

Integrated Sustainability Appraisal of Transport for the West Midlands Local Transport Plan 5

ISA Report: Non-Technical Summary

Transport for the West Midlands

February 2022

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Glossary

AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
CSA	Community Safety Assessment
DLUHC	Department for Levelling Up, Housing & Communities
DfT	Department for Transport
DLUHC	Department for Levelling Up, Housing and Communities
EqlA	Equality Impact Assessment
ER	Environmental Report
EV	Electric Vehicle
GHG	Greenhouse Gas
GVA	Gross Value Added
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
ISA	Integrated Sustainability Appraisal
LTP	Local Transport Plan
NHS	National Health Service
NPPF	National Planning Policy Framework
MCHLG	Ministry of Housing Communities and Local Government
ODPM	Office of the Deputy Prime Minister
PCG	Protected Characteristic Group
PPPs	Plans, Policies and Programmes
PRoW	Public Right of Way
pSPA	Potential Special Protection Area
RIGS	Regional Importance Geological Sites
SAC	Special Area of Conservation
cSAC	Candidate Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance
TfWM	Transport for West Midlands
ULEV	Ultra Low Emission Vehicle
WHS	World Heritage Site
WMCA	West Midlands Combined Authority

1. Introduction

This is the Non-Technical Summary of the Integrated Sustainability Appraisal (ISA) Report of the fifth Local Transport Plan for the West Midlands (LTP5). The purpose of this Non-Technical Summary is to set out the ISA process and the outcomes derived from this and is intended to inform people who have a general interest in the LTP5, but who are not concerned with its detailed technical assessment. Readers are advised to read the full contents of the ISA Report for more detailed information if required.

Whilst it is important that the LTP5 delivers the Vision, Motives for Change and Outcome Objectives for transport in the West Midlands, it is also important that this is done in a way which protects the environment, protects the health and quality of life of the people of the West Midlands and visitors to the region and allows as many different people as possible the same opportunities for accessing the facilities and services they require whilst promoting sustainable economic growth.

Therefore, the LTP5 has been subjected to a series of assessments that cover the topics of Sustainability and Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). Taken together these various assessments are described as an 'Integrated Sustainability Appraisal' (ISA). It is also important to note that as there is a potential that the LTP5 could lead to a direct or indirect effect on sites which have been designated at the European level for nature conservation purposes (such as Special Areas of Conservation), a Habitats Regulation Assessment (HRA) was also carried out and is reported separately.

An ISA Framework has been defined, consisting of a series of objectives, against which the sustainability performance of the Revised LTP has been assessed. These ISA Objectives are:

1. Protect and improve air quality
2. Reduce carbon dioxide (CO₂) emissions from transport and contribute to meeting net zero carbon targets
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain
5. Protect and enhance sites designated internationally for nature conservation purposes
6. Protect, enhance and promote geodiversity
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity
9. Protect and enhance the water environment
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources
11. Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all
13. Support the wider coordination of land use, energy planning and transport planning across the West Midlands
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)

As health, equalities and safety are separate assessments (though integrated alongside consideration of environmental issues), consideration was also made of the series of safety, health and equalities sub-objectives. These are used to inform the ISA Objectives 14 – 16 noted above:

Health

- Improve accessibility to health and leisure services and facilities and amenities for all

- Improve affordability of transport
- Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents
- Reduce severance
- Improve connections between and within communities
- Reduce air, noise, odour and light pollution from transport
- Improve access to active travel modes?
- Improve access to public transport

Equalities

- Improve accessibility to services, facilities and amenities for all, in particular by active travel modes
- Improve affordability of transport
- Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents
- Improve provision of public transport in rural areas or to those areas experiencing constraints in public transport provision
- Reduce severance
- Reduce air, noise, odour and light pollution from transport

Safety

- Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents
- Improve actual and perceived safety and security issues

A series of questions to help aid the assessment and the interpretation of each Objective were also identified. These questions and the ISA Objectives together make up the ISA Framework against which the LTP5 was assessed.

2. Assessment of Strategic Alternatives

The SEA Regulations require that when an environmental report on a proposed plan such as LTP5 is prepared, it must identify, describe and evaluate the likely significant effects of implementing reasonable alternatives to the plan which it assesses, as well as the likely significant effects of the plan itself. In relation to LTP5, three alternative scenarios were identified. These were:

1. Conventional: what the world might look like with continuation of ‘business as usual’ development of policy to shape a Conventional LTP.
2. National Policy Aligned: an LTP designed to achieve Net Zero by 2050 (UK government target) in line with CCC Balanced Net-Zero Pathway recommendations.
3. Transformational: an LTP providing a transformational change for the region, delivering against WMCA carbon budget and net-zero target of 2041.

From comparison of the three scenarios, it is clear that the national policy approach and the transformational approach provide a more favoured outcome in respect of the ISA Objectives, compared to undertaking a conventional approach. Of particular note are that scenario 2 and 3 both offer a clear approach to reducing pollution and carbon emissions and will be more focused on reducing or managing demand, as well as improving digital connections and facilitating more sustainable modes, rather than building new infrastructure. It is the nature of these aspects that they cut across a number of ISA Objectives – for example, a reduction in pollution emissions will have clear benefits in terms of health to all people within the West Midlands, but particularly to a range of vulnerable groups such as children, those with certain ailments, the elderly etc. This ‘cross cutting’ is reflected in the comparison of the scenarios.

In comparing the national policy aligned approach to the transformational approach, it is considered that the main area of difference is that benefits will be realised within a shorter timeframe under scenario 3. However, it should be borne in mind that the requirements of this transformational approach could have implications for different groups and this is recognised – for example, it is noted that further work will be needed to understand and mitigate against any possible negative impacts on creating a fairer society.

However, across the public and stakeholders there remains a significant lack of consensus around the best way to engender the behaviour change required. There are also significant concerns about the impacts of change at such an unprecedented scale and pace. To further complicate the matter, as a result of COVID-19 impacts, there has also never been so much uncertainty about how travel behaviours will change further into the medium to long term.

Given the above context the approach to developing and implementing change will need to be different. To respond to this, the new LTP will have a dynamic and flexible approach to transport policy and delivery. A dynamic plan, which is regularly reviewed, will enable an on-going discussion with members and the public on how and where progress can be made on more or less difficult pathways.

The draft Core Strategy sets out a policy tool kit framed within 6 Big Moves, from which WMCA, TfWM and local authorities will need to develop their area strategies and delivery plans. The Big Moves are all intended to improve the transport system to encourage a change in travel behaviours and deliver against our motives for change. The need to consider accessibility more holistically, i.e. not just through mobility but also through better spatial planning and digital connectivity (‘the triple access system’) is also reflected.

3. Compatibility between LTP Objectives and ISA Objectives

The ISA examined an early version of LTP5 in order to help ensure that the draft vision motives, for change and Outcome Objectives of the LTP5 were as closely aligned with the ISA objectives as possible. This assessment approach is known as a 'Compatibility Assessment'. Overall the assessment indicated that there was a good degree of compatibility between LTP5 and the ISA across a number of objectives.

The assessment, however, also found that there were a number of areas with a degree of uncertainty as to the compatibility of the elements of the LTP5 and the ISA Objectives. These areas offer the potential to be compatible, but further development of the LTP5 content, including Vision and Motives for change and related Objectives as policies was required to ensure compatibility is attained.

In many cases, the uncertainty of outcome is driven by the nature of the LTP5 itself. It is likely, and to be expected, that the nature of LTP5 and its Motives for Change and their associated Objectives will potentially ultimately result in some heavy engineering and construction, or schemes with a large footprint, along with the spatial and planning context in which these will take place. These types of activities have the potential for both negative and positive outcomes. In general areas of uncertainty of compatibility relate for the most part to the environmental issues as follows:

- resilience of the transport network to a changing climate;
- biodiversity and geodiversity, as well as sites designated for nature conservation;
- landscapes and townscapes;
- cultural heritage and its settings;
- the water environment;
- soil, agricultural resource and contaminated land;
- the use of natural resources, maximising recycling and use of secondary materials and reducing waste.

Outcomes to these areas depend upon the Policy framework and approach to mitigation that the LTP5 sets for implementation and a number of recommendations were made to ensure more 'complete coverage' of ISA Objectives: Of note, it was considered that the LTP and the understanding of how it interacts with Sustainability could benefit from a specific section and detailed text relating to Sustainability as a whole, but in particular those environmental aspects where there is clear uncertainty of outcome at present.

Further development of the LTP Core Strategy was undertaken and it was shown that the LTP5 Vision and Motives for Change and their associated Objectives provide a generally firm underpinning to help ensure that the sustainability performance of the plan can be maximised. Through addressing the recommendations made, specifically by including a new section on 'sustainability throughout plan implementation', clear linkages are made between the Motives for Change and associated LTP objectives and provides detail, context and confidence on how sustainability will be implemented throughout the lifespan of the LTP.

4. Assessment of policy areas within the LTP

Contained within the LTP5 are a series of policies which aim to ensure that the Vision and Objectives that have been set out are achieved. These high level policy areas (called ‘Big Moves’) provide a high level policy framework or tool kit and have also been set within a ‘Avoid, Shift and Improve’ framework which capture the behavioural outcomes the LTP5 needs to deliver. The application of the policy framework will require a mix of measures and these will vary from place to place. WMCA and the local authorities will use the policy framework to develop Area Strategies where the appropriate mix of measures will be considered. While the ISA has helped to shape and inform the Core Strategy, further ISA work will need to be conducted on this next level of strategy development.

Avoid

- Making Behaviour Change happen
- Supporting inclusive growth of new developments

Shift

- Connecting our places via public transport and shared mobility
- Healthy streets and places to walk, cycle, ride and scoot

Improve

- Creating resilient networks
- Delivering a green revolution

In assessing the policy areas, where appropriate, consideration was also made of the detail and clarity provided in respect of how the LTP implementation will support achievement. An overview of the policy areas / Big Moves is as follows:

Table NTS 1: Overview of the ‘Big Moves’

Policy Area/Big Move	Overview
Making Behaviour Change happen	It is considered that Behaviour change should be at the heart of the LTP – it is essential to help deliver against carbon reduction targets but also to help make progress against wider motives for change and objectives. All of the interventions being set out in the LTP are aimed at improving the transport network and ultimately supporting behaviour change but these in isolation won’t be enough. Critical elements include providing people with informed transport choices, as well as managing demand, both in terms of placemaking and traffic management. There is also a recognised need for engagement with stakeholders.
Supporting inclusive growth of new developments	Creating good, sustainable access to opportunities is critical to help deliver inclusive growth. Significant amounts of new housing and employment development is required in the metropolitan area and surrounding areas to accommodate the growth currently forecast. Transport investment will be a key catalyst for growth and regeneration. Critical considerations will include digital connectivity, promoting sustainable and accessible development, as well as supporting development with transport infrastructure.
Connecting our places via public	A safe, convenient, affordable and accessible public transport system is essential for enabling people to travel beyond their local neighbourhood without a car. This policy area addresses these issues through consideration of better public transport services, new shared mobility services and ‘One Network’, which sets out to show that A public

transport and shared mobility	transport network can offer more to citizens than the sum of its component parts where services are better planned and citizens do not face penalties for moving between services and operators.
Healthy streets and places to walk, cycle, ride and scoot	TfWM want to deliver a step change in the way people travel, to encourage a greater proportion of trips to be made by walking, cycling, riding or scooting. This is because active modes and micro-mobility provide significant benefits to people and their local streets and communities and are the most sustainable forms of transport. This policy area sets out how the LTP will enable people to cycle, ride and scoot. This policy area also sets out the approach to having quiet and safe local streets, as well as delivering the Starley Network (network of cycling and walking routes).
Creating resilient networks	It is recognised that streets and roads are the most important piece of transport infrastructure we have. Most trips take place on them whether it is by foot, bike, wheeling, micromobility, public transport or by car. Our streets and roads are also places, from local neighbourhood roads to busy high streets, they play different roles in the lives of people and businesses. The Key Route Network is of particular importance. This policy area sets out the approach to 'keeping things moving', 'maintaining our network' and 'developing the network'.
Delivering a green revolution	Delivering a green revolution through the LTP means partnership working between the public and private sector to leverage the transport system to enhance the built and natural environment, in a way that stimulates local industry to produce the products and services that support inclusive growth. This policy area sets out the approach to assisting the switch to zero emission vehicles, working with businesses to innovate and export future mobility solutions and using the transport system to enhance and protect the environment.

The Policies were assessed against the full range of ISA Objectives covering Environment, Health, Equalities and Safety using the following significance scale:

Table NTS 2: Assessment Scale

Terms		Effects					Assessment	
		Mag	Scale	Dur	T/P	Cert	Scale	Category
Mag	Magnitude	✓✓	Local	ST-MT	Temp	Low	+++	Large beneficial
Scale	Geographic Extent	✓	Local-Reg	ST-LT	Perm	Med	++	Moderate beneficial
Dur	Duration	-	Reg/Nat	MT-LT		High	+	Slight beneficial
T/P	Temporary / Permanent	?		ST			0	Neutral
Cert	Certainty	x		MT			-	Slight adverse
ST	Short Term	xx		LT			--	Moderate adverse
MT	Medium Term						---	Strong adverse
LT	Long Term						?	Uncertain
Sm	Summary assessment						+/-	Combination of beneficial and adverse

The policy areas were subject to assessment and through this, it was considered that the policy areas could be strengthened in certain respects, or that the LTP would benefit from the further more detailed development of policy areas (anticipated to be after the development of this Core Strategy). As such, a series of recommendations were made to this effect.

Following update of the LTP Core Strategy, consideration was made of the amendments to the LTP. An overview of the assessment results for LTP5 is as follows:

Table NTS 3: Overview of Assessment results

Core Strategy Element	ISA Objective																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
'Avoid' Policies																	
Making Behaviour Change Happen	++	++	+/-	+	+	0	+/-	+	+	+	+	+	+	+	+	+	
Supporting Inclusive Growth of new development	++	++	+/-	+/-	+/-	+	+/-	+/-	+/-	++	+/-	++	++	++	++	+	
'Shift' Policies																	
Connecting Our Places	+ +	- +	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+ +	- +	+/-	+ +	++ +	+	++ ++	?
Healthy Streets and Places	++ +	++ +	+/-	+/-	+/-	+/-	++	++	+	+/-	+/-	+	+	++	++	+	
'Improve Policies'																	
Creating Resilient Networks	++	++	+/-	+	+	+	++	++	+	+/-	+	++	+	++	++	+	
Delivering a 'Green Revolution'	++ +	++ +	+	+	+	0	+	+	++	+	+	++	++	+	+	+	
Cross cutting policy area																	
Sustainability through plan implementation	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	

It is inherent in the nature of a transport plan that it could result in a series of interventions that will have implications for sustainability. For example, the LTP notes that there could be investment in road or rail infrastructure, mobility hubs or stations and EV charging network. These interventions could require varying levels of civil engineering works, although it is anticipated that through this LTP, such works will be localised for the most part and there is a clear focus on reducing traffic across the region and enabling a switch to public transport or more active modes. Nevertheless, it is in the nature of these works that there will be environmental implications in particular. For example, new infrastructure could involve a direct loss of habitat, or could have an adverse effect on the water environment through pollution incidents during construction, or through polluted runoff during operation, and would also result in a new feature in the landscape and these adverse effects are reflected in the assessment scores for certain ISA Objectives such as those relating to issues such as biodiversity, cultural heritage, landscape and townscape. However, it is also recognised that key elements of the LTP could bring benefits across those Objectives and again this is recognised in the assessment. As such, the nature of the LTP means that there could be a mix of beneficial and adverse effects across many ISA Objectives, particularly as a result of those policy areas of 'Supporting inclusive growth', 'Connecting our Places', 'Healthy streets and places' and 'Creating resilient networks'.

The clear focus within the LTP of improving accessibility, alongside reducing the need to travel, reducing traffic across the region and enabling a switch to public transport or more active modes in addition to encouraging an uptake in electric vehicles and digital connectivity etc., is reflected in the strong performance in terms of ISA Objective 1 (protect and improve air quality) and ISA Objective 2 (reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target). Some slight adverse effects are noted for these Objectives, relating to the recognition that there will still be emissions from public transport and the enhanced rail services noted and it is noted that there will be investment in highway and rail infrastructure – this could lead to emissions both in construction and operation.

Other areas of strong environmental performance relate to ISA Objective 7 (conserve and enhance heritage assets) and ISA Objective 8 (protect and enhance landscape and townscape) and these reflects elements of the LTP such as the commitment to Low Traffic Neighbourhoods, management of on street parking, developments of open spaces and enhancements to public realm. Key elements of the LTP such as the reduction in traffic, reduction in speeds and reduction in noise, are anticipated to result in improvements to tranquility, townscape, the setting of cultural heritage assets and so on.

Greater facilitation of the uptake of electric vehicles, along with an increase in active travel and the associated reduction in noise and pollution deposition will also have benefits to biodiversity. In addition, it is anticipated this will reduce the amount of hydrocarbons used, reduce the potential for pollution incidents to watercourses (through accidental spillage or through polluted runoff).

The further development through the LTP and its policy areas of a safe, convenient, affordable and accessible public transport system is essential for enabling people to travel beyond their local neighbourhood without a car. Investment in better Public Transport Services, new shared mobility services, better and more integrated ticketing options, micro-mobility options to allow better last mile solutions and providing for those in more rural regions will all help to provide better connectivity within and across the region, as well as to neighbouring areas. This will help drive economic growth through for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses. There would also be more transport options for people to access jobs and skills. Better and more efficient infrastructure may also make doing business easier e.g. by reducing congestion and will potentially help to attract inward investment. As such, overall, it is considered that the LTP performs well in respect of ISA Objective 12 (promote economic growth and job creation, and improve access and connectivity to jobs and skills for all).

Achieving this outcome will be facilitated and enabled by cooperation between TfWM, partner organisations and other stakeholders. The need for strong linkages across organisations is reflected throughout the LTP and is recognised in respect of ISA Objective 13 (support the wider coordination of land use, energy planning and transport planning across the West Midlands).

Health and Equalities

It is also considered that the LTP performs strongly in respect of ISA Objective 14 (improve health and well-being for all citizens and reduce inequalities in health) and ISA Objective 15 (promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society). In terms of health, the focus on improving air quality / reducing pollution will have clear direct health benefits for all groups, but could be particularly important to young children and those with certain medical conditions. Active travel modes will provide greater opportunities to undertake exercise in day to day life for all groups, with anticipated direct health benefits, but also improvements in wellbeing. Such improvements in health and wellbeing will also be enabled by better public realm, increased access to open spaces, Low Traffic Neighbourhoods, reduced congestion, reduced traffic speeds, reduced pollution and so on. All of these elements will be enhanced or enabled by the policy areas outlined within the LTP.

Similarly, the focus on increased access to Public Transport and enhanced services will improve access to health, leisure, educational, training and employment facilities and services for a greater range of people. People will also be better able to connect with friends and family across the region and this can improve wellbeing.

However, while the LTP is generally considered significantly beneficial in terms of health, it is to be recognised that there are potential problems in ensuring that health inequalities are not increased. For example, a focus on active travel may not be as effectively beneficial for certain vulnerable groups such as the elderly, those with young children or those with certain disabilities. Similarly, provision of Low Traffic Neighbourhoods will reduce air, noise, odour and light pollution in those areas and will be of benefit to all groups, with particular benefits to those with underlying respiratory ailments, younger children and the elderly, however caution also needs to be maintained to ensure that the Low Traffic Neighbourhoods do not result in increased traffic volumes in other parts of the network. Particular consideration should be given to providing LTN's in those areas with highest levels of deprivation as these areas often have poor air quality and generally poorer health outcomes relative to the wider population. Similarly, greater digital connectivity provides opportunities for people to access certain health services online such as GP appointments, but this may not be appropriate or a viable option for all groups, with the elderly and those on low incomes potentially finding such services more difficult to access.

Similar findings are made in terms of equalities. On the whole, it is found that the LTP is generally beneficial in terms of providing greater equity in allowing people to access the services and facilities they require. For example, providing active travel routes will provide greater accessibility to a range of services and facilities for all. This could be of particular benefit by providing further travel options to people such as those from BAME or

LGBTQ groups, or individuals such as lone travellers, who may feel unsafe using public transport. Provision of active travel opportunities and options (including bike hire schemes) would likely improve affordability of travel for all groups. Those within BAME communities are twice more likely to live in a household with no car and hence experience higher transport costs and as such provision of active travel routes may be of particular benefit. However, those with mobility issues such as those with certain disabilities, elderly, the very young, or heavily pregnant women may benefit less from this active travel provision than other groups. For both health and equalities, such issues will be explored within the further policy development to be undertaken in respect of 'Big Moves' and 'Area Strategies'.

Clear note though is made within this LTP of the need for affordable connections. Note is made of ensuring subsidies for the most socially necessary public transport services and this will likely mean that transport in those areas will be cheaper than it otherwise might be. As well as those on low incomes, this could be of particular benefit to those in rural areas. Bike and car share schemes, along with best value ticketing offers and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people. Nevertheless, it still remains that some groups may continue to experience pressures in terms of transport affordability and this issue needs to be explored further and likely continuously monitored – particularly in light of ever changing factors that contribute to general 'cost of living'.

A key element of this LTP is to make local streets more attractive by making them quieter and safer. This will include through reducing speeds and managing on-street parking. This will be of benefit to all groups, but particularly children, those with certain disabilities or illnesses and those with mobility issues (including those heavily pregnant). Benefits will be particularly experienced at a local level in urban areas and consideration needs to be made to ensure that traffic is not directed elsewhere.

The LTP recognises that the process of change can result in inequities, with on occasion communities that might stand to receive the greatest benefits can also face the biggest barriers in adapting. The pace of change is also an important consideration. The LTP notes that there will be a focus on ensuring a just transition by

- Distributing the burden of change so those who face lesser barriers and who's behaviours have the greatest inequitable impacts make bigger changes;
- Targeting support towards those facing the greatest barriers with least capacity to overcome them themselves to help them adapt as we transition;
- Setting a pace of change that gives us the momentum we need but at a pace that enables people to adapt; and
- Adopting an innovative spirit to find new ways of accessing what we need that might better help particular groups and places overcome their barriers

Environment, Health, Equalities, Safety - Sustainability through plan implementation

Acting across all policy areas is the cross cutting policy area of 'sustainability through plan implementation'. This policy area shows there is a clear process for when a transport intervention takes place to ensure that measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. Clear note is made that dependent on the scheme, assessment will include Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance. It is anticipated that this further assessment process will ensure that adverse effects can be minimised and beneficial effects maximised.

It is also to be recognised that the LTP, as of January 2022, is a Core Strategy only and primarily sets out the overarching aims, vision and approach as well as a framework for action on transport. More detailed policies and implementation proposals will be identified aligned to this Core Strategy. As such, many of the issues noted within this ISA, along with the recommendations made in respect of those areas of weakness, will be explored in further detail as the LTP is developed throughout the life of the plan.

5. Mitigation

As part of the ISA assessment process, a series of mitigation measures/approaches have been identified and recommendations made. These have been addressed as part of the LTP development process, as set out below.

Table NTS 4: Approach to Mitigation

Mitigation approach	How has this been incorporated into the LTP
Refining Policies in order to better reflect the ISA Objectives and improve the likelihood of positive effects and to minimise adverse effects	Assessment was made of a draft LTP5 and recommendations were made in relation to clarifying and bolstering aspects of sustainability (at a level of detail appropriate to this stage of LTP development). Amendments were made across a number of the policy areas, along with other elements of the LTP. How these recommendations were addressed is detailed in Chapter 10 and Appendix B. It is also to be noted that as of January 2022, the LTP is developed as a Core Strategy and primarily sets out the overarching aims, vision and approach as well as a framework for action on transport. More detailed policies and implementation proposals will be identified aligned to this Core Strategy. As such, many of the recommendations made within the ISA, will be explored in further detail as the LTP is developed throughout the life of the plan.
Refining Interventions / Measures in order to improve the likelihood of positive effects and to minimise adverse effects	<p>No specific interventions have been set out at this stage of LTP5 development (Core Strategy). As noted in the LTP <i>'more detailed policies and implementation proposals will be identified aligned to the core strategy. These will be set out in 6 strategies relating to our 6 Big Moves – focussed on regionwide principles and proposals for each Big Move – and 4 Area Strategies – focussed on the planning of implementation proposals across our neighbourhoods, centres and corridors. The Big Moves and Area Strategies will be developed in tandem. The Area Strategies will be particularly important for resolving how implementation proposals across the 6 Big Moves will be delivered alongside each other in particular places, and for accounting for the land use and development proposals within Local Development Plans.</i></p> <p><i>There are always more implementation proposals than resources allow for. The Implementation Plan will set out our priorities for implementation proposals, how funding sources will be used to deliver these, and timescales for development and delivery. The implementation plan will also set out plans for further policy and scheme development where concepts require further maturation'.</i></p> <p>It is to be noted that any intervention arising from the LTP will be subject to assessment that will include (as appropriate) Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance. In addition, Environmental Management Plans will be developed and implemented for all construction, refurbishment and maintenance contracts and will include the findings and suggested mitigation from any assessment made. The EMPs will consider material resource use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed.</p>
Technical measures (such as setting guidelines) to be applied during the implementation phase	As above.

<p>Identifying issues to be addressed in Scheme / Intervention assessment (i.e. at Project level), including but not limited to WebTAG, Environmental Impact Assessment and the development of Environmental Management Plans, for certain projects types of project</p>	<p>The ISA made a clear recommendation within the Assessment of policies to ensure that the LTP5 sets out clearly a process of how sustainability issues will be considered in future scheme development. The LTP5 Core Strategy sets out that dependent on the scheme, assessment will include as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken, they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of the LTP.</p>
<p>Proposals for changing other plans and programmes</p>	<p>No proposals have been made to change other plans and programmes as the LTP will act in accordance with a range of other Plans and Programmes e.g. local development plans and there are clear commitments made within the LTP for TfWM to work with a range of partner organisations and stakeholders. For examples, within the section of the Core Strategy relating to 'Working together' note is made that the successful delivery of the LTP will require other partners to deliver the policies and implementation proposals within it, reflecting them in their own plans. There are a number of delivery partners who are critical for delivering this LTP:</p> <ul style="list-style-type: none"> • The seven metropolitan borough authorities as highway, traffic and planning authorities. • Local public transport operators who are responsible for running the buses, trams and trains our citizens use every day. • National Highways, Network Rail and HS2 who are responsible for managing and developing the strategic road network and railways in the West Midlands. • Other operators including micromobility operators like E-scooter operators, Community Transport operators and other accessibility transport operators, bike hire schemes etc ... -
<p>Contingency arrangements for dealing with possible adverse effects</p>	<p>The ISA has indicated a series of possible monitoring indicators that will be implemented through the LTP delivery and linked to wide programme delivery. The Core Strategy notes that '<i>the LTP will be dynamic allowing TfWM to make different choices over time and in different place according to monitoring and evaluation of local transport policy delivery and impacts</i>'. It is anticipated that the monitoring programme will cover significant social, environmental and economic effects and which will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP and the likely significant effects (both positive and negative) being monitored. This will allow identification at an early stage of unforeseen adverse effects and allow appropriate remedial action to be undertaken.</p>

6. Cumulative, synergistic and indirect effects

There is also a requirement to consider Cumulative, Synergistic and Indirect Effects of the LTP5 as a result of the joint implementation of all policy areas. Secondary and Indirect effects are effects that are not a direct result of the plan but occur away from the original effect or as the result of a complex pathway. Cumulative effects arise where several proposals individually may or may not have significant effects but in-combination have a significant effect due to being all enacted in the same area or at the same time. Synergistic effects are when two or more effects act together to create effects greater than the simple sum of the effects acting alone.

It is considered that the proposals can interact cumulatively across sustainability issues as shown below.

Table NTS 5: In Plan Cumulative effects

Effects	Causes	Significance
Air pollution emissions	It is considered that the LTP will have an overall cumulative beneficial effect on air quality. This beneficial effect will be derived from a clear focus on reducing traffic across the region and enabling a switch to public transport or more active modes, as well as encouraging an uptake in electric vehicles and digital connectivity.	Anticipated short to long term moderate beneficial effects – benefits may be reduced if an outcome is continued reliance on the road network and a low uptake / provision for net zero vehicles as opposed to more sustainable modes of transport.
Reducing carbon emissions	It is considered that the LTP will have an overall cumulative beneficial effect on reducing carbon emissions. This beneficial effect will be derived from a clear focus on reducing traffic across the region and enabling a switch from ‘traditionally fuelled’ private cars to public transport or more active modes, as well as encouraging an uptake in electric vehicles and digital connectivity.	Anticipated short to long term moderate beneficial effects – benefits may be reduced if an outcome is continued reliance on the road network and a low uptake / provision for net zero vehicles as opposed to more sustainable modes of transport.
Flooding	It is considered that the LTP could have overall mixed beneficial and adverse effects in terms of flooding. Development of infrastructure could lead to an increase in impermeable area and contribute to increased flood risk by increasing runoff. However, opportunities will be provided for increasing permeable areas such as through the development of open green space or the implementation of SuDS. It is considered that effects (beneficial or adverse) will be slight on a regional scale.	Overall mix of slight beneficial and slight adverse over the medium to long term as the LTP is implemented.
Biodiversity	It is anticipated that there will be a mix of beneficial and adverse effects on biodiversity from implementation of the LTP. For example, development of transport infrastructure could lead to direct loss of habitat or both direct and indirect disturbance on species and habitats. However, elements of the LTP such as the provision of open green space and improved public realm could provide opportunities for planting and biodiversity enhancement / net gain. The clear focus within the LTP on improving air quality and reducing traffic volumes / encourage uptake of active travel modes and EV’s would also likely result in less pollution deposition and less disturbance as well as potentially less direct road kill. There is also a potential for sites designated for	Adverse effects are considered most likely in the short term (particularly during construction of any infrastructure), with beneficial effects more likely to be experienced in the medium to long term as the uptake of active travel modes and EVs continues and pollution and noise levels decline.

	nature conservation to benefit from less pollution deposition and less disturbance.	
Landscapes and townscapes	It is anticipated that there will be a mix of beneficial and adverse effects on landscapes and townscapes from implementation of the LTP. For example, adverse effects could be derived from the development of transport infrastructure introducing new features in the landscape. On the other hand, elements of the LTP such as public realm improvements, new open and green spaces, Low Traffic Neighbourhoods etc., along with a general reduction in traffic volumes and congestion provide opportunities for enhancement.	Adverse effects are considered most likely in the short term (particularly during construction of any infrastructure), with beneficial effects more likely to be experienced in the medium to long term.
Soil, agricultural resources and contaminated land	It is anticipated that there will be a mix of beneficial and adverse effects on soil, agricultural resources and contaminated land from implementation of the LTP. For example, the development of transport infrastructure could lead to loss of soil and agricultural resources through encroachment, while opportunities may also be provided for remediating areas of contamination.	Adverse effects are considered most likely in the short term (particularly during construction of any infrastructure), with beneficial effects more likely to be experienced in the medium to long term.
Economic growth	It is anticipated that the LTP, through its focus on reducing congestion and providing new travel options will help drive economic growth through for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses. There would also be more transport options for people to access jobs and skills. Better and more efficient infrastructure may also make doing business easier e.g. by reducing congestion and will potentially help to attract inward investment.	Anticipated major beneficial effects over the medium to long term as schemes are implemented.
Health, wellbeing and equalities	It is anticipated that the LTP will act to promote health and well-being and equalities through providing greater access to services and employment opportunities, as well as greater opportunities for active travel. There is also a clear emphasis on low traffic neighbourhoods, reducing vehicle numbers and vehicle speeds. Improvements to air quality and a reduction in noise levels will also benefit health. Some parts of the population though may not be able to take full advantage e.g. the elderly, or those with certain disabilities in terms of active travel and there also remains uncertainty the cost of digital connectivity which may be an issue for some groups. The LTP sets out how affordability can be addressed for public transport.	Anticipated moderate beneficial effects over the medium to long term as schemes are implemented, though with some uncertainty of effect on elements of the population.

The ISA has also considered other plans and projects that might lead to cumulative effects when combined with LTP5. The focus of this in-combination assessment has been on other identified plans and projects of relevance as follows:

Table NTS 6: Cumulative effects with other Projects

Plan	Overview	Potential for cumulative effects with LTP5
Range of other transport related Plans and Policies as noted within the LTP	As noted within the LTP, whilst TfWM does have statutory responsibility to set the Local	There is a potential for a range of cumulative effects (beneficial or adverse) in respect of how the wide range of other plans and policies interact with LTP5. However, clear note is made within

	<p>Transport Plan for the area, it does not have direct responsibility for managing and operating most aspects of the transport system. As such, there are a range of transport related plans and policies that can influence, or be influenced by the LTP.</p>	<p>the LTP of the requirement for involving many partners in transport delivery. The LTP notes that WMCA, TfWM and the seven metropolitan borough authorities will continue to work together with local partners such as transport operators, with our neighbouring local authority partners, with our regional partners such as West Midlands Rail Executive and Midlands Connect, and with national partners such as Government and the national agencies responsible for transport functions. The successful delivery of the LTP will require other partners to deliver the policies and implementation proposals within it, reflecting them in their own plans. Note is also made within the LTP of the delivery partners who are critical to delivering the LTP and this covers the full range of transport providers and enablers. As such, it is considered that cumulative effects can be managed to ensure beneficial effects are maximised while adverse are minimised.</p>
<p>There are a range of major developments or infrastructure projects underway or expected to commence within the West Midlands. Noted examples include (but are not limited to): West Midlands Gigafactory; the Battery Innovation Centre and other infrastructure projects to support development of EV charging etc.; HS2; West Midlands Interchange; M54 to M6 Link Road; Redditch Branch Enhancement Scheme; M42 Junction 6</p>	<p>Each of the noted schemes (along with other developments not noted) will require significant construction activities.</p>	<p>While locationally spread across the West Midlands and likely to be constructed at varying periods, such schemes have the potential to interact with Schemes derived from the LTP and have a cumulative effect on sustainability (beneficial or adverse). At this stage (LTP Core Strategy) it is not possible to ascertain where such LTP schemes may be located, their nature or scale. Nevertheless, it is anticipated that due to the approach set out in the LTP for further ongoing assessment e.g. EIA and Environmental Management Plans, mitigation measures can be taken to minimise adverse effects and maximise beneficial effects. This approach will be alongside the approach noted within the LTP to minimise redundant work, seeking to “dig once” where possible and otherwise ensuring schemes include future planning to minimise disruption and costs when further schemes are progressed. Note is also made that TfWM will coordinate schemes either to avoid excessive disruption to networks or to capitalise on opportunities to reduce costs where multiple schemes can be delivered simultaneously nearby (without excessive disruption). In addition, it is to be expected that all major infrastructure such as that noted will be developed within the Planning framework and will itself be subject to measures to ensure cumulative effects are addressed.</p>

7. Monitoring

A detailed performance management plan will be developed alongside the next phase of the LTP5s development. At this time information is awaited from national Government in terms of guidance on the development of Local Transport Plans alongside guidance on the Monitoring & Evaluation requirements of the City Region Sustainable Transport Settlement funding. Therefore it is not considered to be appropriate to present a definitive set of metrics at this stage.

The LTP highlights a series of strategic outcomes and transport system level impacts which are necessary to deliver the behaviour change required. As such it is considered that the performance metrics which could be included are:

- Journey time reliability for different modes including freight
- Access to centres, employment and services (including assessment of 45 minute region and 15 minute neighbourhoods)
- Highway maintenance
- Total levels road traffic
- Public transport patronage
- Active travel use
- Health indicators
- Public transport trips by trip/purpose
- Transport affordability
- Travel to school
- Economic indicators
- CO2 emissions from transport
- Air quality
- Road accidents and casualties
- Safety and security on public transport
- Digital Connectivity / Accessibility
- Spatial planning indicators

8. Summary and Conclusions

The ISA process carried out throughout the development of the LTP5 Core Strategy has been thorough and comprehensive. Iterations of the draft LTP Core Strategy have been subject to review by the ISA team and continuous dialogue has taken place with the LTP development team. It is considered that this has resulted in an enhanced incorporation of sustainability considerations as the draft LTP5 Core Strategy evolved up to and including the current draft consultation version, particularly in terms of clarity and content of proposed approach to sustainability.

Based on the findings of the ISA, it is possible to draw a number of key considerations with regards to the LTP and its 'sustainability performance'. These are outlined as follows.

In the first instance, comparison was made of the three potential scenarios to undertaking further development of transport in the West Midlands. From this comparison, it is clear that the national policy approach and the transformational approach provide a more favoured outcome in respect of the ISA Objectives, compared to undertaking a conventional approach. Of particular note are that the national policy aligned approach and the transformational approach both offer clear benefits in terms of reducing pollution and carbon emissions largely as these are more focused on reducing or managing demand, as well as improving digital connections and facilitating more sustainable modes, rather than building new infrastructure. The positive aspects of the national policy aligned and transformational approaches cut across a number of ISA Objectives – for example, a reduction in pollution emissions will have clear benefits in terms of health to all people within the West Midlands, but particularly to a range of vulnerable groups such as children, those with certain ailments, the elderly etc. This 'cross cutting' is reflected in the comparison of the scenarios.

In comparing the national policy aligned approach to the transformational approach, it is considered that the main area of difference is that benefits will be realised within a shorter timeframe under the transformational approach. However, it should be borne in mind that the requirements of this transformational approach could have implications for different groups and this is recognised – for example, it is noted that further work will be needed to understand and mitigate against any possible negative impacts on creating a fairer society.

The preferred dynamic approach being proposed within the Core Strategy will enable different areas to take the appropriate actions. It will not be possible to introduce significant changes rapidly or at the same pace across the wider area.

Set out within the LTP Core Strategy are the Vision and Motives for Change and Outcome Objectives and these were shown to provide a generally firm underpinning to help ensure that the sustainability performance of the plan could be maximised. Through addressing the recommendations made, specifically by including a new section on 'sustainability throughout plan implementation', clear linkages are made between the Motives for Change and associated LTP objectives and this provides detail, context and confidence on how sustainability will be implemented throughout the lifespan of the LTP.

The LTP Core Strategy sets out particularly through a series of 'Big Moves' policy areas, as well as a 'sustainability through plan implementation' area, the approach to be taken to achieve the goals and objectives of the Plan. The ISA found that across a number of areas of sustainability, the LTP performs quite strongly. For example, in respect of both air quality and carbon emissions, it was found that the clear focus within the LTP of reducing traffic across the region and enabling a switch to public transport or more active modes as well as encouraging an uptake in electric vehicles and digital connectivity, should lead to air quality improvements and a reduction of carbon emissions. It is recognised though that there will still be emissions from public transport and enhanced rail services and it is noted that there will be investment in highway and rail infrastructure – this could lead to emissions both in construction and operation.

Other areas of strong environmental performance relate to heritage assets, landscape and townscape and these reflect elements of the LTP such as the commitment to Low Traffic Neighbourhoods, management of on street parking, developments of open spaces and enhancements to public realm. Key elements of the LTP

such as the reduction in traffic, reduction in speeds and reduction in noise, are anticipated to result in improvements to tranquility, townscape, the setting of cultural heritage assets and so on.

Greater facilitation of the uptake of electric vehicles, along with an increase in active travel and the associated reduction in noise and pollution deposition will also have benefits to biodiversity. In addition, it is anticipated this will reduce the amount of hydrocarbons used, as well as reduce the potential for pollution incidents to watercourses (through accidental spillage or through polluted runoff).

The further development through the LTP and its policy areas of a safe, convenient, affordable and accessible public transport system is considered essential for enabling people to travel beyond their local neighbourhood without a car. Investment in better Public Transport Services, new shared mobility services, better and more integrated ticketing options, micro-mobility options to allow better last mile solutions and providing for those in more rural regions will all help to provide better connectivity within and across the region, as well as to neighbouring areas. This will help drive economic growth through, for example, making it easier and potentially cheaper for staff to get to work or for customers to get to businesses. There would also be more transport options for people (including young people) to access jobs and skills. Better and more efficient infrastructure may also make doing business easier e.g. by reducing congestion and will potentially help to attract inward investment. As such, overall, it is considered that the LTP performs well in respect of promoting economic growth and job creation, and improve access and connectivity to jobs and skills for all.

A general reduction in traffic through for example the noted promotion of active travel routes, enhanced and extended public transport services, development of green spaces and enhanced public realm as well as Low Traffic Neighbourhoods and a policy focus within the LTP on improving road safety will also reduce the risk of accidents, with particular benefits for children and the elderly.

Achieving this outcome will be facilitated and enabled by cooperation between TfWM, partner organisations and other stakeholders. The need for strong linkages across organisations is reflected throughout the LTP.

8.1. Health and Equalities

It is also considered that the LTP performs strongly in respect of health and equalities, though there is a requirement (recognised within the LTP) for ongoing and more detailed consideration of many issues. In terms of health, the focus on improving air quality / reducing pollution will have clear direct health benefits for all groups, but could be particularly important to young children and those with certain medical conditions. Active travel modes will provide greater opportunities to undertake exercise in day to day life for all groups, with anticipated direct health benefits, but also improvements in wellbeing. Such improvements in health and wellbeing will also be enabled by better public realm, increased access to open spaces, Low Traffic Neighbourhoods, reduced congestion, reduced traffic speeds, reduced pollution and so on. Likewise, provision of enhanced public transport and active travel could provide for more equitable opportunities across a number of groups to access the health, leisure, educational or training services and facilities, alongside employment opportunities that they need.

However, in both health and equality terms, it is important to recognise that not all groups may benefit to the same extent from measures outlined in the LTP. For example, those with certain disabilities or the elderly may not be able to avail of active travel as much as others, while in respect of parking charges, those on low incomes could be disproportionately affected. The need for affordable connections is an important consideration of the LTP. For example, note is made of ensuring subsidies for the most socially necessary public transport services and this will likely mean that transport in those areas will be cheaper than it otherwise might be. As well as those on low incomes, this could be of particular benefit to those in rural areas. Bike and car share schemes, along with best value ticketing offers and encouraging people to move away from private car ownership can also reduce costs and make travel more affordable to a greater range of people. Nevertheless, it still remains that some groups may continue to experience pressures in terms of transport affordability and this issue needs to be explored further and likely continuously monitored – particularly in light of ever changing factors that contribute to general ‘cost of living’.

The LTP recognises such issues and sets out how these may be addressed. For example, the LTP recognises that the process of change can result in inequities, noting that on occasion communities that might stand to receive the greatest benefits can also face the biggest barriers in adapting. The pace of change is also an important consideration. The LTP notes that there will be a focus on ensuring a just transition by

- Distributing the burden of change so those who face lesser barriers and who's behaviours have the greatest inequitable impacts make bigger changes;
- Targeting support towards those facing the greatest barriers with least capacity to overcome them themselves to help them adapt as we transition;
- Setting a pace of change that gives us the momentum we need but at a pace that enables people to adapt; and
- Adopting an innovative spirit to find new ways of accessing what we need that might better help particular groups and places overcome their barriers

To ensure a just transition and achieve the above noted points, it is the case that further considerations are still to be made as part of LTP5 development. As outlined in the recommendations of this ISA, there is a requirement that further more detailed Policy areas are developed in respect of 'Big Moves' and 'Area Strategies' and it is necessary that this consideration of health and equalities will continue through to LTP Scheme implementation. Of particular note for areas of further consideration is the need to ensure that provision of transport services, facilities, or infrastructure does not compound health or equality disadvantage for any groups in society that currently experience adverse issues using (or are adversely affected by) the transport network but rather actually improves outcomes for such groups.

8.2. Environment, Health, Equalities, Safety - Sustainability through plan implementation

To ensure ongoing consideration of issues relating to the environment, health, equalities and safety, a key outcome of the ISA process was to ensure that acting across all policy areas is the cross cutting policy area of 'sustainability through plan implementation'. This policy area shows there is a clear process for when a transport intervention takes place to ensure that measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. Clear note is made that dependent on the scheme, assessment will include Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance. It is anticipated that this further assessment process will ensure that adverse effects can be minimised and beneficial effects maximised. This process will ensure detailed and ongoing consideration is given to the environment, as well as those protected characteristic groups or those considered vulnerable in terms of health outcomes noted in this ISA.

It is recognised that LTP5 will not act or be delivered in isolation and will influence and be influenced by, other Plans and Policies or developments across and beyond the West Midlands. On the whole, considering the nature of the policies, it is considered that many of the effects will be beneficial, though with significant beneficial effects more likely to be realised over the medium to long term in relation to issues such as air quality, carbon emissions, economy health, wellbeing and equalities. It is also to be acknowledged that there will likely be some cumulative adverse effects, though no significant adverse cumulative effects were identified.

It is important that TfWM understand the effect of the implementation of their LTP and the ISA sets out a potential series of monitoring indicators / performance metrics that will be considered and finalised alongside further development of the LTP. It is the intention that monitoring will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP and the likely significant effects (both positive and negative) being monitored. The Core Strategy notes that '*the LTP will be dynamic allowing TfWM to make different choices over time and in different place according to monitoring and evaluation of local transport policy delivery and impacts*'. As such, this will be of particular benefit to those involved with the further iterations of the LTP and if required, will allow early remediation to be undertaken of any identified adverse effects.

It is also to be emphasised that the LTP, as of January 2022, is a Core Strategy only and primarily sets out the overarching aims, vision and approach as well as a framework for action on transport. More detailed policies and implementation proposals will be identified aligned to this Core Strategy. As noted, many of the issues set out within this ISA, along with the recommendations made, will be explored in further detail as the LTP is developed throughout the life of the plan.

Overall, it is considered that the LTP5 represents a well-balanced approach in terms of sustainability performance across the full range of potential key effects delineated in the ISA Framework, and should help ensure that the vision, Motives for Change and Outcome Objectives for the West Midlands can be achieved in a sustainable and integrated fashion.

9. Next Steps

This ISA Report is being published for formal consultation with the Draft LTP5 Core Strategy. The results of the formal public consultation exercise may well result in changes to the Draft LTP5 Core Strategy and these may have implications for the ISA results. In addition, the consultation exercise may result in direct changes to the contents of the ISA Report. These will be reported in the next stage of development of the LTP5 and ISA following adoption of the Plan.

The WMLTP5 is being developed further and this will include detailed Big Move strategies alongside four Area Strategies, This next stage will see the policy principles and toolkit translated into a more detailed set of policies and programmes and schemes. This next stage will consider recommendations and feedback from this ISA as the next further ISA process will be undertaken

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