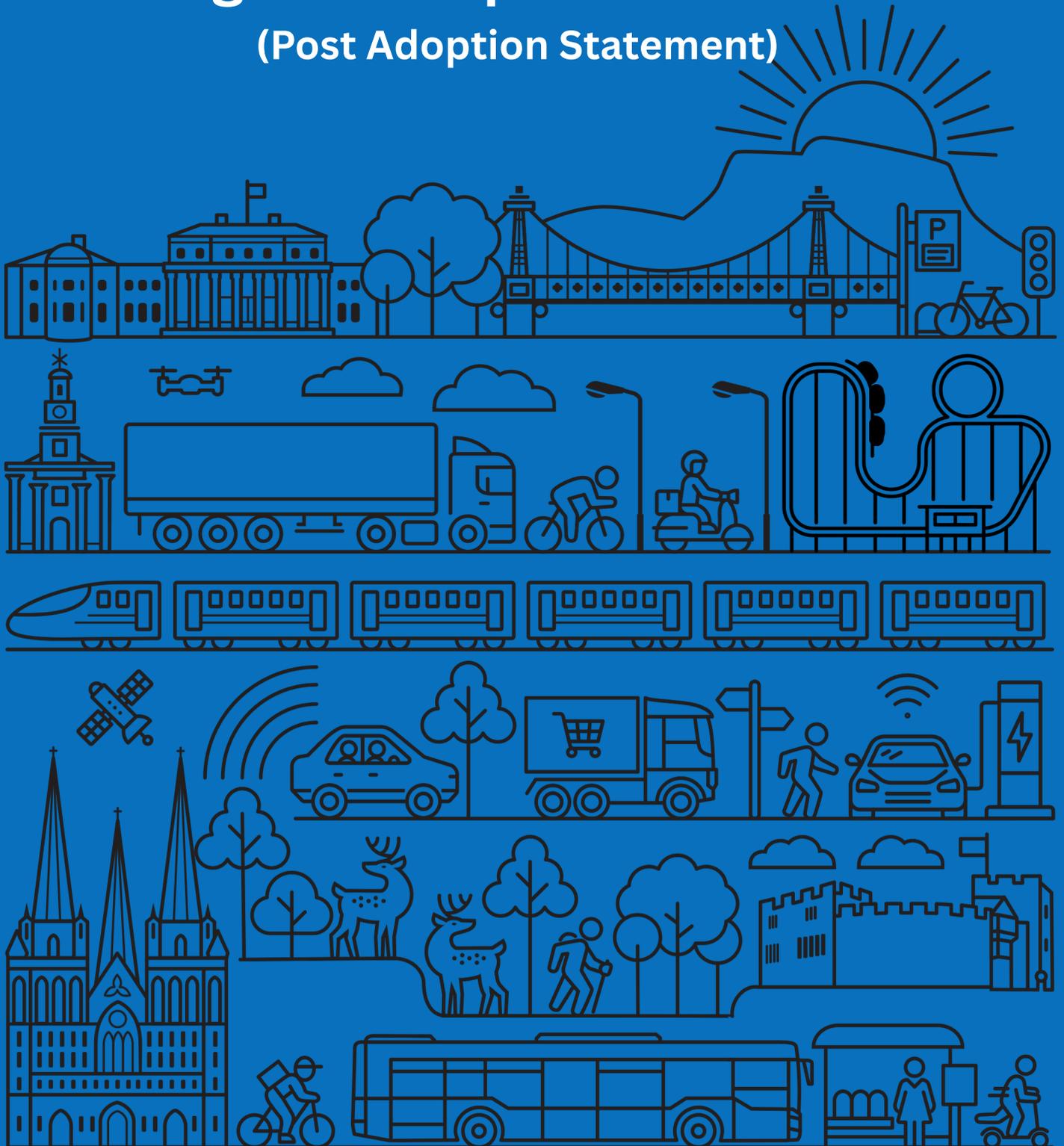


STAFFORDSHIRE Local Transport Plan 2026

Integrated Impact Assessment (Post Adoption Statement)



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1. Introduction

The new Local Transport Plan (LTP) for Staffordshire (2026) has been developed, and will be delivered, in a way which:

- Promotes strong economic growth.
- Enhances the natural and built environments.
- Promotes the health and quality of life of Staffordshire's residents.
- Increases the availability of high-quality travel options, giving people the choice of transport modes, as well as the choice not to travel.

To help achieve this, the LTP has been the subject of a series of assessments that consider the requirements included in a:

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

Collectively, we have referred to these assessments as an 'Integrated Impact Assessment' (IIA). The IIA sets out the likely significant effects of the LTP in terms of economic, social and environmental factors; and identifies the measures that can mitigate any adverse effects and maximise any positive ones.

The LTP has also been subject to a Habitats Regulation Assessment (HRA), which was undertaken in parallel to the IIA. A copy of the HRA can be found in Appendix 1.4 of the main LTP document.

During the development of the LTP, colleagues preparing the IIA have been in frequent dialogue with the team writing the LTP. This has helped to put wider economic, social and environmental factors at the heart of the LTP process from the outset.

1.1 Post Adoption Statement

The purpose of this Statement is to describe:

- How economic, social and environmental factors have been considered in the preparation of the LTP.
- How the IIA consultation responses have been considered and addressed in the final LTP.
- The reasons for approving the final LTP as opposed to other alternatives.
- The monitoring regime to ensure the economic, social and environmental effects of LTP delivery are observed.

This Statement is the last of three documents that have been produced as part of the IIA process. The first was a Scoping Report (May 2025), which reviewed pertinent economic, social and environmental data that would shape the new LTP.

The second was the IAA Report, which summarised the results of the IIA, looking at the economic, social and environmental effects of the new LTP.

This Statement should be read together with the IIA Report, which can be found in Appendix 1.3 of the main LTP document.

1.2 Staffordshire Local Transport Plan

Transport is the movement of people and goods, and our road and rail networks facilitate this movement. Transport is fundamental to delivering a vibrant economy in Staffordshire, enabling people to meet, and access jobs, education, goods and services.

The new LTP is a Strategic Outline Business Case for investment, setting out our vision for the county’s road and transport networks, and our asks of National Government and stakeholders. It includes our five-year investment asks, which is an indicative forecast of the level of investment required to make progress towards achieving the LTP’s vision. With lower levels of investment, the LTP’s vision will take longer to achieve.

The vision and strategic objectives of the new LTP are set out in Figure 1, along with their links to other plans and strategies produced by the Council.

Figure 1: Linkages between the LTP and wider Council Strategies and Plans



There are 18 theme objectives in the new LTP. These sit beneath the strategic objectives, as stated above, and aim to steer LTP delivery. In addition, there are five delivery principles that seek to ensure that LTP schemes have a sound business case, add value, contribute to social good, and protect the natural environment. They are:

1. **Enable people to Make the Right Travel Choice**

To help the economy to prosper and communities to be healthier and happier, more and better travel choices need to be available. Schemes must cater for a range of travel options, including but not limited to, car-based travel, walking, cycling, and public transport. Similarly, enhancing broadband and mobile services will provide an alternative to physical travel.

2. **Create Vibrant, Prosperous and Attractive Places**

Transport facilitates the movement of people, goods and services, which supports the prosperity of our towns and villages. It also can create high-quality, multi-functional places that are easier to access, explore, and enjoy.

3. **Create Healthy, Safe and Inclusive Communities**

The road, rail and rights of way networks play a vital role in our society and can have both positive and negative effects on people and communities.

4. **Enhance the Natural Environment**

We are the custodians of Staffordshire's natural environment, and we have a duty to protect biodiversity, and wherever possible, secure net species and habitat gain, and further the purposes of protected landscapes.

5. **Adopt an Infrastructure-light Approach**

During scheme design and delivery, every opportunity will be taken to re-use, repair, and re-purpose highway assets, which will help to reduce costs. Existing assets, such as guard rails and signage, will not automatically be replaced during maintenance work. Instead, each asset will be assessed with regards to its relevance. Where a new asset is required, its impact over its whole life will be considered.

2. Consultation on the IIA and Changes to the LTP

2.1 Scoping Report

The first consultation requirements of the SEA Regulations involved statutory consultation authorities only. The SEA Regulations identify three organisations that act as statutory consultation authorities in the SEA process. These are Environment Agency, Natural England (formerly English Nature and the Countryside Agency) and Historic England (formerly English Heritage).

Each organisation was provided with a Scoping Report, which sought to determine the scope and level of detail for the IIA, focusing on key economic, social and environmental factors, and establishing the framework for the subsequent assessment.

The consultees were given 5 weeks to respond from 13 May 2025. They were asked to provide their views on the IIA’s scope, its level of detail and the data that will be relied upon to undertake the assessment. A summary of the feedback we received is set out in Table 1, together with how these comments informed subsequent stages of the IIA and LTP development.

Table 1: Summary of feedback on the Scoping Report and subsequent changes to the IAA and LTP

Statutory Consultees	Feedback on Scope	Changes to IIA	Changes to LTP
Environment Agency	Consider climate change as an overall plan priority, with impact, mitigation and adaptation addressed in relation to all objectives as opposed to a standalone theme.	Since the consultation on the Scoping Report, the Council’s stance on climate change has altered. Rather than prioritising climate change, the Council, as custodians of Staffordshire’s natural environment, will prioritise its protection.	Five delivery principles now run through the new LTP and seek to ensure that schemes have a sound business case, add value, contribute to social good, and protect the natural environment. Three of the delivery principles are pertinent to climate change. These are: <ul style="list-style-type: none"> • Enable People to Make the Right Travel Choice • Adopt an Infrastructure-light Approach • Enhance the Natural Environment
	Include tighter requirements for flood risk betterment.	Greater emphasis has been given to improving the flood resilience of surrounding areas, which could include reducing flood storage volume loss, providing flood storage compensation, and	Greater emphasis has been made in reducing instances of highway flooding and resilience to it. In addition, the highway network must not exacerbate flooding on surrounding areas.

		<p>improving surface water drainage.</p> <p>Promote the minimisation of the use of impermeable hard surfacing and the use of SuDS and upstream storage (Natural Flood Management - NFM) has been added as a decision-making question.</p>	
	<p>Seek to protect and enhance waterbodies within the plan area.</p>	<p>An IIA objective already exists to protect and enhance protected habitats and promote ecosystem resilience.</p>	<p>Reference has been made to protecting waterbodies, such as rivers and ponds.</p>
	<p>Strengthen IIA objectives and decision-making questions to include greater reference to waterbodies, their importance to wildlife, a source of drinking water; as well as the associated catchment management plans and source protection zones.</p>	<p>Reference has now been made, stating that waterbodies fall under the umbrella term of 'habitats' and that they are important to wildlife and are a source of drinking water.</p> <p>The following decision-making questions have been added:</p> <p>Will the LTP....</p> <ul style="list-style-type: none"> • Protect ground and surface water quality in line with Water Framework Directive (WFD) requirements? • Safeguard the availability of water resources (surface and groundwater)? • Improve and enhance green infrastructure, contributing to improvements in 	<p>The Vision has been strengthened to read, "...improve the environment", rather than "...protect the natural environment". This is considered more proactive and ambitious. Also, removing 'natural', extends the meaning to include both the natural and built environments.</p> <p>Where transport has a direct impact, proactive and positive language has been used.</p>

		the quality of surface water run-off?	
	Development proposals need to consider the wider and indirect impacts on the riparian environment as well as within channel ecosystems and processes.	'Will the LTP help to meet objectives of the Water Framework Directive (WFD) and River Basin Management Plans?' has been added as a decision-making question.	Green-blue infrastructure is considered in the LTP in the context of the Staffordshire Highways Design Code.
Natural England	Incorporate measures to help encourage people to access the countryside for quiet enjoyment.	'Will the LTP encourage people to access the countryside for quiet enjoyment?' has been added as a decision-making question.	Several additional references have been included in the LTP regarding access to the countryside and the Public Rights of Way network.
	Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.	A revised PRoW Improvement Plan will be published at the end of the year.	
	Maximise opportunities to incorporate green infrastructure during the development of the LTP.	<p>The following decision-making questions have been added:</p> <p>Will the LTP....</p> <ul style="list-style-type: none"> • Improve public realm and the overall environment, including green infrastructure? • Encourage people to access the countryside and urban fringe areas for quiet enjoyment? • Protect and enhance green infrastructure, a network of linked, multifunctional green spaces? 	Measures such as reinstating existing footpaths, together with the creation of new footpaths and bridleways, are to be encouraged and will form part of the new PRoW Improvement Plan. Links to other green networks and, where appropriate, urban fringe areas, will also be explored to help promote the creation of wider green infrastructure.

	<p>Advises caution when using broad conclusions when assessing air quality impacts on Protected Sites.</p>	<p>Noted. Nitrate deposition on Cannock Chase SAC is an established indicator for ascertaining the impact of road traffic.</p>	
Historic England	<p>Consider including reference to some of Historic England's documents, including Good Practice Advice note 2, <i>Managing Significance in decision making</i>, and Good Practice Advice note 3, <i>The setting of heritage assets</i>.</p>	<p>This has now been included.</p>	
	<p>Consider other local sources of information such as National Park/AONB Management Plans, Heritage/Conservation Strategies, Other Strategies (e.g. cultural or tourism), and Conservation Area Character Appraisals and Management Plans.</p>	<p>Additional local sources of information have now been included.</p>	
	<p>Unclear why in preceding paragraphs, information relating to Conservation Areas is included in Section 7.8 'Landscapes and townscapes' rather than Section 7.7 'Cultural heritage'.</p>	<p>This has now been resolved.</p>	
	<p>In terms of the indicators, consider reframing wording or adding new text to highlight that local transport schemes can also offer opportunity to enhance and better reveal the historic environment.</p>	<p>Table 9 includes the indicator, "Number of improvements made to heritage assets within the local road network".</p>	

2.2 The IIA Report

The second consultation requirement involved the IIA Report (known as the Environmental Report in the SEA Regulations) being made available to statutory consultees and the public at the same time as the draft LTP.

The IIA Report, draft LTP and HRA, all went out to full public consultation from 30 September to 27 October 2025. A summary of feedback on the IIA is set out in Table 2, together with how this resulted in changes to the LTP.

Table 2: Summary of feedback on the draft LTP and IIA

Statutory Consultees	Feedback on Scope	Changes to IIA	Changes to LTP
Cannock Chase National Landscape Partnership	Transportation is a major contributor to climate change, and the transport system needs to be resilient to adapt to the impacts of it. Consider adding a 5th Strategic Objective to 'Mitigate and adapt to climate change'.		The LTP is aligned to the National Planning Policy Framework (NPPF). One of its three overarching objectives is to protect and enhance the natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and being resilient to extreme weather.
	The Levelling Up and Regeneration Act 2023 (Section 245) places a duty on the Council to further the statutory purpose of Cannock Chase National Landscape.	Both documents now refer to 'improving' protected environments rather than simply 'protecting' them.	
	The compatibility between the LTP objectives and seeking to further the statutory purpose to conserve and enhance the natural beauty of Cannock Chase National Landscape is not made.	This has now been included in Table 14.	The Strategic Objective relating to the environment has been updated to be more proactive. It now uses the word 'improve' rather than 'protect'. Delivery principles have been created, thereby making our

			intentions explicit regarding the improvement (rather than the protection) of the environment.
	The LTP has considerable potential to contribute to the delivery of the policies and priorities of the AONB Management Plan, but specific measures are few and far between.		Whilst this is true, having more references to the synergies between the AONB and LTP policies and priorities is not deemed necessary.
	The LTP needs to demonstrate that it aligns with, and helps to, deliver the aims and objectives of the National Landscape's statutory AONB Management Plan 2025-2030.	The AONB Management Plan 2025-2030 is listed and summarised in the IIA's Scoping Report. In developing the LTP, consideration has been given to the AONB Management Plan.	
	To comply with the LURA Act, Table 9 should say, "Seek to further the statutory purposes of Cannock Chase National Landscape and Peak District National Park."	Table 9 has been amended.	
	The LTP Theme Objectives have much greater potential to contribute to IIA objectives than is indicated in Table 16.	Table 16 has been amended.	
	Amend Table 18 to include the full range of measures that could be included in the LTP to support the conservation and enhancement of the National Landscape.	We do not think it is necessary to list all potential measures in the LTP. Instead, Table 18 states that the Council will work with partners and statutory bodies to further the purposes of their designation.	
	The Mitigation Hierarchy of the avoidance of adverse impacts on	Chapter 9 of the IIA Report has been amended to include	

	biodiversity should be considered.	the NPPF's Mitigation Hierarchy.	
	<p>The IIA Framework should be amended to:</p> <p>Stage A - Review and confirm legislative requirements and any duties required of Staffordshire County Council.</p> <p>Stage B - Identify and generate opportunities to enhance.</p> <p>Stage C - Review and confirm proposed enhancement measures.</p>	Table 6 has been amended.	
	A map showing the boundaries of both the Peak District National Park and Cannock Chase AONB should be included in the IIA Report.	Figure 2 has been amended.	
	Noise and light pollution are significant detractors to the natural beauty of protected landscapes.	Table 8 has been amended to reflect this concern.	
Natural England	Take reasonable and proportionate steps to explore how the statutory purposes of protected landscapes can be furthered.	Both documents now refer to improving protected environment rather than 'protect'. This is for Cannock Chase National Landscape and the Peak District National Park.	
	Maximise opportunities to incorporate green infrastructure in the LTP.		<p>The Council fully recognises the role of green infrastructure in delivering accessible active travel routes, and also helping drainage, biodiversity, etc.</p> <p>Green infrastructure is in the LTP in the</p>

			<p>context of the Staffordshire Highways Design Code.</p> <p>Green infrastructure will also be the focus of the forthcoming RoWIP.</p>
	An increase in the number of private vehicles could have a negative impact on roadside habitats.		Noted.
Environment Agency	Highway infrastructure that is close to, or near, watercourses should consider the WFD and have a flood risk assessment.		<p>Blue infrastructure is considered in the LTP in the context of the Staffordshire Highways Design Code. It says that “developments MUST incorporate SUDS to improve flood protection and create a county more resilient to extreme weathers”.</p> <p>The final LTP places greater emphasis on improving flood resilience.</p> <p>We note the example of the Chetwynd Bridge and will continue working with the Environment Agency on new and existing highway assets close to, or near, watercourses.</p>
	Key Performance Indicators (KPIs) could also include miles of highway verges planted; and number of green roofs on transport infrastructure.		We are keen to keep the number of KPIs to a minimum. Whilst the suggested KPIs are applicable, on balance we believe the number of AQMAs is more meaningful and a

			greater indicator of performance.
Peak District National Park	No specific reference to the Peak District National Park, other than it being shown on a map.		<p>None of Staffordshire's protected landscapes have been specifically mentioned in the LTP. However, numerous references have been made to them in the LTP's IIA and HRA.</p> <p>Delivery principles have been created, thereby making our intentions explicit regarding the improvement (rather than the protection) of protected landscapes.</p>
	It would be useful to show the Peak District National Park and Cannock Chase National Landscape.	Figure 2, showing the map of Staffordshire has been updated to show both Protected Landscapes.	It is not deemed necessary to highlight these areas as they have been considered in the IIA and HRA.
	The vision should say furthering the purposes of Protected Landscapes.		<p>The vision has been updated to 'improve', rather than 'protect', the environment.</p> <p>In addition, the Strategic Objective relating to the environment has also been updated to be more proactive. It now uses the word 'improve' rather than 'protect'.</p> <p>Delivery principles have been created, thereby making our intentions explicit regarding the improvement (rather than the protection) of the environment.</p>
	We would recommend early consultation ahead of any proposed schemes	Please note that Table 18 states that the Council will work with partners and statutory	

	with the appropriate body, either the Peak District National Park Authority or with representatives of Cannock Chase National Landscape.	bodies to further the purposes of their designations.	
	The cost of transport is already disproportionately higher for rural residents, and it is important that they are considered when delivering for modal shift. As a result, LTP Theme Objectives 3 and 4 should be updated to reflect this issue.		We accept that the cost of travel is higher in rural areas and the provision of public transport is limited. The LTP aims to increase the options available to residents, including those living in rural areas. There are fewer people in rural areas and car ownership is higher, which makes providing alternatives costly for the Council. It is working hard to identify alternative provision.
	Figures 3.2 and 3.3 suggest that the A53 between Leek and the border with Derbyshire does not suffer from notable congestion; and does not require structural maintenance. It is therefore assumed that there are no plans at the current time to carry out any major works along the route		Maintenance and minor improvements works will be carried out where necessary and where funding is available.
	It would be useful if this section of the Plan was able to show on a map where there are road traffic collisions taking place. An assessment of common factors in such locations would also be helpful.		This level of detail is too much for the LTP. This information will be available from our Road Safety Team. In addition, a Road Safety Strategy for Staffordshire will be written shortly.
	We are disappointed that the focus of the		We recognise this and the new LCWIP, which

	LCWIP is on urban journeys. Not only did the LCWIP delivery exclude the National Park, it also excluded rural residents throughout the County.		will be published shortly, will include an assessment of all rural areas of the county. We are keen to work with the PDNPA to explore the schemes in their LCWIP equivalent. In addition, a new RoWIP is going to be written during 2026.
	LTP Theme Objective 10 does necessitate a commitment to the ongoing maintenance of the PRoW network.		The LTP includes £2m capital funding request for PRoW maintenance.
	Figure 5.1 should show protected landscapes.		This figure has been amended.
	Table 5.4 should include the Peak District National Park Authority's timeline.		This table has been amended.

3. Consideration of Alternatives

The SEA requirements mean that we must identify, describe and evaluate the likely significant effects of implementing the LTP, compared to implementing reasonable alternatives. It was concluded that there was only one reasonable alternative, which was not implementing the new LTP and carrying on with the existing, outdated LTP. This latter scenario was known as 'Business As Usual'. The two scenarios are outlined below.

Alternative 1: Business As Usual

It is anticipated that the Business-as-Usual approach will continue with current transport trends in terms of:

- Large number of trips per person.
- Long average trip lengths.
- Low levels of people walking, wheeling and cycling.
- Low numbers of people travelling on public transport.
- Slow increase in the uptake of low and zero emission vehicles.
- New infrastructure, facilitating the expeditious movement of motor vehicles.

Alternative 2: The New LTP

It is anticipated that implementing the new LTP will create the following transport trends:

- Fewer trips per person on average.
- Shorter average trip lengths.
- More people walking, wheeling and cycling.
- More people using public and shared transport.
- Faster uptake in low emission vehicles.
- Less traffic congestion and smoother traffic flows.
- New infrastructure, facilitating the expeditious movement of people, using public and active travel modes.

Following an assessment of the two scenarios, implementing the new LTP would provide a more favourable outcome across the range of IIA objectives. The new LTP will be particularly beneficial in comparison to the Business As Usual scenario because it provides a clear steer to improve health and equalities, reduce tailpipe emissions, and enhance community cohesion, the public realm and the environment.

Whilst there is a good degree of compatibility in all key elements of the LTP, there are some potential conflicts in facilitating strong economic growth. In this regard, there is a difference between the LTP and IIA objectives, where the former seeks strong economic growth and the latter seeks to promote strong economic growth by providing a greener, fairer, more efficient, and integrated transport system.

Due to the nature of the LTP, attention needs to be given to where a scheme is needed to facilitate economic growth to ensure that it:

- Reduces tailpipe emissions from road transport.
- Reduces the dependency on cars, especially for shorter journeys.
- Promotes the prudent use of resources.
- Reduces waste.

It is likely, and to be expected, that the nature of the LTP and its objectives, will potentially lead to engineering and construction works, and these have the potential for both negative and positive outcomes. In general, areas of uncertainty of compatibility relate for the most part to the environmental objectives, including:

- Facilitate future development while not impacting on greenfield sites and high-quality soils.
- Protect and enhance protected habitats, sites, species, valuable ecological networks; promote ecosystem resilience and functionality; and deliver Biodiversity Net Gain.
- Reduce nitrate deposition on Cannock Chase SAC.
- Conserve and enhance heritage assets and the wider historic environment.

In the latter stages of LTP development, five delivery principles were established to ensure that LTP schemes have a sound business case, add value, contribute to social good, and protect the natural environment. These principles are set out above. The LTP makes clear linkages between the delivery principles and the LTP's theme objectives.

Where possible, we will specify designs to avoid or mitigate any harmful, and enhance any positive, impacts. The LTP performs well in terms of economic, social and environmental factors with regards to improving air quality; recognising the whole-life impact of schemes; protecting and enhancing the natural environment, landscapes and townscapes; and conserving natural resources.

There is a need to work closely with partner organisations, including the county's district and borough councils to ensure that consideration of economic, social and environmental factors is made at the earliest possible stage. Full consideration will also be given to the requirements of Local Plans and required statutory processes as necessary.

Overall, it is considered that the LTP represents a well-balanced approach in terms of wider performance across the full range of potential key effects and should help ensure that the LTP's vision is delivered.

4. Monitoring

Monitoring the significant effects of LTP implementation, and taking any necessary remedial action, is a requirement of the SEA process. Table 3 lists the indicators that will be used to monitor LTP delivery and its impact on wider economic, social and environmental factors. We believe the IIA process has provided reassurance that there are mechanisms and commitments in place to ensure full consideration is made of wider economic, social and environmental factors.

Table 3: Monitoring Programme

IIA Obj. No.	IIA Objective	Indicators	Targets
1	Improve air quality.	Number of AQMAs Deaths attributed to air pollution	Reduce
2	Reduce tailpipe emissions from road transport.	CO2 emissions from road transport	Reduce
		Distance travelled by car or van	Increase
		Annualised index of cycling trips	
3	Reduce the dependency on cars, especially for shorter journeys.	Number of bus passengers Distance travelled by car or van	Reduce

4	Reduce risk of flooding and increase resilience of the road and transport network to extreme weather.	Proportion of drainage provision for transport schemes (new or improvements) incorporating best practice SuDS or upstream storage NFM	Increase
		Area of high flood risk/floodplain constructed upon by transport schemes	Reduce
5	Facilitate future development while not impacting on greenfield sites and high-quality soils.	Area of brownfield sites used for highways schemes	Increase
6	Protect and enhance protected habitats, sites, species, valuable ecological networks; promote ecosystem resilience and functionality; and deliver Biodiversity Net Gain.	Area of green infrastructure (greenways, etc.)	Increase
		Net gain in biodiversity (using the Defra metric) due to transport schemes	Increase (10%)
7	Reduce nitrate deposition on Cannock Chase SAC.	Nitrate Deposition on Cannock Chase SAC	Reduce
8	Conserve and enhance heritage assets and the wider historic environment.	Town centre Travel Plans	Increase
		Number of improvements made to heritage assets within the local road network	Increase
9	Promote the prudent use of finite natural resources when undertaking highway improvements and maintenance and reduce the level of waste generated.	Recycled highway assets	Increase
		Embodied carbon	Reduce
10	Promote strong economic growth.	Journey time reliability	Increase
11	Reduce levels of inactivity and obesity across the population.	Annualised index of cycling trips	Increase
12	Promote greater equality of opportunity for all.	Access to key services	Increase
13	Improve road safety and reduce the number of road traffic collisions, particularly those involving high-risk road users.	Number and severity of road traffic collisions	Reduce
14	Address fear of crime and antisocial behaviour on the transport networks.	Levels of reports crime on the public transport network	Reduce