



Shropshire Council

Shropshire Local Transport Plan

2027-2037

Integrated Impact Assessment - IIA Report: Non-
Technical Summary



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Non-Technical Summary

This Non-Technical Summary (NTS) provides an overview of the Integrated Impact Assessment (IIA) of the draft Shropshire Local Transport Plan 2027-2037 (hereafter referred to as the 'LTP'). The following sections of this NTS:

- describe the purpose and scope of the Draft LTP and the approach to identifying alternatives that have been considered and assessed as part of the IIA;
- describe the IIA process and how it has been applied to the Draft LTP, including the IIA objectives and guide questions used in the assessment;
- present a summary of the findings of the IIA of the Draft LTP (and reasonable alternatives); and
- set out the next steps in the IIA process.

The IIA Report and this Non-Technical Summary have been completed by WSP on behalf of Shropshire Council (SC).

The Local Transport Plan

The Shropshire 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. The Vision Statement for 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.”

This Vision is supported by the following five objectives:

- Health and Wellbeing;
- Connecting to Opportunities;
- Decarbonisation;
- Support Good Economic Growth; and
- Environmental Protection.

The Draft LTP is comprised of 12 action areas. These action areas are:

- 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.

An 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.

Chapter 2 of the IIA Report provides further information relating to the Draft LTP.

What is Integrated Impact Assessment?

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).

SA & SEA – Considers environmental and socio-economic effects, aiming to promote sustainable development by assessing the extent to which emerging plans and programmes will help to achieve relevant environmental, economic and social objectives.

HIA – Aims 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.

EqIA - Focuses on assessing and recording the likely equality effects of a policy, project or plan. It seeks to ensure no discrimination or disadvantage towards people and enables consideration of how equality can be improved or promoted.

HRA – Aims to identify likely significant effects on European designated nature conservation sites, including adverse effects on their integrity.

The key stages of the IIA process are as follows:

- **Stage A:** Setting the context and objectives, establishing the baseline and deciding on scope;
- **Stage B:** Developing and refining strategic alternatives and assessing their effects;
- **Stage C:** Preparing the IIA 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.

A Scoping Report was produced as part of **Stage A** of the IIA process and consulted on. The Scoping Report set out the proposed approach to the IIA including the IIA Framework. Following consultation and amendment, the framework has been used for assessing the effects (including cumulative effects) of the draft LTP and any reasonable alternatives (**Stage B**). The assessment is presented in the IIA Report (**Stage C**), to which this NTS relates. The Draft LTP and IIA Report are being published for public consultation (**Stage D**). The representations received will be documented and considered in reviewing the proposals for the LTP. Following this, a PAS 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. Any resulting effects of the LTP's implementation will be monitored (**Stage E**).

Further detail relating to the IIA process is provided in Chapter 1 of the IIA Report.

How have the effects of Draft LTP been assessed?

An assessment framework (IIA Framework) comprising a series of IIA objectives and guide questions was developed to assess the effects of Draft LTP and reasonable alternatives.

The framework has been informed by:

- the topics listed in Schedule 2 of the SEA Regulations;
- a review of policies, plans and programmes (see **Section 3.2** and **Appendix B** of the IIA Report);
- an analysis of baseline information and identification of key sustainability issues and opportunities (see **Section 3.3** and **Appendix B** of the IIA Report);

- responses received to consultation on the IIA Scoping Report (see **Appendix C** of the IIA Report).

The IIA Framework includes objectives that consider the requirements of EqIA and HIA, with the outcomes of these assessments fully integrated within the IIA.

The IIA objectives and guide questions used in the assessment are presented in **Table 1**.

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.

Chapter 4 of the IIA Report describes the assessment methodology.

Table 1 - IIA Framework

IIA Topic	IIA Objective	Supporting Appraisal Questions – will the policy or proposal:
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.	■ 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.	■ Support economic growth? ■ Support access to jobs and training opportunities? ■ Support regeneration of town and district centres?

IIA Topic	IIA Objective	Supporting Appraisal Questions – will the policy or proposal:
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.	■ 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.	■ Improve safety? ■ Support designing out crime principles? ■ Reduce levels of crime deprivation? ■ 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.	■ Cause damage to locally and nationally designated sites through infrastructure provision, traffic or maintenance? ■ Maintain and enhance biodiversity in the region?

IIA Topic	IIA Objective	Supporting Appraisal Questions – will the policy or proposal:
	■ IIA6: To maintain and enhance the provision of ecosystem services from the County's natural capital and support biodiversity net gain.	■ 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.	■ 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.	■ Conserve and/or enhance heritage assets, their setting and the wider historic environment? ■ Improve the quality and condition of the historic environment?

IIA Topic	IIA Objective	Supporting Appraisal Questions – will the policy or proposal:
		▪ 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.	▪ Reduce the risk of flooding? ▪ Increase surface runoff? ▪ 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.	▪ 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	▪ Support low carbon and energy efficient design?

IIA Topic	IIA Objective	Supporting Appraisal Questions – will the policy or proposal:
	incorporate climate change adaptation to help maximise resilience.	■ 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.	■ 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.	■ 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?

What are the likely effects of the Draft LTP?

Table 2 presents a summary of the assessment of effects of the Draft LTP against the IIA framework. **Table 3** presents a key to the meaning of the symbols in the assessment summary table.

Table 2 – 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	+/-

Table 3 - SEA 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.

Symbol	Effect Significance	Description
+/-	Mixed effects	The proposed measure/ action plan/ plan has the potential for both a positive and negative effect.
0	Neutral 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.

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.

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, 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.

Some uncertainty has been identified in respect of 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 on these objectives cannot be certain. However, it is expected that project level assessments will be undertaken to ensure appropriate mitigation is identified where necessary, and no significant negative effects occur.

The detailed assessment of the Draft LTP is contained in Chapter 5 and Appendix D of the IIA Report.

Habitats Regulations Assessment

As noted above, an HRA has been undertaken, in accordance with the Habitats Regulations, to determine whether the Draft LTP will lead to likely significant effects on any National Network Sites and adverse effects on their integrity. The HRA is reported separately but has informed the IIA Report.

The HRA 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.

Cumulative Effects Assessment

The IIA has considered the cumulative effects of the Draft LTP. This includes the cumulative effects of the action areas and actions comprising the plan (intra-plan), as summarised above, and the effects of the plan in conjunction with other plans, programmes and projects (inter-plan).

The assessment of inter-plan 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.

Significant positive cumulative effects have been identified against the Population and Equalities, Health, and the Economy and Employment IIA topics due to the potential for implementation of the Draft LTP and the policies and proposals of other plans, programmes and projects to improve access to services and facilities and transport opportunities, including health services, green spaces, employment and training opportunities, and active travel infrastructure.

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

Minor positive cumulative effects have been assessed for all the other IIA topics, other than Soil, Land Use, Resource and Waste, and minor negative cumulative effects were assessed for all of the IIA topics.

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.

The detailed assessment of cumulative effects is presented in Chapter 6 of the IIA Report.

Assessment of Alternatives

Two reasonable alternatives to the preferred approach in the Draft LTP were identified and assessed. These are Option 1, a 'Business as Usual/Do nothing' approach, and Option 3, a 'More Ambitions' approach. **Table 4** presents a summary of the assessment findings.

The full assessment of reasonable alternatives alongside and the reasons for selecting the Draft LTP as proposed are provided in Chapter 7 of the IIA Report.

Table 4 - Summary of the Assessment of Alternative Options

IIA Topic	Option 1 Business as Usual	Option 2 Preferred Approach	Option 3 More Ambitious
Population and Equalities	+/-	++/-	++/-
Health	+/-	++/-	++/-
Economy and Employment	+/-	++/-	++/-
Community Safety	+/-	+	++
Biodiversity, Natural Capital and Ecosystem Services	+/-/?	+/-/?	+/-/?
Landscape and Townscape	+/-/?	+/-/?	+/-/?
Historic Environment	+/-/?	+/-/?	+/-/?
Water Environment	+/-/?	+/-/?	+/-/?
Air Quality	+/-	+/-	++/-/?
Climate Change and Greenhouse Gases	+/-/?	+/-/?	+/-/?
Noise and Vibration	+/-/?	+/-/?	+/-/?
Soil, Land Use, Resource and Waste	-/?	-/?	-/?

Mitigation, Enhancement and Monitoring

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 IIA also identifies enhancement measures that aim to optimise positive impacts and enhance sustainability.

Mitigation and enhancement measures are presented in Section 8.2 of the IIA Report.

Monitoring the LTP's implementation can help to:

- Monitor the significant effects of the LTP;
- 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.

Monitoring measures are presented in **Section 8.3** of the main IIA Report.

Next Steps

The IIA Report is being published 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 PAS 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.



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