wellbeing has been identified as one of the five Draft LTP Objectives, which also works to benefit this IIA Objective as it aims to ensure transport has a positive impact on people's health, wellbeing and social inclusion by making journeys safe and secure, facilitating active lifestyles and reducing harmful transport emissions. The outcomes of the Draft LTP also identify a desire to achieve a healthier population with increased life expectancy.	++/-

Description of Potential Effects	Effect Significance
Many of the Draft LTP's action areas would contribute to the improvement of human health in SC. The Public Transport action area will improve access to public and shared transport services, which may lead to reductions in air pollution and traffic noise with subsequent benefits to health. This will also benefit physical and mental wellbeing through improved access to services and facilities, including recreational and healthcare facilities. The Climate Change, Decarbonisation and Air Quality action area would also lead to a reduction in air pollution. The Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management and Asset and Network Management, Spatial Planning and Development action areas will also work to improve access to health facilities for residents and visitors in SC. The Active Travel action area will improve walking, cycling and wheeling connectivity across Shropshire, including improving the condition of existing routes, maintaining and improving Public Rights of Way, and expanding the e-bike scheme. This will promote healthier lifestyles and health enhancing environments through encouraging walking and cycling and reducing contributions to air and noise pollution through reduced use of private vehicles. Increased active travel would also improve the physical and mental health of those who utilise the travel network by walking or cycling, encouraging healthy lifestyles. The Road Safety action area will improve road safety, reducing risks to human health through injury and may work to encourage walking and cycling if roads are viewed as safer. The Draft LTP's Implementation Plan includes several actions that will likely positively affect Human Health. Actions supporting improved access to public transport, and improvements to the active travel network will improve human health by supporting a modal shift towards more sustainable transport methods, reducing emissions and encouraging more active and healthy lifestyles. The Draft LTP Implementation Plan also includes a 'Healthy Neighbourhoods' action, aimed at co-designing changes to existing streets and environments to support wellbeing, through ensuring easy access to services and amenities, as well as public transport links, on foot or by bike. The Plan includes actions to support Community Transport and Shared Transport Schemes, which will enable those with access issues, such as the elderly or those with disabilities, to easier access healthcare services. The actions supporting the Digital Access Strategy will	

Description of Potential Effects	Effect Significance
also have positive impacts, as SC and healthcare providers will promote access to virtual healthcare and transport information, whilst also expanding digital skills programmes to ensure people have the necessary skills to access digital services. Due to the number of action areas and actions that are likely to have a positive impact, individually and cumulatively, on human health, a significant positive effect has been identified. The Draft LTP is expected to lead to an increase in public and sustainable transport, and active travel, which would reduce air pollution and encourage movement, having positive effects on Human Health, and also improve access to health facilities. Overall, a significant positive and minor negative effect have been identified against this IIA Objective.	

Table D-4 - Assessment of the Potential Effects of the Draft LTP on Community Safety

Description of Potential Effects	Effect Significance
The Draft LTP includes a number of action areas that would work to improve community safety. Community Safety is incorporated into the Vision of the Draft LTP, as it outlines an inclusive, safe and sustainable transport system for Shropshire. It is also incorporated into the Health and Wellbeing Objective, which aims to make journeys safe and secure. A number of action areas and their supporting actions are expected to impact on this IIA Objective, including Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity and Demand Management. These action areas will work to reduce the number of private vehicles on the road and support a modal shift towards sustainable transport and active travel. A reduction in private vehicles could lead to improved road safety through a reduction in congestion and fewer opportunities for accidents.	+

Description of Potential Effects	Effect Significance
The Road Safety action area inherently contributes positively to this IIA Objective as its overall aim is to improve road safety and personal security while traveling, through a mixture of new infrastructure and behaviour change. The Freight and Logistics action area also includes a specific reference to a safe, sustainable and efficient freight network. The Spatial Planning and Development action area will ensure that sustainable transport choices and appropriate infrastructure are considered in new developments, and design communities with easy access to facilities and services, reducing need to travel and making active travel the most convenient option. This will improve safety through a reduction in the number of journeys by private vehicles and incorporating sustainable transport into design. The Asset and Network Management action area aims to manage traffic to keep journeys safe and efficient, including through the introduction of traffic enforcement cameras which will work to deter dangerous driving. Maintenance of the active travel network will also support community safety The Draft LTP's Implementation Plan includes several actions that will likely positively affect Community Safety. Upgrades to bus stops, train stations, and active travel routes will ensure that they are accessible and safer to use. Other actions that will improve Community Safety include focussing road improvements in areas where serious incidents occur most often, and developing the Freight and Logistics Strategy, incorporating safety. These actions will have positive impacts on this IIA Objective. Through the move towards more sustainable transport, and upgrades to transport infrastructure, positive effects on Community Safety are anticipated. Overall, a minor positive effect has been assessed against this IIA Objective.	

Table D-5 - Assessment of the Potential Effects of the Draft LTP on Biodiversity, Natural Capital and Ecosystem Services

Description of Potential Effects	Effect Significance
The Draft LTP includes measures to protect the natural environment in SC, which could support protection and enhancement of biodiversity and ecosystem services, and provide opportunities to deliver green infrastructure. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. The construction and operation of new and enhanced infrastructure could result in adverse effects in relation to the IIA Objectives under this topic. Minor negative effects in the short-term are anticipated as there is potential for the construction of proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. In this regard, there are a number of sensitive receptors in the County including 141 Sites of Special Scientific Interest (SSSIs), 11 Local Nature Reserves (LNRs), 4 National Nature Reserves (NNRs), 6 Special Areas of Conservation (SACs) and 2 Ramsar sites, that have the potential to be affected negatively by disturbance from proposed infrastructure. The HRA identifies a number of sites as being within 5km of a location specified within the Draft LTP; Brown Moss SAC, Midland Meres & Mosses – Phase 1, Midland Meres & Mosses – Phase 2, Downton Forge SAC, Fenn's, Whixall, Bettisfield, Wem and Cadney Mosses SAC, and River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid SAC. The HRA outlines that where the Draft LTP could lead to future infrastructure development, potential impacts on these sites should be considered. It also notes that, due to the lack of specific detail in the Draft LTP, this list is not exhaustive and project level HRA must be undertaken once detail is available.	+/-/?

Description of Potential Effects	Effect Significance
Overall, the HRA concludes that, subject to the application of appropriate avoidance, mitigation and control measures and compliance with the Habitats Regulations at project level, LTP can be implemented without adverse effects on the integrity of any European or Ramsar site, either alone or in-combination with other plans and projects. In line with national and local planning policies, it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. The majority of works will also take place on existing infrastructure, and result in little to no permanent land take. As a result, it is considered unlikely that the proposed measures would result in a significant negative effect on biodiversity during construction or operation. Overall, the Draft LTP does not indicate construction of major new infrastructure but some construction will take place, although mainly on existing infrastructure. New infrastructure is likely to be in the form of potential new active travel routes. Taking a precautionary approach, the potential for a minor negative effect has been identified during construction, though it is anticipated that project level assessments would identify any potential effects on habitats and species where applicable. Some uncertainty remains due to the lack of specific locational information available at this stage, as noted in the HRA. The Vision of the Draft LTP aims to protect Shropshire’s natural environment. The Draft LTP also contains an Environmental Protection Objective, <i>“to support the protection of Shropshire’s unique natural, built and historic environment that makes it a great place for people to live, work and visit”</i>, leading to positive effects on the IIA Objectives under this topic. The Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management and Spatial Planning and Development action areas will work to reduce the number of private vehicles on the road, and increase the use of electric vehicles. These measures could lead to a reduction in air and noise pollution, resulting in less disturbance to biodiversity and health impacts to species from air pollution, as well as a reduction in vehicles striking wildlife. The Protection of the Natural, Built and Historic Environment action area aims to minimise the impact of traffic and transport on Shropshire’s natural, built and historic environment, including biodiversity and the	

Description of Potential Effects	Effect Significance
wider natural environment. This will be achieved through embedding expert bodies' consideration on matters relating to environmental protection and restoration. The Public Transport and Active Travel action areas may lead to increased noise in new places where new public transport routes are established or services are increased, and new active travel routes are established, or existing ones increase in use. This will lead to an increased disturbance to biodiversity. The Spatial Planning and Development action area brings opportunities to incorporate green infrastructure into design through working with communities to design improvements to existing and new neighbourhoods alongside SC, which could guide decision making towards positive biodiversity impacts. These action areas will all lead to positive effects against the IIA Objectives under this topic. The Draft LTP's Implementation Plan includes a number of actions that will likely positively impact the IIA Objectives under this topic, through a reduction in disturbance to biodiversity arising from noise and air pollution. It also contains an action to use expert advice early in the development of transport schemes, which would ensure schemes are well designed to limit impacts on biodiversity and the natural environment. There is the potential for a minor positive effect as any schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Overall, minor positive and minor negative uncertain effects have been assessed against the Biodiversity, Natural Capital and Ecosystem Services IIA Objectives.	

Table D-6 - Assessment of the Potential Effects of the Draft LTP on Landscape and Townscape

Description of Potential Effects	Effect Significance
The Draft LTP includes a number of action areas that would work to maintain and strengthen local character and distinctiveness, and improve the quality and condition of landscapes and townscape, as improvements to the transport network provide opportunities to factor this into the design process. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. The construction phases of this infrastructure may negatively impact landscape and townscape character, and visual amenity, as works could result in temporary visual impacts, as well as increased traffic causing access issues and increase noise pollution. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise impacts on landscape and townscape and provide enhancements where possible, and any negative effects on landscape and townscape would be assessed at the project level where appropriate. The Shropshire Hills National Landscape covers almost a quarter of the County. Depending on location, construction works could impact this designated landscape and/or its setting. As works are expected to be largely on existing infrastructure, and best practice construction techniques are expected to minimise impacts on the designated landscape, significant impacts are not anticipated. More generally, permanent new infrastructure may negatively impact local landscape and townscape character, therefore the potential for a negative effect remains. As the location, and therefore precise magnitude of effect, is not known, some uncertainty has been identified. Landscape and Townscape is inherently considered within the Vision of the Draft LTP, as it aims to protect Shropshire's unique natural, built and historic environment. This aim is also outlined in the Draft LTP's Environmental Protection Objective. A number of action areas and their supporting actions are expected to impact on this IIA Objective, including Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management. These action areas will work to reduce the number of private vehicles	+/-/?

Description of Potential Effects	Effect Significance
on the road and support a modal shift towards sustainable transport and active travel. A reduction in private vehicles could lead to a reduction in noise pollution, resulting in less degradation to townscapes and landscapes, less impact on tranquillity from traffic and less impact on visual amenity and landscape/townscape character from the physical presence of vehicles, including potentially within the Shropshire Hills National Landscape. These action areas will also facilitate easier access to sustainable and active travel modes, which in turn will improve access to designated and non-designated landscapes, including the Shropshire Hills National Park, for all users of the transport network. The Spatial Planning and Development action area will help to ensure that the Draft LTP respects, maintains and strengthens local character and distinctiveness, and improves the quality and condition of the townscape and landscape. The Protection of the Natural, Built and Historic Environment action area will minimise the impacts of traffic and transport on Shropshire's natural, built and historic environment. In the longer-term, improving the public realm utilising people centred urban design, and improving access to sustainable transport modes through improvements to railway stations and providing bus priority amongst other actions set out in the Implementation Plan, will help to protect landscapes and townscapes, and reduce the number of vehicles on the road with minor positive effects on this IIA Objective. General improvements to transport infrastructure in SC will improve sustainable access and relieve pressure from the growing population on landscapes and townscapes. Overall, minor positive and minor negative uncertain effects have been assessed against this IIA Objective.	

Table D-7 - Assessment of the Potential Effects of the Draft LTP on Historic Environment

Description of Potential Effects	Effect Significance
There are numerous designated and non-designated heritage assets within the SC area, including: the Ironbridge Gorge UNESCO World Heritage Site; 458 Scheduled Monuments; 6,892 Listed Buildings; Battle of Shrewsbury Registered Battlefield; and 30 Registered Parks and Gardens. It is also noted that the Shropshire Hills National Landscape has high archaeological value, some of which is likely undiscovered. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. The construction of new and enhanced infrastructure may result in effects on the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. However, due to the national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings, a significant negative effect is considered unlikely, and negative effects on the historic environment would be assessed at a project level where appropriate. A minor negative effect is identified in the short-term as a result of construction activities, with some uncertainty as the magnitude of effect is dependent on the precise location of new and enhanced infrastructure. The Historic Environment is inherently considered within the Vision of the Draft LTP, as it aims to protect Shropshire's unique natural, built and historic environment, this aim is also outlined in the Draft LTP's Environmental Protection Objective. A number of action areas and their supporting actions are expected to impact on this IIA Objective, including Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and	+/-/?

Description of Potential Effects	Effect Significance
Digital Connectivity, Demand Management. These action areas will work to reduce the number of private vehicles on the road and support a modal shift towards sustainable transport and active travel. A reduction in private vehicles could lead to a reduction in air and noise pollution, resulting in less degradation of heritage assets, less impact on tranquillity from traffic, and less impact on the visual setting from the physical presence of vehicles. These action areas will also facilitate easier access to sustainable and active travel modes, which in turn will improve access to designated and non-designated heritage assets for all. The Spatial Planning and Development action area can help to ensure that the Draft LTP creates a strong sense of place, which could include protection and enhancement of the setting of heritage assets. The Protection of the Natural, Built and Historic Environment action area will minimise the impacts of traffic and transport on Shropshire’s natural, built and historic environment. These action areas are expected to have positive impacts on this IIA Objective. The Draft LTP has the potential for positive effects on the historic environment through measures that seek to improve the public realm and connectivity. This includes actions in the Active Travel and the Spatial Planning and Development action areas, as set out in the Implementation Plan, which propose improvements to the public realm and people centred urban design. The Implementation Plan also contains an action to use expert advice early in the development of transport schemes, which would ensure schemes are well designed to limit impacts on the historic environment, as well as an action to develop Visitor Access and Parking Plans, to aid protection of the Historic Environment. These action areas and actions are likely to result in improved connectivity and accessibility to historic assets. This is likely to have a minor positive effect on the historic environment. New and improved transport infrastructure may also have negative effects on the historic environment in the longer term, depending on its location. If new routes are in proximity to heritage assets, or existing routes see more frequent use, there could be negative effects on the settings of heritage assets.	



Description of Potential Effects	Effect Significance
Overall, minor positive and minor negative uncertain effects have been assessed against this IIA Objective.	

Table D-8 - Assessment of the Potential Effects of the Draft LTP on Water Environment

Description of Potential Effects	Effect Significance
A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. Where new or enhanced infrastructure is proposed in close proximity to a waterbody or is hydrologically connected to one, this could have impacts on the water environment. In the short-term, this could indirectly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse. Construction near to waterbodies may also be at risk of flooding, and a significant portion of SC is within Flood Risk Zone 3, though the exact location of construction is currently unknown. It is expected that best practice construction measures will be used to avoid or mitigate negative effects. In line with national and local planning policies, it is assumed that any proposals will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate. In the longer term, new or enhanced infrastructure may lead to increased impermeable surface area, which could negatively impact surface water drainage and flood risk. However, development may also provide an opportunity to incorporate green infrastructure and SuDS which may lead to positive impacts on the water environment and reduce flood risk. Overall, a minor positive and minor negative effect has been identified, with some uncertainty. Effects on the water environment would be assessed at the project level where appropriate. The Water Environment is inherently considered within the Vision of the Draft LTP, as it aims to protect Shropshire's unique natural, built and historic environment; this aim is also reflected in the Draft LTP's Environmental Protection Objective.	+/-/?

Description of Potential Effects	Effect Significance
A number of action areas and their supporting actions are expected to impact on the water quality IIA Objective, including Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management. These action areas will work to reduce the number of private vehicles on the road and support a modal shift towards sustainable transport and active travel. A reduction in private vehicles could lead to a reduction in pollution and less subsequent impact on the water environment through a reduction in the pollutant load in runoff that may enter watercourses, positively impacting water quality. Actions that promote greater outdoor activity such as Active Travel, may also positively affect the community's connection with the water environment. This depends upon a transition by the community from predominantly car travel to sustainable travel, therefore a minor positive has been identified, with some uncertainty. The Protection of the Natural, Built and Historic Environment action area will minimise the impacts of traffic and transport on Shropshire's natural, built and historic environment through early and sustained engagement with regulators. This would help to identify any potential impacts to the water environment and allow for effective mitigation. These action areas are expected to have positive impacts on the IIA Objectives under this topic. The Implementation Plan includes an action to set out sustainable access in the Local Plan in order to guide development. These sustainable access principles cover flood management, which could have a positive impact on the flood risk IIA Objective by reducing flood risk through sustainable drainage. Overall, minor positive and minor negative effects have been assessed against the Water Environment IIA Objectives, with a degree of uncertainty.	

Table D-9 - Assessment of the Potential Effects of the Draft LTP on Air Quality

Description of Potential Effects	Effect Significance
The Draft LTP includes a number of action areas that would support a reduction of air pollution levels, congestion, and traffic across SC, which could positively impact AQMAs and congestion hotspots, and result in a general improvement to air quality. Transport is identified as the largest contributor to SC's air pollution hotspots, and the Draft LTP can help to reduce its contribution. A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. In the short-term, there could be temporary negative impacts on air quality during the construction phase of proposed infrastructure enhancements or developments as a result of dust and increased traffic, as well as use of machinery. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. Effects on air quality would be assessed at the project level where appropriate. In the longer-term, improving capacity of the road network, implementing electric vehicle charging points, and enhancing access to sustainable transport modes will help to reduce traffic and the number of private and ICE vehicles on the road, with minor positive effects on air quality. Air Quality is inherently considered within the Vision of the Draft LTP, as it aims to protect Shropshire's unique natural, built and historic environment; this aim is also outlined in the Draft LTP's Environmental Protection Objective. The Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management and Spatial Planning and Development action areas will work to reduce the number of private vehicles on the road through improving access to sustainable transport and active travel, and encouraging their use. The action areas will also deliver additional electric vehicle charging infrastructure, which will support a reduction in the number of ICE vehicles in use, which would lead to a	+/-

Description of Potential Effects	Effect Significance
decrease in overall air pollution from vehicle emissions, but an increase in particulate emissions from tyre and brake wear associated with heavier vehicles. A modal shift towards sustainable transport and increase in active travel could lead to a reduction in air pollution, resulting in improved air quality. Depending on the magnitude and location, this could reduce congestion at hotspots and result in the withdrawal of AQMAs. The Climate Change, Decarbonisation and Air Quality action area also inherently considers this IIA Objective, as a reduction particulate emissions will improve air quality. The action area contains specific reference to areas with critical air quality issues and high pollution levels, such as AQMAs, which will positively impact this IIA Objective. The Protection of the Natural, Built and Historic Environment action area will minimise the impacts of traffic and transport on Shropshire's natural, built and historic environment through early and sustained engagement with regulators, would help to identify significant impacts to air quality and enact timely and appropriate mitigation measures. The Draft LTP's Implementation Plan includes several actions that will likely positively affect Air Quality. Specific actions working to improve air quality include, introducing more zero emission buses, expanding EV charging, planning for new, cleaner fuels to cut emissions, and deliver Air Quality Management Plans and Air Quality Action Plans in Shrewsbury and Bridgnorth. These actions are anticipated to have a positive impact on this IIA Objective. Overall, minor positive and minor negative effects have been assessed against this IIA Objective.	

Table D-10 - Assessment of the Potential Effects of the Draf LTP on Climate Change and Greenhouse Gases

Description of Potential Effects	Effect Significance
A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. In the short-term, the construction of this infrastructure could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also contribute to negative impacts on this IIA Objective. Effects on climate change and greenhouse gases would be assessed at the project level where appropriate. Construction of new and enhanced infrastructure will, however, provide opportunities to utilise low carbon and energy efficient design, as well as climate change resilient infrastructure e.g. SuDS, as referenced in the Spatial Development action area. This will help SC to adapt to, and mitigate the effects of climate change, having a positive impact on this IIA Objective. This IIA Objective is indirectly reflected within the Vision of the Draft LTP, as it aims to protect Shropshire's unique natural, built and historic environment. Reducing greenhouse gas emissions will play an important role in this. Four of the Draft LTP's five Objectives consider climate change and greenhouse gases, through reducing harmful transport emissions, decarbonising transport through reducing the need to travel, modal shift and low carbon technologies, providing a reliable transport network that is resilient to climate change, and protecting the natural, built, and historic environment. This IIA Objective is also reflected in the Draft LTP's outcomes, through the aim to achieve a healthy, resilient natural environment. A number of action areas in the Draft LTP will positively impact on this IIA Objective. The Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management, Spatial Planning and Development action areas will work to reduce the number of private vehicles on the road. These action areas are likely to reduce carbon emissions over the long term by	+/-

Description of Potential Effects	Effect Significance
providing the infrastructure for individuals to make sustainable transport decisions, having a positive impact on this IIA Objective. The Climate Change, Decarbonisation and Air Quality action area also inherently considers this IIA Objective, as it outlines SC's commitment to become net zero carbon by 2030, and achieve Carbon Neutral status by 2040, supporting local objectives, and overall aiming to reduce carbon emissions from vehicles by improving electric vehicle charging infrastructure. The Freight and Logistics action area also outlines a move towards low emission vehicles, and the Public Transport action area aims to support decarbonisation of the bus fleet in SC. This will also have a positive impact on this objective. As well as the impacts from a shift towards sustainable and active travel, the Draft LTP's Implementation Plan contains a number of actions that will positively benefit this Objective. This includes introduction of more zero emission buses, utilising sustainable access principles to support low-carbon travel, improving information on climate mitigation, expanding EV charging, and utilising new, cleaner fuels. These actions will have a positive impact on this IIA Objective. Delivery of new transport infrastructure could lead to increased impermeable surface coverage, depending on its location and extent. This could increase surface runoff and flood risk, reducing resilience to climate change and having a negative effect on this objective. Overall, minor positive and minor negative effects have been assessed against this IIA Objective.	



Table D-11 - Assessment of the Potential Effects of the Draft LTP on Soils, Land Use, Resources and Waste

Description of Potential Effects	Effect Significance
A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. Construction associated with new and enhanced infrastructure and their maintenance during operation will require the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects are anticipated. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction. In line with national and local planning policy, it is assumed that any new or enhanced infrastructure would be built on brownfield land where possible, to protect greenfield land, though there is potential for the loss of greenfield land. Effects on soils, land use, resources and waste would be assessed at the project level where appropriate. Construction of new infrastructure would increase pressure on, and could result in the permanent loss of, agricultural land, depending on its location. Increase in impermeable land surface could increase flood risk which could lead to damage to soils. Though it is expected that best practice construction techniques and sustainable design measures such as SuDS will be utilised, to mitigate any negative impacts, a minor negative effect has been assessed due to the potential for impacts. Overall, a minor negative uncertain effect has been assessed against this IIA Objective.	-/?

Table D-12 - Assessment of the Potential Effects of the Draft LTP on Noise and Vibration

Description of Potential Effects	Effect Significance
A number of action areas, including Public Transport, Active Travel, Climate Change, Decarbonisation and Air Quality, and Asset and Network Management, would lead to new or enhanced infrastructure, e.g. through provision of bus priority in Shrewsbury, new walking and cycling routes, improved access to railway stations, bus stop upgrades, maintenance of the active travel network, and new EV charging infrastructure, and more, or will lead to development of strategies, such as the Rural Access Strategy or Freight & Logistic Strategy, that may, in-turn, lead to infrastructure works in the future. Construction associated with actions that require new and enhanced infrastructure, and their maintenance during operation, is expected to result in the temporary generation of noise pollution from traffic and machinery. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise pollution, though a minor negative effect is anticipated to remain. Effects on noise and vibration would be assessed at the project level where appropriate. In the long-term, the Draft LTP action areas would improve access to sustainable transport modes, resulting in fewer private vehicles on the road, and increase the number of EVs and low emission vehicles, leading to a reduction in noise pollution and vibration from traffic in the County, as EVs produce less noise than internal combustion engine vehicles. The Draft LTP Implementation Plan includes several actions in support of EVs, including increasing the number of zero emission buses and expanding EV charging across the County. A number of the Draft LTP's action areas, including Public Transport, Active Travel, Inclusive Accessibility, Rural Accessibility, Digitalisation and Digital Connectivity, Demand Management and Spatial Planning and Development will encourage a modal shift towards sustainable transport, EVs and active travel, leading to positive impacts on this IIA Objective. The magnitude of this impact is dependent on a transition by the community from predominantly car travel to sustainable travel, therefore a minor positive has been identified, with some uncertainty. There may also be a reduction in congestion through improved efficiency of the transport network due to improvements made in accordance with the Draft LTP. New public transport and walking and cycling routes, and new	+/-

Description of Potential Effects	Effect Significance
transport infrastructure, could introduce noise to previously unaffected areas, depending on their location, which could lead to negative effects against this IIA Objective. Overall, a minor positive and minor negative effect have been assessed against this IIA Objective.	



Kings Orchard
1 Queen Street
Bristol
BS2 0HQ

wsp.com

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