

STAFFORDSHIRE Local Transport Plan 2026

Integrated Impact Assessment (Non-Technical Report)



Staffordshire
County Council

This is the Non-Technical Summary of the Integrated Impact Assessment (IIA) Report for the new Local Transport Plan for Staffordshire. The purpose of this Summary is to set out the IIA process, and the outcomes derived from this. It is intended to inform people who have a general interest in transport planning in Staffordshire, but who are not concerned with its detailed technical assessment. Readers are advised to read the full IIA Report for more detailed information if required.

Whilst it is important for the LTP to deliver its vision, it is also important that it is delivered in a way which promotes strong economic growth, improves people's health and quality of life, and the environment.

The LTP has been subject to a series of assessments that cover the topics of a:

- Sustainability and Strategic Environmental Assessment (SA/SEA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)
- Community Impact Assessment (CIA).

Collectively, these assessments have been described as an 'Integrated Impact Assessment' (IIA). Alongside the IIA, a Habitats Regulation Assessment (HRA) was also carried out and is reported separately.

An IIA Framework has been defined, consisting of 14 objectives against which the economic, social, and environmental impacts of the LTP have been assessed. The objectives are:

1. Improve air quality.
2. Reduce tailpipe emissions from road transport.
3. Reduce the dependency on cars, especially for shorter journeys.
4. Reduce risk of flooding and increase resilience of the road and transport network to extreme weather.
5. Facilitate future development while not impacting on greenfield sites and high-quality soils.
6. Protect and enhance protected habitats, sites, species, valuable ecological networks; promote ecosystem resilience and functionality; and deliver Biodiversity Net Gain.
7. Reduce nitrate deposition on Cannock Chase SAC.
8. Conserve and enhance heritage assets and the wider historic environment.
9. Promote the prudent use of finite natural resources when undertaking road improvements and maintenance and reduce the level of waste generated.
10. Promote strong economic growth.
11. Reduce levels of inactivity and obesity across the population.
12. Promote greater equality of opportunity for all.
13. Improve road safety and reduce the number of road traffic collisions, particularly those involving high-risk road users.

14. Address fear of crime and antisocial behaviour on the transport networks.

Several questions were developed to aid the assessment and the interpretation of each IIA objective. Together, these make up the IIA Framework against which the LTP was assessed. The assessment indicated that there was a good degree of compatibility between the LTP and the IIA objectives. There were no areas of conflict. However, there were areas where there was a degree of uncertainty as to the compatibility of elements of the LTP and the IIA objectives. These areas offered the potential to be compatible, but further development of the LTP's content was needed to ensure compatibility was attained. The reasons for the uncertainty were mainly because of the nature of the LTP in that not all schemes (location and/or extent) are known. The areas where there may be an impact, for the most part, related to environmental issues, such as biodiversity, landscapes and townscapes, cultural heritage, etc.

To ensure complete coverage of IIA objectives and the elements within them, the LTP will include delivery principles. These will seek to ensure that schemes have a sound business case, add value, contribute to social good, and protect the natural environment. They provide greater clarity as to how wider economic, environmental and social factors will be considered during the design, construction, maintenance and operation of LTP schemes. The principles are:

1. Enable People to Make the Right Travel Choice
2. Create Vibrant, Prosperous and Attractive Places
3. Create Healthy, Safe, and Inclusive Communities
4. Enhance the Natural Environment
5. Adopt an Infrastructure-light Approach

The IIA describes and evaluates the likely significant effects of implementing reasonable alternatives to the LTP, which it assesses, along with the likely significant effects of the LTP itself. One alternative scenario was identified, and this was Business as Usual i.e. continue under the present approach to delivering transport and highway measures. This assessment found that across the IIA objectives, implementing the new LTP had more favourable outcomes. Beneficial effects of implementing the new LTP, included improving air quality and promoting economic growth. The new LTP will also have beneficial effects by improving opportunities for all and reducing inequalities in health outcomes, etc.

Contained within the LTP are 18 theme objectives. Assessing these against the IIA objectives, identified several areas of conformity with regards to economic, environmental and social outcomes. The result of this assessment are set out in Table 2.

Table 1: Key for Assessment of LTP's Theme Objectives

Assessment Scale			Assessment Category	Significance of Effect
+++			Strong beneficial	Significant
++			Moderate beneficial	
+			Slight beneficial	No significant
0			Neutral or no obvious effect	
-			Slight adverse	
--			Moderate adverse	Significant
---			Strong adverse	
?			Effect uncertain	
+/-			Combination of slight beneficial and adverse effects	Not significant
++	--	Combination of moderate	beneficial and adverse effects	Significant

Table 2: Assessment of the LTP's Theme Objectives

LTP Theme Objectives	IIA Objectives													
	1 Improve air quality.	2 Reduce tailpipe emissions from road transport.	3 Reduce the dependency on cars, especially for short journeys.	4 Reduce the risk of flooding and increase the resilience of the road and transport network to extreme weather.	5 Facilitate future development while not impacting on greenfield sites and high-quality soils.	6 Protect and enhance protected habitats, sites, species, valuable ecological networks; promote ecosystem resilience and functionality; and deliver Biodiversity Net Gain.	7 Reduce nitrate deposition on Cannock Chase SAC.	8 Conserve and enhance heritage assets and the wider historic environment.	9 Promote the prudent use of finite natural resources when undertaking road improvements and maintenance and reduce the level of waste generated.	10 Promote strong economic growth.	11 Reduce levels of inactivity and obesity across the population.	12 Promote greater equality of opportunity for all.	13 Improve road safety and reduce the number of road traffic collisions, particularly those involving high-risk road users	14 Address fear of crime and antisocial behaviour on the transport network.
1: Ensure multi-modal connectivity for all, to, from and within rail stations.	++	++	+++	0	0	++	++	0	0	++	+	++	0	++
2: Improve rail passenger and freight services.	++	+++	+++	0	0	++	++	0	0	+++	+	++	0	0
3: Deliver high-quality bus services that are reliable, accessible and easy to use.	+++	+++	+++	0	0	++	++	0	0	+++	+	++	+	++
4: Provide other public travel options where frequent bus services are not available.	+++	+++	+++	0	0	++	++	0	0	+++	+	++	+	+

5: Improve the safety and efficiency of the Strategic Road Network to deliver a positive impact on the local road network.	+++	+++	+++	+	+	0	0	+	0	+++	0	+	++	0
6: Improve the safety, efficiency and journey time reliability of the local road network.	++	++	++	0	0	0	0	0	0	+++	0	0	+++	0
7: Deliver a whole-life asset management approach to improve the condition of the local road network.	0	+++	++	0	0	+	0	+	+++	++	0	0	0	0
8: Support the efficient movement of freight whilst minimising the adverse impacts it can have on local roads and communities.	+++	+++	+	0	0	++	++	+	0	+++	0	0	+	0
9: Ensure the road network provides facilities that make walking, wheeling and cycling convenient and safe for all.	+++	+++	+++	0	0	++	++	+	0	+	+++	++	--	0
10: Increase the use of the Public Rights of Way network.	+++	+++	+++	0	-	++	++	0	0	+	+++	+	-	0
11: Deliver promotional activities that	+++	+++	+++	0	0	++	++	0	0	+	+++	++	-	0

complement our active travel infrastructure.															
12: Integrate land-use planning and transport infrastructure, and ensure development is located where there are, or will be, travel choices.	+++	+++	+++	+	++	+	+	++	0	+++	+++	++	+	+	
13: Ensure decisions made on the location and design of new development sites, provide high quality connectivity by active and public transport.	+++	+++	+++	+	++	+	+	++	0	+++	+++	++	+	+	
14: Provide high quality active and public transport connectivity when reshaping and revitalising our town centres.	+++	+++	+++	+	++	+	+	++	0	+++	+++	++	+	+	
15: Improve digital connectivity to give people the option not to travel and improve the way the road and transport networks operate.	+++	+++	+++	++	0	+	+	+	0	+++	-	+	+	+++	0
16: Improve data sharing with partners to enhance the efficient and safe operation of the local road network.	0	0	+	++	0	0	0	+	+	++	+	+	+	+	+

<p>17. Facilitate the transition to low emission vehicles amongst residents and businesses by focusing on off-road charging locations.</p>	<p>+++</p>	<p>+++</p>	<p>+ +</p>	<p>--</p>	<p>0</p>	<p>0</p>	<p>++</p>	<p>++</p>	<p>+</p>	<p>0</p>	<p>+</p>	<p>--</p>	<p>++</p>	<p>+/-</p>	<p>0</p>
<p>18: Support the bus industry by enabling investment in low emission buses and charging infrastructure.</p>	<p>+++</p>	<p>+++</p>	<p>++</p>		<p>0</p>	<p>0</p>	<p>+</p>	<p>+</p>	<p>+</p>	<p>0</p>	<p>++</p>	<p>+</p>	<p>++</p>	<p>++</p>	<p>+</p>

Where it was considered that performance could be improved, a series of recommendations were made to strengthen the policy wording, adding further detail and clarification throughout the LTP (especially relating to an inclusive road and transport network, improving digital connectivity, and facilitating the uptake of low emission vehicles by residents, businesses and the public sector), and a specific section, titled 'delivery principles'.

Further, specific assessments (e.g. Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment), may be required on a scheme-by-scheme-basis, depending on the scheme type, location and extent. Where a scheme specific assessment is required, Government guidance and best practice will be followed.

Greater partnership working is also required with the county's district and borough councils to ensure that consideration is given to any potential economic, environmental and social impacts. This is required at the earliest possible planning stage for new housing and employment developments.

As part of the IIA assessment process, a series of mitigation measures have been identified. Recommendation types include:

- Refining policies to improve the likelihood of positive effects and to minimise adverse effects;
- Technical measures (such as setting guidelines) to be applied during the implementation phase;
- Identifying issues to be addressed in project assessment for certain types of schemes;
- Proposals for changing other plans and programmes; and
- Contingency arrangements for dealing with possible adverse effects

Consideration has been given to the cumulative, synergistic and indirect effects of implementing the LTP, as well as other plans that might lead to cumulative effects when combined with the LTP. This shows a largely beneficial impact across IIA objectives and other relevant plans, including the Staffordshire Health and Wellbeing Strategy, Staffordshire Communities Strategy, Staffordshire Economic Strategy, and the county's adopted and emerging Local Plans.

We will be monitoring the situation to understand the effect of the LTP's implementation on the IIA objectives. A long-list of potential indicators has been identified. These indicators have a causal link between the implementation of the LTP and the likely significant economic, environmental and social impacts (both positive and negative). All being well, they will allow for early remediation regarding any adverse impacts and the expansion of any positive ones. The indicators will be considered and finalised after the LTP's consultation period.

The LTP has been revised during the IIA process. The LTP now provides a more favourable approach across the range of IIA objectives. The LTP performs strongly in several areas. Overall, it is considered that the LTP represents a well-balanced

approach across the full range of potential key effects and should help ensure that the LTP's vision is delivered.

The ongoing LTP public consultation may result in direct changes to the contents of the IIA Report. These will be reported in the IIA's final report, following adoption of the LTP.